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To: Councillor Reynolds, Convener; Councillor Malik, Vice Convener; and Councillors Allan, Bell, Delaney, McRae, Catriona Mackenzie, Sellar and Townson.

Town House,
ABERDEEN 28 May 2018

LICENSING COMMITTEE

The Members of the **LICENSING COMMITTEE** are requested to meet in Committee Room 2 - Town House on **TUESDAY, 5 JUNE 2018 at 10.00 am.**

FRASER BELL
CHIEF OFFICER - GOVERNANCE

B U S I N E S S

DETERMINATION OF URGENT BUSINESS

- 1.1 There are no items of urgent business at this time.

DETERMINATION OF EXEMPT BUSINESS

- 2.1 Members are requested to determine that any exempt business be considered with the press and public excluded.

CONFIDENTIAL BUSINESS

- 3.1 Items of confidential business are listed at item 7 on the agenda.

DECLARATIONS OF INTEREST

- 4.1 Members are requested to intimate any declarations of interest (Pages 7 - 8)

REQUESTS FOR DEPUTATION

5.1 None received at this stage

MINUTES, COMMITTEE BUSINESS STATEMENT AND COMMITTEE TRACKER

6.1 Minute of Previous Meeting of 17 April 2018 (Pages 9 - 34)

6.2 Minutes of the Meetings of the Licensing Sub Committee of 25 April, 2 and 21 May 2018 - for approval (Pages 35 - 46)

6.3 Committee Business Planner (Pages 47 - 50)

CONFIDENTIAL INFORMATION - APPLICATIONS, INCLUDING LIST OF APPLICATIONS, TO BE HEARD IN PRIVATE

Applications to be heard in private and treated as confidential information in terms of Section 50(A)(3)(b) of the Local Government (Scotland) Act 1973.

7.1 Landlord Registration (Pages 53 - 58)

7.2 Application for the Renewal of a Taxi Driver's Licence (Pages 59 - 60)

7.3 Request for Exemption from the Street Knowledge Test (Pages 61 - 62)

7.4 Application for the Renewal of a Private Hire Driver's Licence (Pages 63 - 64)

7.5 Application for the Renewal of a Taxi Driver's Licence (Pages 65 - 68)

7.6 Application for the Renewal of a Taxi Driver's Licence (Pages 69 - 72)

7.7 Application for the Renewal of a Taxi Driver's Licence (Pages 73 - 76)

7.8 Request to be Exempt from the Requirement to provide a Wheelchair Accessible Vehicle (Pages 77 - 80)

APPLICATIONS FOR LICENCES - INCLUDING LIST OF APPLICATIONS

8.1 Grant of a Licence for a House in Multiple Occupation - 71 Gardner Crescent, Aberdeen (Pages 85 - 88)

8.2 Renewal of a Licence for a House in Multiple Occupation - 12D Roslin Street, Aberdeen (Pages 89 - 92)

- 8.3 Renewal of a Licence for a House in Multiple Occupation - 33A Balnagask Avenue, Aberdeen (Pages 93 - 96)
- 8.4 Renewal of a Licence for a House in Multiple Occupation - 216B Holburn Street, Aberdeen (Pages 97 - 100)
- 8.5 Renewal of a Licence for a House in Multiple Occupation - 14C Wellington Street, Aberdeen (Pages 101 - 104)
- 8.6 Grant of a Licence for a House in Multiple Occupation - 71 Constitution Street, Aberdeen (Pages 105 - 108)
- 8.7 Renewal of a Licence for a House in Multiple Occupation - 1 Abbotswell Drive, Aberdeen (Pages 109 - 112)
- 8.8 Grant of a Licence for a House in Multiple Occupation - 102 Clifton Road, Aberdeen (Pages 113 - 116)
- 8.9 Renewal of a Licence for a House in Multiple Occupation - 61 Leslie Road, Aberdeen (Pages 117 - 128)
- 8.10 Grant of a Licence for a House in Multiple Occupation - 61 Clifton Road, Aberdeen (Pages 129 - 136)
- 8.11 Request for Suspension of a Late Hours Catering Licence - Marco's, 12 Belmont Street (Pages 137 - 144)
- 8.12 Application for the Renewal of a Street Trader's Licence - Lisan Eryigit - Hareness Road (Pages 145 - 146)
- 8.13 Application for the Renewal of a Street Trader's Licence - Lisan Eryigit - Craigshaw Crescent (Pages 147 - 148)
- 8.14 Application for the Renewal of a Street Trader's Licence - Allan Strachan (Pages 149 - 150)
- 8.15 Application for the Grant of a Second Hand Dealer's Licence - Deimatas Juscius (Pages 151 - 158)
- 8.16 Application for the Grant of a Taxi Driver's Licence - Zoulfaghar Mollaeian (Pages 159 - 160)
- 8.17 Application for the Grant of a Taxi Driver's Licence - Kathiravelu Manimaran (Pages 161 - 162)

- 8.18 Application for the Grant of a Taxi Driver's Licence - Robert MackIntosh McKenzie (Pages 163 - 164)
- 8.19 Application for the Grant of a Taxi Driver's Licence - Edward Donald (Pages 165 - 166)
- 8.20 Application for the Grant of a Temporary Taxi Driver's Licence - William Duguid (Pages 167 - 168)
- 8.21 Application for the Renewal of a Taxi Driver's Licence - Gordon Anderson (Pages 169 - 170)
- 8.22 Application for the Renewal of a Taxi Driver's Licence - Jamie Gibson (Pages 171 - 172)
- 8.23 Application for the Renewal of a Taxi Driver's Licence - Brian Ogg (Pages 173 - 174)
- 8.24 Application for the Renewal of a Taxi Driver's Licence - Lee Webster (Pages 175 - 176)
- 8.25 Application for the Renewal of a Taxi Driver's Licence - Steven Marwick (Pages 177 - 178)
- 8.26 Application for the Grant of a Private Hire Car Driver's Licence - Jacek Guzowski (Pages 179 - 180)
- 8.27 Application for the Renewal of a Private Hire Car Driver's Licence - Wayne Greig (Pages 181 - 182)
- 8.28 Application for the Grant of a Private Hire Car Driver's Licence - Reynaldo Santos (Pages 183 - 184)
- 8.29 Application for the Renewal of a Taxi Licence - Rainbow Cars Ltd (T813) (Pages 185 - 186)
- 8.30 Application for the Renewal of a Taxi Licence - Thomas Brebner (Pages 187 - 188)
- 8.31 Application for the Renewal of a Taxi Licence - Rainbow Cars Ltd (T855) (Pages 189 - 190)
- 8.32 Application for the Grant of a Private Hire Car Licence - Raymond William Christie (Pages 191 - 192)

- 8.33 Application for the Renewal of a Private Hire Car Licence - Adam Marciniak
(Pages 193 - 194)
- 8.34 Application for the Renewal of a Private Hire Car Licence - Lee Parker
(Pages 195 - 196)

COMMITTEE REPORTS

- 9.1 Wheelchair Accessible Vehicle Taxi Policy Update (Pages 197 - 322)
- 9.2 Taxi Fare Review (Pages 323 - 340)

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Agenda Item 4.1

You must consider at the earliest stage possible whether you have an interest to declare in relation to any matter which is to be considered. You should consider whether reports for meetings raise any issue of declaration of interest. Your declaration of interest must be made under the standing item on the agenda, however if you do identify the need for a declaration of interest only when a particular matter is being discussed then you must declare the interest as soon as you realise it is necessary. The following wording may be helpful for you in making your declaration.

I declare an interest in item (x) for the following reasons

For example, I know the applicant / I am a member of the Board of X / I am employed by...
and I will therefore withdraw from the meeting room during any discussion and voting on that item.

OR

I have considered whether I require to declare an interest in item (x) for the following reasons however, having applied the objective test, I consider that my interest is so remote / insignificant that it does not require me to remove myself from consideration of the item.

OR

I declare an interest in item (x) for the following reasons however I consider that a specific exclusion applies as my interest is as a member of xxxx, which is

- (a) a devolved public body as defined in Schedule 3 to the Act;
- (b) a public body established by enactment or in pursuance of statutory powers or by the authority of statute or a statutory scheme;
- (c) a body with whom there is in force an agreement which has been made in pursuance of Section 19 of the Enterprise and New Towns (Scotland) Act 1990 by Scottish Enterprise or Highlands and Islands Enterprise for the discharge by that body of any of the functions of Scottish Enterprise or, as the case may be, Highlands and Islands Enterprise; or
- (d) a body being a company:-
 - i. established wholly or mainly for the purpose of providing services to the Councillor's local authority; and
 - ii. which has entered into a contractual arrangement with that local authority for the supply of goods and/or services to that local authority.

OR

I declare an interest in item (x) for the following reasons.....and although the body is covered by a specific exclusion, the matter before the Committee is one that is quasi-judicial / regulatory in nature where the body I am a member of:

- is applying for a licence, a consent or an approval
- is making an objection or representation
- has a material interest concerning a licence consent or approval
- is the subject of a statutory order of a regulatory nature made or proposed to be made by the local authority.... and I will therefore withdraw from the meeting room during any discussion and voting on that item.

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LICENSING COMMITTEE

ABERDEEN, 17 April 2018. Minute of meeting of the LICENSING COMMITTEE.
Present: Councillor Malik, Convener; and Councillors Allan, Delaney, Donnelly (as a substitute for Councillor Reynolds), Lumsden (as a substitute for Councillor Bell for articles 1 to 12 and up to article 13 of appendix A) Macdonald (as a substitute for Councillor Bell for articles for article 7 onwards (from article 18 of appendix A), Catriona Mackenzie, McRae, Sellar and Townson.

The agenda and reports associated with this minute can be found at:-

<https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=149&MIId=6262&Ver=4>

Please note that if any changes are made to this minute at the point of approval, these will be outlined in the subsequent minute and this document will not be retrospectively altered.

CONVENER

1. In the absence of the Convener, Councillor Malik, Vice Convener, took the Chair for today's meeting.

URGENT BUSINESS

2. The Committee noted that there were no items of urgent business.

EXEMPT BUSINESS

3. The Convener proposed that the Committee consider item 9.1 (Process and Performance for Medical Assessments in relation to Taxi and Private Hire Care Drivers) with the press and public excluded.

The Committee resolved:-

in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973, to exclude the press and public from the meeting during consideration of item 9.1 so as to avoid disclosure of exempt information of the classes described in paragraphs 6, 8 and 10 of Schedule 7(A) of the Act.

CONFIDENTIAL BUSINESS

4. The Committee was advised that the applications listed at item 7 and 8.9 on the agenda were to be heard in private and treated as confidential information in terms of Section 50(A)(3)(b) of the Local Government (Scotland) Act 1973.

LICENSING COMMITTEE

17 April 2018

The Committee resolved:

to note that applications/requests to be heard in private and treated as confidential information in terms of Section 50(A)(3)(b) of the Local Government (Scotland) Act 1973 were listed at item 7 and 8.9 on the agenda.

DECLARATIONS OF INTEREST

5. The following declaration of interest was intimated at this time:
- (i) Councillor Malik, Convener, declared an interest in relation to item 8.10 (Application for the Renewal of a Private Hire Car Driver's Licence – Rajneesh Rattan), by virtue of knowing the applicant, and withdrew from the meeting prior to consideration of this item.

REQUEST FOR DEPUTATION IN RELATION TO ITEM 8.25 (TAXI FARE REVIEW) FROM MR MATTHEWS, ABERDEEN INTERNATIONAL AIRPORT

6. The Committee had before it a request for deputation from Mr Matthews, Aberdeen International Airport in relation to item 8.25 (Taxi Fare Review) on the agenda.

The Committee resolved:-

to note the deputation and that it would be heard immediately prior to consideration of item 8.25 (Taxi Fare Review) on the agenda.

REQUEST FOR DEPUTATION IN RELATION TO ITEM 8.25 (TAXI FARE REVIEW) FROM MR MCCOLL, ABERDEEN TAXI GROUP

7. The Committee had before it a request for deputation from Mr McColl, Aberdeen Taxi Group in relation to item 8.25 (Taxi Fare Review) on the agenda.

The Committee resolved:-

to note the deputation and that it would be heard immediately prior to consideration of item 8.25 (Taxi Fare Review) on the agenda.

MINUTE OF MEETING OF 6 FEBRUARY AND 14 MARCH 2018

8. The Committee had before it the minutes of its meeting of 6 February and 14 March 2018 for approval.

The Committee resolved:-

to approve the minutes as correct records.

LICENSING COMMITTEE

17 April 2018

MINUTES OF THE MEETINGS OF THE LICENSING URGENT BUSINESS SUB COMMITTEE OF 25 JANUARY AND 15, 20, 23 AND 28 FEBRUARY 2018

9. The Committee had before it the minutes of the meetings of the Licensing Urgent Business Sub Committee of 25 January and 15, 20, 23 and 28 February 2018 for approval.

The Committee resolved:-

to approve the minutes as correct records.

MINUTE OF THE MEETING OF THE LICENSING EVIDENTIAL HEARINGS SUB COMMITTEE OF 19 FEBRUARY 2018

10. The Committee had before it the minute of the meeting of the Licensing Evidential Hearings Sub Committee of 19 February 2018 for approval.

The Committee resolved:-

to approve the minute as a correct record subject to amending the date in the sederunt from 2017 to 2018.

MINUTES OF THE MEETINGS OF THE LICENSING SUB COMMITTEE OF 21 AND 22 MARCH AND 3 APRIL 2018

11. The Committee had before it the minutes of the meetings of the Licensing Sub Committee of 22 March and 3 April 2018.

The Committee resolved:-

to approve the minutes as correct records.

COMMITTEE BUSINESS PLANNER

12. The Committee had before it the committee business planner as prepared by the Chief Officer – Governance.

The Committee resolved:-

- (i) to agree that the reports on the taxi demand survey and taxi rank review scheduled to be submitted at the Committee's meeting in June would be delayed to the Committee's meeting on 21 August 2018 to provide sufficient time for the external company to complete the survey and review; and
- (ii) to otherwise note the committee business planner.

LICENSING COMMITTEE

17 April 2018

CONFIDENTIAL INFORMATION

The press and public were excluded from the meeting for consideration of the applications listed in section 7 on the agenda and appendix A of the minute which contained confidential information in terms of Section 50A 3(b) of the Local Government (Scotland) Act 1973.

APPLICATION FOR LICENCES

13. The Committee had before it, for its consideration, the applications listed in Appendix A to this minute.

The Committee resolved:-

that all applications be determined on the basis shown in Appendix A and that all licences were subject to the Council's standard conditions unless otherwise stated.

APPLICATION FOR LICENCES

14. The Committee had before it, for its consideration, the applications listed in Appendix B to this minute.

The Committee resolved:-

that all applications be determined on the basis shown in Appendix B and that all licences were subject to the Council's standard conditions unless otherwise stated.

In accordance with the decision recorded at article 3 of this minute, the following item of business (article 13 of this minute) was considered with the press and public excluded.

PROCESS AND PERFORMANCE FOR MEDICAL ASSESSMENTS IN RELATION TO TAXI AND PRIVATE HIRE CAR DRIVERS

15. With reference to article 3 of appendix A of the minute of the meeting of the Licensing Committee of 6 February 2018, the Committee had before it a report by the Chief Officer – Governance which detailed the process and performance for medical assessments for taxi and private hire car driver applications.

LICENSING COMMITTEE

17 April 2018

The report recommended:-

that the Committee note the processes and performance of Aberdeen City Council's independent medical provider, in relation to taxi and private hire car driver medical referrals.

The Committee resolved:-

to approve the recommendation.

SUSPENSION OF STANDING ORDER 37.2 (LENGTH OF MEETINGS)

16. During consideration of the following item of business (article 15 of this minute), the Convener proposed that the Committee suspend Standing Order 39.2 (Length of Meetings) to enable the meeting to continue beyond six hours.

The Committee resolved:-

to agree to suspend Standing Order 39.2 (Length of Meetings).

TAXI FARE REVIEW

17. (A) In accordance with article 5 of this minute, the Committee received a deputation from Mr Matthews, Aberdeen International Airport in relation to item 8.25 (Taxi Fare Review) on the agenda.

Mr Matthews advised that the Aberdeen International Airport supported the recommendation to remove the wording (airport taxis only) from the surcharge for the airport barrier charge.

He advised that it was the intention of Aberdeen International Airport to bring the operation of the main walk up taxi rank (Green Zone Taxi Operation) in house as of 1 June 2018 as part of a number of changes being introduced which would include investment into improving the Airport Taxi Facilities and a strategy to enhance the overall service provision for passengers. He explained that Aberdeen International Airport recommended parity of the charge for direct access to the controlled forecourt. This was to restrict access to unnecessary travel in and out of the forecourt which could become extremely congested at times, in an attempt to improve the Health and Safety of passengers, 3rd parties and members of staff.

The Committee asked a number of questions of Mr Matthews.

(B) In accordance with article 6 of this minute, the Committee received a deputation from Mr McColl, Aberdeen Taxi Group in relation to item 8.25 (Taxi Fare Review) on the agenda.

LICENSING COMMITTEE

17 April 2018

Mr McColl advised that the taxi and private hire trade had had meetings with the Council to discuss the taxi fare review and at those meetings there was a consensus that the trade agreed with parts of the report especially in respect to the rise in costs over the last few years.

He explained that it was the Aberdeen Taxi Group's opinion that costs had actually risen by more than the report stated as although the trade used the same formula they certainly didn't agree with where some of the information now came from. He advised that the Aberdeen Taxi Group felt that some of the information was now outdated and using information from 2014 was not ideal. However, they also accepted that until this formula was changed as part of the bigger picture then there was little that could be done at this time.

He also recommended that the proposed fare structure should not include 2 and 1 pence pieces and asked that the fares be rounded up. Again the Taxi Group realised this might mean that the increase was slightly higher than 5% but for a working practice for a taxi driver they felt it had to be considered.

Finally, he advised that the Taxi Group certainly agreed that it should only be the basic tariff that was increased and that all extras should stay the same. Although the tariff might seem complicated to some the Taxi Group felt that it couldn't be adjusted to the detriment of the taxi driver and therefore all extras should stay the same.

The Committee asked a number of questions of Mr McColl.

(C) The Committee had before it a report by the Chief Officer – Governance which provided information which would allow the Committee to reach an informed decision on any changes to be made to the current taxi fare tariff and comply with its duty to review taxi fares under section 17 of the Civic Government (Scotland) Act 1982.

The report recommended:-

that the Committee -

- (a) approve for consultation the fare review options set out at section 4 of the report and instructs the Chief Officer - Governance to conduct a consultation as outlined in section 5 below on the same subject to; and
- (b) instruct the Chief Officer - Governance to submit a report to the Licensing Committee on 5 June 2018 on the outcome of the fare review proposal consultation and seeking a final decision on the future fee levels to be adopted from 26 June 2018.

The Committee resolved:-

- (i) to approve for consultation the fare review options set out at section 4 of the report subject to the options stating clearly which were third party charges and the retention of the wording (non-airport taxis only) at Surcharge 8 and instructs the

LICENSING COMMITTEE
17 April 2018

- Chief Officer - Governance to conduct a consultation as outlined in section 5 below on the same subject to; and
- (ii) to approve recommendation (b) as above.
- **COUNCILLOR MALIK, Convener**.

DRAFT

LICENSING COMMITTEE
17 April 2018

APPENDIX A

1. APPLICATION FOR THE RENEWAL OF A PRIVATE HIRE CAR DRIVER'S LICENCE

Application Reference Number - 8/09

The Committee had before it an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had to be determined by 7 May 2018.

Mrs May, Legal Advisor, provided the Committee with a verbal update on the application.

The applicant was not in attendance, but had submitted a letter for consideration by the Committee.

The Committee resolved:-

to defer consideration of the application to a meeting of the Sub Committee to provide another opportunity for the applicant to be present and to submit information.

2. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE

Application Reference Number - 7/01

The Committee had before it (1) an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had to be determined by 5 May 2018; (2) a letter of representation from the Chief Constable, Police Scotland, c/o Aberdeen City Division dated 14 December 2017; and (3) a letter from the Council's Occupational Health provider dated 9 January 2018.

The applicant was not in attendance.

Sergeant Flett was in attendance and spoke in support of Police Scotland's letter of representation.

The Committee asked questions of Sergeant Flett.

Sergeant Flett did not take up the opportunity to sum up.

The Committee resolved:

to refuse the application on the grounds that the applicant was not a fit and proper person.

LICENSING COMMITTEE

17 April 2018

**3. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE
Application Reference Number - 7/02**

The Committee noted that the application had been granted under delegated powers.

**4. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE
Application Reference Number - 7/03**

The Committee noted that the application had been granted under delegated powers.

**5. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE
Application Reference Number - 7/04**

The Committee had before it (1) an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had to be determined by 23 May 2018; and (2) a letter from the Council's Occupational Health Provider dated 21 March 2018.

Mrs May, Legal Advisor, provided the Committee with a verbal update on the application.

The applicant was in attendance and spoke in support of his application.

The Committee asked questions of the applicant.

The applicant did not take up the opportunity to sum up.

The Committee resolved:-

- (i) to refuse the application;
- (ii) to agree that should the applicant meet the Group 2 DVLA medical criteria following receipt of a further medical report this would result in a material change of circumstance and therefore a new application could be processed for the applicant; and
- (iii) should the applicant submit a new application, to agree to waive the fee for that single application and the requirement for the applicant to undertake a street knowledge test.

6. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE

LICENSING COMMITTEE

17 April 2018

Application Reference Number - 7/05

The Committee had before it (1) an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had to be determined by 26 May 2018; and (2) a letter from the Council's Occupational Health Provider dated 18 January 2018.

Mrs May, Legal Advisor, provided the Committee with a verbal update on the application.

The applicant was in attendance and spoke in support of his application.

The Committee asked questions of the applicant.

The applicant did not take up the opportunity to sum up.

The Committee resolved:-

to defer consideration of the application to allow a medical report from OH Assist to be received and to agree that should the applicant meet the Group 2 DVLA medical criteria, the Chief Officer - Governance could grant the application under delegated powers, or otherwise that the application be referred to a meeting of the Licensing Sub Committee for consideration.

7. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE

Application Reference Number - 7/06

The Committee had before it (1) an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had to be determined by 30 April 2018; and (2) a letter from the Council's Occupational Health Provider dated 4 December 2017.

Mrs May, Legal Advisor, provided the Committee with a verbal update on the application.

The applicant was in attendance and spoke in support of his application.

The Committee asked questions of the applicant.

The applicant did not take up the opportunity to sum up.

The Committee resolved:-

to defer consideration of the application to allow a medical report from OH Assist to be received and to agree that should the applicant meet the Group 2 DVLA medical criteria, the Chief Officer - Governance could grant the application under

LICENSING COMMITTEE

17 April 2018

delegated powers, or otherwise that the application be referred to a meeting of the Licensing Sub Committee for consideration.

8. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE
Application Reference Number - 7/07

The Committee had before it (1) an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had to be determined by 22 May 2018; and (2) a letter from the Council's Occupational Health Provider dated 1 February 2018.

Mrs May, Legal Advisor, provided the Committee with a verbal update on the application.

The applicant was in attendance and spoke in support of his application.

The Committee asked questions of the applicant.

The applicant did not take up the opportunity to sum up.

The Committee resolved:-

to defer consideration of the application to allow a medical report from OH Assist to be received and to agree that should the applicant meet the Group 2 DVLA medical criteria, the Chief Officer - Governance could grant the application under delegated powers, or otherwise that the application be referred to a meeting of the Licensing Sub Committee for consideration.

9. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE
Application Reference Number - 7/08

The Committee had before it (1) an information sheet prepared by the Head of Legal and Democratic Services in respect of the application which advised that the application had to be determined by 29 May 2018; and (2) a letter from the Council's Occupational Health Provider dated 11 January 2018.

Mrs May, Legal Advisor, provided the Committee with a verbal update on the application.

The applicant was in attendance and spoke in support of his application.

The Committee asked questions of the applicant.

The applicant did not take up the opportunity to sum up.

LICENSING COMMITTEE

17 April 2018

The Committee resolved:-

to defer consideration of the application to allow a medical report from OH Assist to be received and to agree that should the applicant meet the Group 2 DVLA medical criteria, the Chief Officer - Governance could grant the application under delegated powers, or otherwise that the application be referred to a meeting of the Licensing Sub Committee for consideration.

**10. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE
Application Reference Number - 7/09**

The Committee noted that the application had been granted under delegated powers.

**11. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE
Application Reference Number - 7/10**

The Committee had before it (1) an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had to be determined by 26 April 2018; and (2) a letter from the Council's Occupational Health Provider dated 29 November 2017.

Mrs May, Legal Advisor, provided the Committee with a verbal update on the application.

The applicant was in attendance and spoke in support of his application.

The Committee asked questions of the applicant.

The applicant did not take up the opportunity to sum up.

The Committee resolved:-

to defer consideration of the application to allow a medical report from OH Assist to be received and to agree that should the applicant meet the Group 2 DVLA medical criteria, the Chief Officer - Governance could grant the application under delegated powers, or otherwise that the application be referred to a meeting of the Licensing Sub Committee for consideration.

**12. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE
Application Reference Number - 7/11**

LICENSING COMMITTEE

17 April 2018

The Committee noted that the application had been granted under delegated powers.

13. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE
Application Reference Number - 7/12

The Committee had before it (1) an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had to be determined by 29 April 2018; and (2) a letter from the Council's Occupational Health Provider dated 8 February 2018.

Mrs May, Legal Advisor, provided the Committee with a verbal update on the application during which she advised of the content of a further letter from the Council's Occupational Health Provider dated 11 April 2018.

The applicant was in attendance and spoke in support of his application.

The Committee asked questions of the applicant.

The applicant did not take up the opportunity to sum up.

The Committee resolved:-

- (i) to refuse the application;
- (ii) to agree that should the applicant meet the Group 2 DVLA medical criteria following receipt of a further medical report this would result in a material change of circumstance and therefore a new application could be processed for the applicant; and
- (iii) should the applicant submit a new application, to agree to waive the fee for that single application and the requirement for the applicant to undertake a street knowledge test.

14. APPLICATION FOR THE GRANT OF A TAXI DRIVER'S LICENCE
Application Reference Number - 7/13

The Committee had before it (1) an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had to be determined by 26 April 2018; and (2) a letter from the Council's Occupational Health Provider dated 31 January 2018.

Mrs May, Legal Advisor, provided the Committee with a verbal update on the application.

The applicant was not in attendance.

LICENSING COMMITTEE

17 April 2018

The Committee resolved:-

to refuse the application.

**15. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE
Application Reference Number - 7/14**

The Committee had before it an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had to be determined by 1 May 2018.

Mrs May, Legal Advisor, provided the Committee with a verbal update on the application.

The applicant was in attendance and spoke in support of his application.

The Committee asked questions of the applicant.

The applicant did not take up the opportunity to sum up.

The Committee resolved:-

to defer consideration of the application to allow a medical report from OH Assist to be received and to agree that should the applicant meet the Group 2 DVLA medical criteria, the Chief Officer - Governance could grant the application under delegated powers, or otherwise that the application be referred to a meeting of the Licensing Sub Committee for consideration.

**16. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE
Application Reference Number - 7/15**

The Committee had before it (1) an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had to be determined by 26 May 2018; and (2) a letter from the Council's Occupational Health Provider dated 13 February 2018.

Mrs May, Legal Advisor, provided the Committee with a verbal update on the application.

The applicant was in attendance and spoke in support of his application.

The Committee asked questions of the applicant.

The applicant did not take up the opportunity to sum up.

LICENSING COMMITTEE

17 April 2018

The Committee resolved:-

to defer consideration of the application to allow a medical report from OH Assist to be received and to agree that should the applicant meet the Group 2 DVLA medical criteria, the Chief Officer - Governance could grant the application under delegated powers, or otherwise that the application be referred to a meeting of the Licensing Sub Committee for consideration.

**17. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE
Application Reference Number - 7/16**

The Committee had before it (1) an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had to be determined by 29 April 2018; and (2) a letter from the Council's Occupational Health Provider dated 17 January 2018.

Mrs May, Legal Advisor, provided the Committee with a verbal update on the application.

The applicant was in attendance and spoke in support of his application.

The Committee asked questions of the applicant.

The applicant did not take up the opportunity to sum up.

The Committee resolved:-

to defer consideration of the application to allow a medical report from OH Assist to be received and to agree that should the applicant meet the Group 2 DVLA medical criteria, the Chief Officer - Governance could grant the application under delegated powers, or otherwise that the application be referred to a meeting of the Licensing Sub Committee for consideration.

**18. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE
Application Reference Number - 7/17**

The Committee had before it (1) an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had to be determined by 5 May 2018; and (2) a letter from the Council's Occupational Health Provider dated 28 December 2017.

Mrs May, Legal Advisor, provided the Committee with a verbal update on the application.

LICENSING COMMITTEE

17 April 2018

The applicant was in attendance and spoke in support of his application.

The Committee asked questions of the applicant.

The applicant did not take up the opportunity to sum up.

The Committee resolved:-

to defer consideration of the application to allow a medical report from OH Assist to be received and to agree that should the applicant meet the Group 2 DVLA medical criteria, the Chief Officer - Governance could grant the application under delegated powers, or otherwise that the application be referred to a meeting of the Licensing Sub Committee for consideration.

**19. APPLICATION FOR THE GRANT OF A TAXI DRIVER'S LICENCE
Application Reference Number - 7/18**

The Committee had before it an information sheet prepared by the Chief Officer – Governance in respect of the request for exemption from the Committee's street knowledge test for taxi drivers.

Mrs May, Legal Advisor, provided the Committee with a verbal update on the request during which she advised that the item was a request for exemption from the Committee's street knowledge test for taxi drivers and not an application for grant of a taxi driver's licence as stated on the documentation.

The applicant was not in attendance, but had submitted a letter.

The Committee resolved:-

to defer consideration to the next meeting of the Committee or a meeting of the Sub Committee to enable the applicant to be present.

**20. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE
Application Reference Number - 7/19**

The Committee had before it an information sheet prepared by the Chief Officer – Governance in respect of the request for exemption from the Committee's street knowledge test for taxi drivers.

Mrs May, Legal Advisor, provided the Committee with a verbal update on the request during which she advised that the item was a request for exemption from the Committee's street knowledge test for taxi drivers and not an application for grant of a taxi driver's licence as stated on the documentation.

LICENSING COMMITTEE

17 April 2018

The applicant was in attendance, accompanied by a friend who spoke in support of the request.

The Committee resolved:-

to agree that the applicant be exempt from the requirement to undertake a street knowledge test on the basis of the individual circumstances and thereby to grant the application.

21. APPLICATION FOR THE RENEWAL OF A PRIVATE HIRE CAR DRIVER'S LICENCE

Application Reference Number - 7/20

The Committee had before it (1) an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had to be determined by 14 August 2018; and (2) a letter from the Council's Occupational Health Provider.

Mrs May, Legal Advisor, provided the Committee with a verbal update on the application.

The applicant was in attendance and spoke in support of his application.

The Committee asked questions of the applicant.

The applicant did not take up the opportunity to sum up.

The Committee resolved:-

- (i) to refuse the application; and
- (ii) to instruct the Team Leader Licensing to write to the Council's occupational health provider regarding the content of the letter in respect of this applicant.

LICENSING COMMITTEE
17 April 2018

APPENDIX B

**1. RENEWAL OF A LICENCE FOR A HOUSE IN MULTIPLE OCCUPATION - 8
ELMFIELD TERRACE, ABERDEEN
Application Reference Number - 8/01**

The Committee had before it a report by the Private Sector Housing Manager in respect of the application.

The applicant's agent, Mr Alan Morrison, was in attendance and spoke in support of the application.

The respondent, Mrs Frances Cruickshank, was in attendance and spoke in support her representation.

The Committee asked questions of the respondent and applicant.

Neither the applicant nor the respondent took up the opportunity to sum up.

The Committee resolved:-
to grant the licence.

**2. RENEWAL OF A LICENCE FOR A HOUSE IN MULTIPLE OCCUPATION - 3
CATTOFIELD PLACE, ABERDEEN
Application Reference Number - 8/02**

The Committee had before it a report by the Private Sector Housing Manager in respect of the application.

The applicant, Mr Robert Sutherland, was in attendance and spoke in support of the application.

The respondent, Mr Malcolm Nicol, was in attendance and spoke in support his representation.

The Committee asked questions of the respondent and applicant.

Neither the applicant nor the respondent took up the opportunity to sum up.

The Committee resolved:-
to grant the licence.

LICENSING COMMITTEE

17 April 2018

**3. RENEWAL OF A LICENCE FOR A HOUSE IN MULTIPLE OCCUPATION - 37 CORTHAN CRESCENT, ABERDEEN
Application Reference Number - 8/03**

The Committee had before it a report by the Private Sector Housing Manager in respect of the application.

The applicant, Mr Alex Mijares, was in attendance and spoke in support of the application.

The respondents, Mr and Mrs Wilczok, were not in attendance or represented.

The Committee asked questions of the applicant.

The applicant did not take up the opportunity to sum up.

The Committee resolved:-
to grant the licence.

**4. APPLICATION FOR THE RENEWAL OF A STREET TRADER'S LICENCE - C&L CATERING PARTNERSHIP
Application Reference Number - 8/04**

The Committee noted that the application had been granted under delegated powers.

**5. APPLICATION FOR THE GRANT OF A STREET TRADER'S LICENCE - ELAINE ELRICK
Application Reference Number - 8/05**

The Committee noted that the application had been granted under delegated powers.

**6. APPLICATION FOR THE VARIATION OF A STREET TRADER'S LICENCE - ELAINE SULLIVAN "SULLY SNACKS"
Application Reference Number - 8/06**

The Committee had before it an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had been placed on the agenda as it required to be determined by 14 July 2018, and four letters of representation from (1) Police Scotland; (2) the Council's Roads

LICENSING COMMITTEE

17 April 2018

Department; (3) Nigg Community Council; and (4) Aberdeen and District Angling Association.

The applicant, Elaine Sullivan, was not in attendance.

Only one of the respondents, the Aberdeen and District Angling Association was in attendance or represented and Mr Robert Dey spoke on behalf of the Association.

The Committee heard from Mrs May, legal Advisor, who advised that that Roads had confirmed by email that they would not give the applicant permission to use the location requested in the application.

The Committee resolved:-
to refuse the application.

7. APPLICATION FOR A PUBLIC CHARITABLE COLLECTION - EMMA MOORE - CHILEGALREN HOSPICE ASSOCIATION SCOTLAND
Application Reference Number - 8/07

The Committee had before it an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had been placed on the agenda as it requested a Public Charitable Collection on Sunday 17 June 2018 at Hazlehead Park during the Highland Games, and the Committee's policy stated that Public Charitable Collections could only take place on Monday, Thursday and Saturdays (with the exception of December and public holidays).

Ms Emma Moore, was in attendance on behalf of CHAS, and spoke in support of the application and why it should be exempt from the Committee's policy.

The Committee resolved:-
to grant the application.

8. APPLICATION FOR THE GRANT OF A PRIVATE HIRE CAR DRIVER'S LICENCE - PAUL BRUCE
Application Reference Number - 8/08

The Committee had before it an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had been placed on the agenda as it required to be determined by 24 April 2018, and to date the applicant had (1) not passed the required street knowledge test; and (2) not provided proof of his right to work in the UK.

LICENSING COMMITTEE

17 April 2018

The applicant, Mr Paul Bruce, was not in attendance.

Mrs May, Legal Advisor, provided an update on the application.

The Committee resolved:-
to refuse the application.

DECLARATION OF INTEREST

In accordance with article 3 of this minute, the Convener, Councillor Malik, left the meeting prior to consideration of the following item of business.

Councillor Allan took the chair for the following item of business only.

9. APPLICATION FOR THE RENEWAL OF A PRIVATE HIRE CAR DRIVER'S LICENCE - RAJNEESH RATTAN
Application Reference Number - 8/10

The Committee had before it an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had been placed on the agenda as it required to be determined by 12 May 2018, and to date the applicant had (1) not passed the required street knowledge test; and (2) not provided proof of his right to work in the UK.

The applicant, Mr Rajneesh Rattan, was in attendance and spoke in support of the application.

Mrs May, Legal Advisor, provided an update on the application wherein she advised that proof of the right to work had now been provided.

The Committee resolved:-

to defer consideration of the application to enable the applicant to undertake the street knowledge test, and to agree that should the applicant pass the street knowledge test, the Chief Officer - Governance could grant the application for a maximum period of 6 months under delegated powers, or otherwise that the application be referred to the meeting of the Licensing Sub Committee for consideration.

10. APPLICATION FOR THE RENEWAL OF A PRIVATE HIRE CAR DRIVER'S LICENCE - SHAISTA MIAH
Application Reference Number - 8/11

LICENSING COMMITTEE

17 April 2018

The Committee had before it an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had been placed on the agenda as it required to be determined by 13 May 2018, and to date the applicant had (1) not passed the required street knowledge test; and (2) not provided proof of his right to work in the UK.

The applicant, Mr Shaista Miah, was not in attendance.

Mrs May, Legal Advisor, provided an update on the application.

The Committee resolved:-

to defer consideration of the application to enable the applicant to undertake the street knowledge test and provide evidence of his right to work, and to agree that should the applicant pass the street knowledge test and provide the required evidence, the Chief Officer - Governance could grant the application under delegated powers, or otherwise that the application be referred to the meeting of the Licensing Sub Committee for consideration.

**11. APPLICATION FOR THE RENEWAL OF A PRIVATE HIRE CAR DRIVER'S LICENCE - TULA MIAH
Application Reference Number - 8/12**

The Committee noted that the application had been withdrawn.

**12. APPLICATION FOR THE RENEWAL OF A PRIVATE HIRE CAR DRIVER'S LICENCE - JAKUB BRZAKALSKI
Application Reference Number - 8/13**

The Committee had before it an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had been placed on the agenda as it required to be determined by 30 April 2018, and to date the applicant had (1) not passed the required street knowledge test; and (2) not provided proof of his right to work in the UK.

The applicant, Mr Jakub Brzakalski, was in attendance and spoke in support of the application.

Mrs May, Legal Advisor, provided an update on the application wherein she advised that applicant had now provided proof of his right to work in the UK.

The Committee asked questions of the applicant.

LICENSING COMMITTEE

17 April 2018

The Committee resolved:-

- (i) to defer consideration of the application to enable the applicant to undertake the street knowledge test, and to agree that should the applicant pass the street knowledge test, the Chief Officer - Governance could grant the application under delegated powers, or otherwise that the application be referred to the meeting of the Licensing Sub Committee for consideration; and
- (ii) to instruct the Team Leader Licensing to correspond with the applicant on the requirement for an interpreter.

13. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE - GARY EWING**Application Reference Number - 8/14**

The Committee noted that the application had been granted under delegated powers.

14. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE - THOMAS FRISKEN**Application Reference Number - 8/15**

The Committee noted that the application had been granted under delegated powers.

15. Application for the Renewal of a Taxi Driver's Licence - Joel Jemine**Application Reference Number - 8/16**

The Committee noted that the application had been granted under delegated powers.

16. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE - PAUL ROBBIE**Application Reference Number - 8/17**

The Committee noted that the application had been granted under delegated powers.

17. APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE - STEPHEN WHITE**Application Reference Number - 8/18**

LICENSING COMMITTEE

17 April 2018

The Committee noted that the application had been granted under delegated powers.

18. **APPLICATION FOR THE RENEWAL OF A TAXI OPERATOR'S LICENCE - DAVID KNOWLES**

Application Reference Number - 8/19

The Committee noted that the application had been withdrawn.

19. **APPLICATION FOR THE GRANT OF A TAXI OPERATOR'S LICENCE - OMER KUS**

Application Reference Number - 8/20

The Committee noted that the application had been withdrawn.

20. **APPLICATION FOR THE RENEWAL OF A TAXI OPERATOR'S LICENCE - MONCEF MESKINI**

Application Reference Number - 8/21

The Committee noted that the application had been granted under delegated powers.

21. **APPLICATION FOR THE RENEWAL OF A TAXI OPERATOR'S LICENCE - RAINBOW CITY CARS LTD - T574**

Application Reference Number - 8/22

The Committee noted that the application had been granted under delegated powers.

22. **APPLICATION FOR THE RENEWAL OF A TAXI OPERATOR'S LICENCE - PHILIP RITCHIE**

Application Reference Number - 8/23

The Committee had before it an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that the application had been placed on the agenda as it required to be determined by 17 April 2018, and to date the applicant had not provided evidence that the vehicle had been inspected and tested as required.

LICENSING COMMITTEE

17 April 2018

The applicant, Mr Philip Ritchie, was in attendance and spoke in support of the application.

Mrs May, Legal Advisor, provided an update on the application.

The Committee asked questions of the applicant.

The applicant advised that he wished to withdraw his application.

The Committee resolved:-

to note that the application had been withdrawn.

**23. APPLICATION FOR THE RENEWAL OF A PRIVATE HIRE CAR DRIVER'S LICENCE - MICHAEL CHEYNE
Application Reference Number - 8/24**

The Committee noted that the application had been withdrawn.

LICENSING COMMITTEE
17 April 2018

DRAFT

LICENSING URGENT BUSINESS SUB COMMITTEE

ABERDEEN, 25 April 2018. Minute of meeting of the LICENSING COMMITTEE.
Present: Councillor Reynolds, Convener; and Councillors Bell, Malik and Townson.

The agenda and reports associated with this minute can be found at:-

<https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=624&MIId=6370&Ver=4>

Please note that if any changes are made to this minute at the point of approval, these will be outlined in the subsequent minute and this document will not be retrospectively altered.

CONFIDENTIAL INFORMATION

The press and public were excluded from the meeting for consideration of the applications listed below in terms of Section 50(A)(3)(b) of the Local Government (Scotland) Act 1973.

APPLICATION FOR THE GRANT OF A TAXI DRIVER'S LICENCE

1. The Sub Committee were advised that the application had been granted under delegated powers.

APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE

2. The Sub Committee had before it an information note prepared by the Chief Officer - Governance in respect of the applicant which advised that the application had been placed on the agenda as it required to be determined by 26 April 2018 and that clarification had still to be sought on whether the applicant had met DVLA group 2 medical standards.

Mr Munro, Legal Advisor, provided the Sub Committee with a verbal update on the application.

The applicant was in attendance and spoke in support of the application.

Members asked questions of the applicant.

The Sub Committee resolved:-

- (i) to refuse the application;
- (ii) to agree that should the applicant meet the Group 2 DVLA medical criteria following receipt of a further medical report this would result in a material change of circumstance and therefore a new application could be processed for the applicant; and

LICENSING URGENT BUSINESS SUB COMMITTEE

24 April 2018

- (iii) should the applicant submit a new application, to agree to waive the fee for that single application and the requirement for the applicant to undertake a street knowledge test.

APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE

3. The Sub Committee were advised that the application had been granted under delegated powers.

APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE

4. The Sub Committee were advised that the application had been granted under delegated powers.

APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE

5. The Sub Committee had before it an information note prepared by the Chief Officer - Governance in respect of the applicant which advised that the application had been placed on the agenda as it required to be determined by 30 April 2018 and that the applicant had still not passed the street knowledge test.

Mr Munro, Legal Advisor, provided the Sub Committee with a verbal update on the application.

The applicant was in attendance and spoke in support of the application. The applicant was accompanied by a translator.

Members asked questions of the applicant.

The Sub Committee resolved:-

- (i) to refuse the application; and
- (ii) should the applicant submit a new application, to agree to waive the fee for that single application and street knowledge test; and
- (iii) to note that officers would arrange for the applicant to undertake the street knowledge test in Polish.

- **COUNCILLOR JOHN REYNOLDS, Convener**

LICENSING URGENT BUSINESS SUB COMMITTEE

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LICENSING URGENT BUSINESS SUB COMMITTEE

ABERDEEN, 2 May 2018. Minute of meeting of the LICENSING COMMITTEE.
Present: Councillor Malik, Convener; and Councillors Lumsden (as a substitute for Councillor Bell) and Townson.

The agenda and reports associated with this minute can be found at:-

<https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=624&MIId=6372&Ver=4>

Please note that if any changes are made to this minute at the point of approval, these will be outlined in the subsequent minute and this document will not be retrospectively altered.

CONVENER

1. In the absence of the Convener, Councillor Malik took the Chair for today's meeting.

CONFIDENTIAL INFORMATION

The press and public were excluded from the meeting for consideration of the applications listed below in terms of Section 50(A)(3)(b) of the Local Government (Scotland) Act 1973.

APPLICATION FOR THE GRANT OF A TAXI DRIVER'S LICENCE

2. With reference to article 18 of appendix A of the minute of the meeting of the Licensing Committee of 17 April 2018, the Sub Committee had before it an information note prepared by the Chief Officer - Governance in respect of the application which advised that the application had been placed on the agenda as it required to be determined by 17 April 2018 and confirmation on whether the applicant met DVLA group 2 medical standards had still to be received.

Mr Munro, Legal Advisor, provided the Sub Committee with a verbal update on the application.

The applicant was in attendance and spoke in support of the application.

Members asked questions of the applicant.

The Sub Committee resolved:-

- (i) to refuse the application;
- (ii) to agree that should the applicant meet the Group 2 DVLA medical criteria following receipt of a further medical report this would result in a material change of circumstance and therefore a new application could be processed for the applicant; and

LICENSING URGENT BUSINESS SUB COMMITTEE

2 May 2018

- (iii) should the applicant submit a new application, to agree to waive the fee for that single application and the requirement for the applicant to undertake a street knowledge test.

APPLICATION FOR THE RENEWAL OF A PRIVATE HIRE CAR DRIVER'S LICENCE

3. The Sub Committee was advised that the applicant had now passed the street knowledge test and that this application did not require to be determined today.

APPLICATION FOR THE RENEWAL OF A PRIVATE HIRE CAR DRIVER'S LICENCE

4. With reference to article 1 of appendix A of the minute of the meeting of the Licensing Committee of 17 April 2018, the Sub Committee had before it an information sheet prepared by the Chief Officer - Governance in respect of the request for exemption from the Committee's street knowledge test for taxi drivers.

Mr Munro, Legal Advisor, provided the Sub Committee with a verbal update on the application.

The applicant was in attendance and spoke in support of the request.

Members asked questions of the applicant.

The Committee resolved:-

- (i) to refuse the application; and
- (ii) to agree that should the applicant meet the Group 2 DVLA medical criteria following receipt of a further medical report and pass the required street knowledge test that this would result in a material change of circumstance and therefore a new application could be processed for the applicant.

APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE – REQUEST FOR EXEMPTION

5. The Sub Committee had before it an information sheet prepared by the Head of Legal and Democratic Services in respect of the request for exemption from the Committee's street knowledge test for taxi drivers.

Mr Munro, Legal Advisor, provided the Sub Committee with a verbal update on the application.

The applicant was in attendance, accompanied by her union representative, who spoke in support of the request.

Members asked questions of the applicant.

LICENSING URGENT BUSINESS SUB COMMITTEE
2 May 2018

The Committee resolved:-

to agree that the applicant be exempt from the requirement to undertake a street knowledge test on the basis of the individual circumstances and thereby to grant the application.

- **COUNCILLOR MALIK, Convener**

DRAFT

LICENSING URGENT BUSINESS SUB COMMITTEE

LICENSING URGENT BUSINESS SUB COMMITTEE

ABERDEEN, 21 May 2018. Minute of meeting of the LICENSING COMMITTEE.
Present: Councillor Reynolds, Convener; and Councillors Delaney, Donnelly (as a substitute for Councillor Bell), Malik and Townson.

The agenda and reports associated with this minute can be found at:-

<https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=624&MIId=6401&Ver=4>

Please note that if any changes are made to this minute at the point of approval, these will be outlined in the subsequent minute and this document will not be retrospectively altered.

APPLICATION FOR THE GRANT OF A SPECIAL EVENTS PRIVATE HIRE VEHICLE LICENCE – ROBERT DOUGLAS SCOTT CARMICHAEL

1. With reference to article 23 of Appendix B of the minute of the meeting of the Licensing Committee of 6 February 2018, the Sub Committee had before it an information note prepared by the Chief Officer - Governance in respect of the application which was before the Sub Committee for consideration of proposed routes for the vehicle

Mr Munro, Legal Advisor, provided the Sub Committee with a verbal update on the application.

The applicant, Mr Carmichael, was in attendance and spoke in support of the application.

Members asked questions of the applicant.

The Sub Committee resolved:-

to agree that the following condition be added to the licence:

“The vehicle will be restricted to pre-booked tours of the beachfront, local landmarks and places of interest”.

CONFIDENTIAL INFORMATION

The press and public were excluded from the meeting for consideration of the applications listed below in terms of Section 50(A)(3)(b) of the Local Government (Scotland) Act 1973.

APPLICATION FOR THE GRANT OF A TAXI DRIVER'S LICENCE

2. The Sub Committee had before it an information note prepared by the Chief Officer - Governance in respect of the application which advised that the application had been placed on the agenda as it required to be determined by 4 June 2018 and

LICENSING URGENT BUSINESS SUB COMMITTEE
21 May 2018

confirmation on whether the applicant had met DVLA group 2 medical standards had still to be received.

Mr Munro, Legal Advisor, provided the Sub Committee with a verbal update on the application.

The applicant was in attendance and spoke in support of the application.

Members asked questions of the applicant.

The Sub Committee resolved:-

to defer consideration of the application to allow a medical report from OH Assist to be received and to agree that should the applicant meet the Group 2 DVLA medical criteria, the Chief Officer - Governance could grant the application under delegated powers, or otherwise that the application be referred to a further meeting of the Licensing Sub Committee on 4 June 2018 for consideration.

APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE

3. The Sub Committee was advised that the application had been granted under delegated powers.

APPLICATION FOR THE RENEWAL OF A TAXI DRIVER'S LICENCE

4. With reference to article 16 of appendix A of the minute of the meeting of the Licensing Committee of 17 April 2018, the Sub Committee had before it an information note prepared by the Chief Officer - Governance in respect of the application which advised that the application had been placed on the agenda as it required to be determined by 26 May 2018 and confirmation on whether the applicant had met DVLA group 2 medical standards had still to be received.

Mr Munro, Legal Advisor, provided the Sub Committee with a verbal update on the application.

The applicant was in attendance and spoke in support of the request.

Members asked questions of the applicant.

The Committee resolved:-

to refuse the application.

- **COUNCILLOR REYNOLDS, Convener**

LICENSING URGENT BUSINESS SUB COMMITTEE

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	A	B	C	D	E	F	G	H	I
1	LICENSING COMMITTEE BUSINESS PLANNER								
	The Business Planner details the reports which have been instructed by the Committee as well as reports which the Functions expect to be submitting for the calendar year.								
2	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate		If delayed, removed, transferred or withdrawn, enter either D, R, T or W	Explanation if delayed, removed, transferred or withdrawn
3			5 June 2018						
4	Taxi Fare Review	Licensing Committee 25.10.16 article 5 and 9 - The Committee resolved: (i) request the Licensing Team Leader, as part of the current taxi fare review, to explore ways in which any future increase in airport access charges could be mitigated by the Council in a timely manner; (ii) instruct the Licensing Team Leader to undertake a review of the existing taxi fare formula, including surcharges, following the completion of the current taxi fare review; (iii) to instruct officers to meet with trade representatives to explore the restructure of tariff charges and report back to the Committee thereafter; (iv) to instruct the Head of Legal and Democratic Services to undertake a review of the taxi fare formula and report back to the Committee the findings; and (v) to note that discussions with Aberdeen International Airport regarding the recent increased fee for non airport taxis dropping passengers off at the airport concourse were ongoing and to request that the Committee be updated on these discussions as appropriate.	(i) On today's agenda and will also be reported to the special meeting on 9 July (ii) Will be reported in January 2020 (iii) On today's agenda (iv) on today's agenda (v) on today's agenda.	Karen Gatherum/Lynn May	Governance	Governance			
							3		
5	Accessible Vehicle Policy Update	Licensing Committee 12.9.17 article 16 - The Committee resolved to instruct the Head of Legal and Democratic Services to report back to a future meeting of the Licensing Committee in 2018 with the results of the consultation, and the legal and financial implications of a mixed fleet policy, at which time the Committee would determine whether a new mixed fleet policy should be drafted.		Alexander Munro	Fraser Bell	Governance			
							7		

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate		If delayed, removed, transferred or withdrawn, enter either D, R, T or W	Explanation if delayed, removed, transferred or withdrawn
2									
6	Development of Models for Civic Leadership and Engagement	To consider models for Civic Leadership and Engagement		Derek McGowan	Early Intervention and Community Empowerment	Customer		R	Following the decision at Full Council on 5 March to 'endorse the values and principles of civic leadership and engagement as set out in Appendix L' there was not a further requirement to report to Committee. This has therefore been removed from the planner. Any future proposals regarding civic leadership and engagement will be presented to the appropriate committee for consideration.
7	9 July 2018								
8	Taxi Fare Review	To present the outcome of the consultation on the proposed scales and to seek a final decision on the future taxi fare levels to be adopted from 22 July 2018.		Karen Gatherum/Lynn May	Governance	Governance			
9	21 August 2018								
10	Review of Policy on Medical Standards for Taxi and Private hire Drivers	Licensing Committee on 6/2/18 agreed to instruct the Licensing Team Leader to review the current policy on medical standards for taxi and private hire drivers and to report back in this regard to the Committee in August 2018.		Lynn May	Governance	Governance	7		
11	Driver Training - Satellite navigation	Licensing Committee on 6/2/18 agreed to instruct the Licensing Team Leader to report on potential training required for drivers on satellite navigation systems to ensure public safety as part of the future report on driver training which was to be reported to the Committee in August 2018.		Alexander Munro	Governance	Governance	7		

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate		If delayed, removed, transferred or withdrawn, enter either D, R, T or W	Explanation if delayed, removed, transferred or withdrawn
2									
30	TBC								
31	Age Policy For Private Hire And Taxi Vehicles	Licensing Committee 08.03.16 (article 3 appendix A) - Council on 11 May 2016 resolved, amongst other things, to instruct the Head of Legal and Democratic Services to review the policy on Age of Vehicles following the implementation of the accessible vehicle policy on 6 June 2018 and report back to the Licensing Committee with recommendations as appropriate twelve months after the accessible vehicle policy had been implemented.	Report to be submitted 12 months after the implementation of the accessible vehicle policy.	Sandy Munro	Governance	Governance			

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LICENSING COMMITTEE
05th June 2018
LIST OF APPLICATIONS

	Application Type	Name of Applicant(s)	Premises, Vehicle or Area to which Application Refers	Objections or Representations Received From	Date by which Application to be Determine (If Applicable)	Pages
1.	HMO Application (New)	Lynda A.Hall & Stephen Hall + Patrick Hall	71 Gardner Crescent, Aberdeen	Operations & Protective Services	7 June 2018	85 - 88
2.	HMO Application (Renewal)	Brian Donn & Sheena Donn + Geraghty-Gibb Property Management Limited	12D Roslin Street, Aberdeen	Operations & Protective Services	25 June 2018	89 - 92
3.	HMO Application (Renewal)	Anita Stewart	33A Balnagask Avenue, Aberdeen	Operations & Protective Services	29 June 2018	93 - 96
4.	HMO Application (Renewal)	Michael J.Davidson +Northwood (Aberdeen) Limited	216B Holburn Street, Aberdeen	Operations & Protective Services	3 July 2018	97 - 100
5.	HMO Application (Renewal)	MGM Aberdeen Limited + Easthaven Property Management	14C Wellington Street, Aberdeen	Operations & Protective Services	11 July 2018	101 - 104
6.	HMO Application (New)	Diane Burnett	71 Constitution Street, Aberdeen	Operations & Protective Services	17 July 2018	105 - 108
7.	HMO Application (Renewal)	Aberdeen City Council + Graham S.Souter, Housing Manager	1 Abbotswell Drive, Aberdeen	Operations & Protective Services	13 August 2018	109 - 112
8.	HMO Application (New)	Jonathan F.Young	102 Clifton Road, Aberdeen	Operations & Protective Services	20 August 2018	113 - 116
9.	HMO Application (Renewal)	Michael McFadyen + Winchesters Letting Limited	61 Leslie Road, Aberdeen	One objection	7 March 2019	117 - 128

10.	HMO Application (New)	Andrew D.Kilpatrick & Victoria A.L.Kilpatrick + Belvoir Aberdeen	61 Clifton Road, Aberdeen	2 Objections	14 March 2019	129 - 136
11.	Late Hours Catering Para 11 Suspension	Behroz Hamedi	Marco's, 12 Belmont Street	EH	N/A	137 - 144
12.	Street Trader Renewal	Lisan Eryigit	Hareness Road	EH	14/08/2018	145 - 146
13.	Street Trader Renewal	Lisan Eryigit	Craigshaw Crescent	EH	08/08/2018	147 - 148
14.	Street Trader Renewal	Allan Strachan	Minto Avenue/Minto Drive	EH	24/07/2018	149 - 150
15.	Second Hand Dealer Grant	Deimatas Juscius	10 Smithfield Drive	Public x 3	23/10/2018	151 - 158
16.	Taxi Driver Grant	Zoulfaghar Mollaeian	N/A	Legal (SK)	05/06/2018	159 - 160
17.	Taxi Driver Grant	Kathiravelu Manimaran	N/A	Legal (SK)	03/07/2018	161 - 162
18.	Taxi Driver Grant	Robert MackIntosh McKenzie	N/A	Legal (SK)	05/08/2018	163 - 164
19.	Taxi Driver Grant	Edward Donald	N/A	Legal (SK exemption)	N/A	165 - 166
20.	Taxi Driver Temp	William Duguid	N/A	Legal (points)	14/11/2018	167 - 168
21.	Taxi Driver Renewal	Gordon Anderson	N/A	Legal (RTW)	27/06/2018	169 - 170

22.	Taxi Driver Renewal	Jamie Gibson	0316	Legal (RTW)	03/07/2018	171 - 172
23.	Taxi Driver Renewal	Brian Ogg	1026	Legal (RTW)	15/08/2018	173 - 174
24.	Taxi Driver Renewal	Lee Webster	0844	Legal (points on DL)	18/08/2018	175 - 176
25.	Taxi Driver Renewal	Steven Marwick	0677	Legal (RTW)	01/08/2018	177 - 178
26.	Private Hire Car Driver Grant	Jacek Guzowski	N/A	Legal (SK)	07/07/2018	179 - 180
27.	Private Hire Car Driver Renewal	Wayne Greig	PHD268	Legal (SK)	07/07/2018	181 - 182
28.	Private Hire Car Driver Grant	Reynaldo Santos	N/A	Legal (RTW&SK)	24/07/2018	183 - 184
29.	Taxi Licence Renewal	Rainbow Cars Ltd	T813 – SF64 GYO	Legal	21/07/2018	185 - 186
30.	Taxi Licence Renewal	Thomas Brebner	T463 – EF61 NUH	Legal	11/08/2018	187 - 188
31.	Taxi Licence Renewal	Rainbow Cars Ltd	T855 – SF13 AEB	Legal	21/08/2018	189 - 190
32.	Private Hire Car Grant	Raymond William Christie	SV17 XOK	Legal	04/06/2018	191 - 192
33.	Private Hire Car Renewal	Adam Marciniak	PH041 – FV63 BVT	Legal	12/06/2018	193 - 194
34.	Private Hire Car Renewal	Lee Parker	PH323 – SD13 AOK	Legal	17/07/2018	195 - 196

ABBREVIATIONS:

LEGAL Legal Services
EH Environmental Health
SFRS Fire and Rescue Service
BS Building Standards
Roads



ABERDEEN
CITY COUNCIL

MEMO

Private Sector Housing Unit

Operations & Protective Services

Lower Ground Floor West, Marischal College

To	Fraser Bell, Chief Officer – Governance		
From	Ally Thain, Private Sector Housing Manager, Operations & Protective Services		
Email	allyt@aberdeencity.gov.uk	Date	18 May 2018
Tel.	522870	Our Ref.	
Fax.		Your Ref.	

Part 5 of Housing (Scotland) Act 2006

Application for a Licence to operate a House in Multiple Occupation (HMO) at No. 71 Gardner Crescent, Aberdeen

Applicant/s: Lynda A.Hall & Stephen Hall

Agent: Patrick Hall

I refer to the above HMO licence application, which is due to be considered by the Licensing Committee at its meeting on 5 June 2018 for the reason that the HMO upgrading work has not been completed.

I can advise you as follows:

The HMO legislation

This application is being dealt with under the provisions of Part 5 of the Housing (Scotland) Act 2006, as amended. Available grounds of refusal are as follows:

- 1) The applicant and/or agent is not considered to be a 'fit & proper' person to hold an HMO licence, and
- 2) The property is unsuitable for occupation as an HMO for one, some or all of the following reasons:
 - i) Its location
 - ii) Its condition
 - iii) Any amenities it contains
 - iv) The type & number of persons likely to occupy it
 - v) Whether any rooms within it have been subdivided
 - vi) Whether any rooms within it have been adapted, resulting in an alteration to the water & drainage pipes within it
 - vii) The safety & security of persons likely to occupy it
 - viii) The possibility of undue public nuisance
 - ix) There is, or would be, an overprovision of HMOs in the locality

The premises:

The premises to which this HMO licence application relates is a first floor flat providing accommodation comprising 3 letting bedrooms, one public room, one kitchen & one bathroom. The location of the premises is shown on the plan attached as Appendix 'A'.

The HMO application:-

The HMO licence application was received by the HMO Unit on 8 June 2017.

HMO upgrading works and certification:

The HMO Officer carried out an inspection of the property on 20 June 2017, then he wrote to the applicants listing the following requirements to bring the property up to the current HMO standard:-

1. A Carbon monoxide detector to be installed in the kitchen.
2. All portable heaters to be permanently removed from the property.
3. All self-closing doors to be adjusted as necessary to ensure that they fully close against their stops.
4. All areas of damp/mould within the property to be treated with an anti-fungicidal wash then redecorated.
5. Additional electrical sockets to be installed throughout the property.
6. An IP44 light fitting to be installed in the bathroom.
7. The flat entrance door to be fitted with a lock that is capable of being opened from the inside without the use of a key.
8. Any locks fitted to doors of letting bedrooms must be capable of being opened from the bedroom side without the use of a key.
9. The Notice of HMO Application - Certificate of Compliance, Electrical Installation Condition Report, Portable Appliance Test certificate and a copy of the Tenancy Agreement to be submitted to the HMO Unit.

At the date of this report, the above requirements have not been completed.

Fire Safety

Scottish Fire & Rescue Service (SFRS), who are responsible for enforcement of fire safety in HMO premises, have not yet confirmed that the fire-safety measures within No.71 Gardner Crescent are satisfactory.

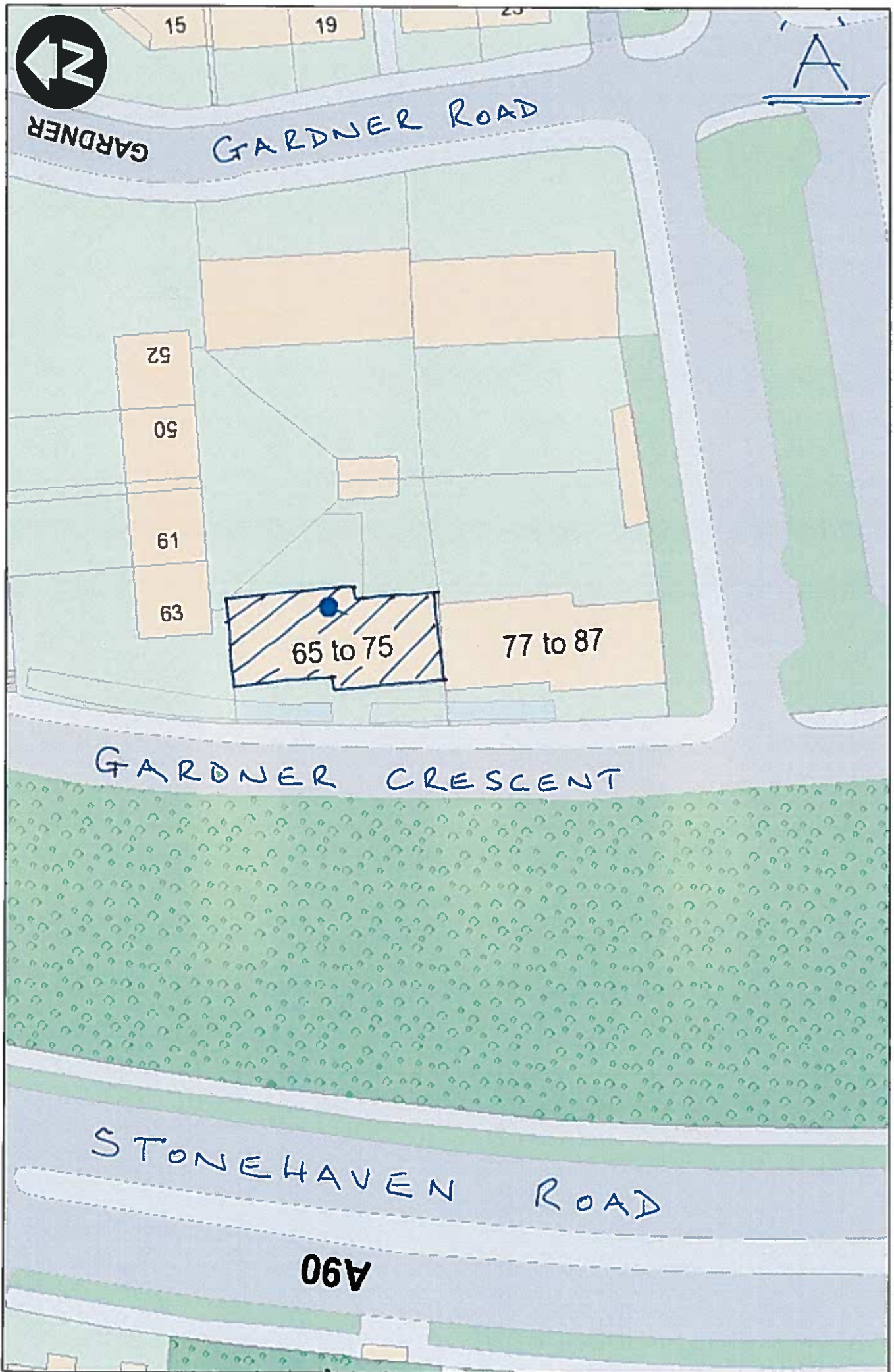
Other considerations:

- Police Scotland, as a statutory consultee, was initially consulted in respect of the applicants' suitability as 'fit & proper' persons and made no adverse comment or objection.
- Scottish Fire & Rescue Service, as a statutory consultee, was initially consulted in respect of the suitability of the premises as an HMO and made no comment or objection.
- The Council's Anti-Social Behaviour Investigation Team (ASBIT) has no record of any complaints of anti-social behaviour in respect of No.71 Gardner Crescent, Aberdeen.
- The applicants, their agent and No.71 Gardner Crescent are currently registered with the Landlord Registration database.
- The applicant has requested an occupancy of 3 tenants which is acceptable to the HMO Unit in terms of space and layout.

- The HMO licence application under consideration is a 'first-time' application.
- The meeting of the Licensing Committee on 5 June 2018, is the last meeting before the one-year deadline therefore if the above-mentioned HMO & SFRS requirements have not been completed by the day of the Committee, and the Committee are minded to refuse the application, they must do so at the meeting on 5 June 2018. I will advise the Committee whether or not all requirements have been completed.

I trust the above explains the position. Please contact me on x2870 should you have any queries regarding the above.

Ally Thain
Private Sector Housing Manager



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ABERDEEN
CITY COUNCIL

MEMO

Private Sector Housing Unit

Operations & Protective Services

Lower Ground Floor West, Marischal College

To	Fraser Bell, Chief Officer – Governance		
From	Ally Thain, Private Sector Housing Manager, Operations & Protective Services		
Email	allyt@aberdeencity.gov.uk	Date	18 May 2018
Tel.	522870	Our Ref.	
Fax.		Your Ref.	

Part 5 of Housing (Scotland) Act 2006

Application for a Licence to operate a House in Multiple Occupation (HMO) at No.12D Roslin Street, Aberdeen

Applicant/s: Brian Donn & Sheena Donn

Agent: None stated

I refer to the above HMO licence application, which is due to be considered by the Licensing Committee at its meeting on 5 June 2018 for the reason that the HMO upgrading work has not been completed.

I can advise you as follows:

The HMO legislation

This application is being dealt with under the provisions of Part 5 of the Housing (Scotland) Act 2006, as amended. Available grounds of refusal are as follows:

- 1) The applicant and/or agent is not considered to be a 'fit & proper' person to hold an HMO licence, and
- 2) The property is unsuitable for occupation as an HMO for one, some or all of the following reasons:
 - i) Its location
 - ii) Its condition
 - iii) Any amenities it contains
 - iv) The type & number of persons likely to occupy it
 - v) Whether any rooms within it have been subdivided
 - vi) Whether any rooms within it have been adapted, resulting in an alteration to the water & drainage pipes within it
 - vii) The safety & security of persons likely to occupy it
 - viii) The possibility of undue public nuisance
 - ix) There is, or would be, an overprovision of HMOs in the locality

The premises:

The premises to which this HMO licence application relates is a first floor flat providing accommodation comprising 4 letting bedrooms, one public room, one kitchen & one bathroom. The location of the premises is shown on the plan attached as Appendix 'A'.

The HMO application:-

The HMO licence application was received by the HMO Unit on 26 June 2017.

HMO upgrading works and certification:

The HMO Officer carried out an inspection of the property on 18 July 2017, then he wrote to the applicant listing the following requirements to bring the property up to the current HMO standard:-

1. All self-closing doors to be adjusted as necessary to ensure that they fully close against their stops.
2. The Notice of HMO Application - Certificate of Compliance, Gas Safe certificate, Portable Appliance Test (PAT) certificate, and the Electrical Installation Condition Report (EICR) to be submitted to the HMO Unit.

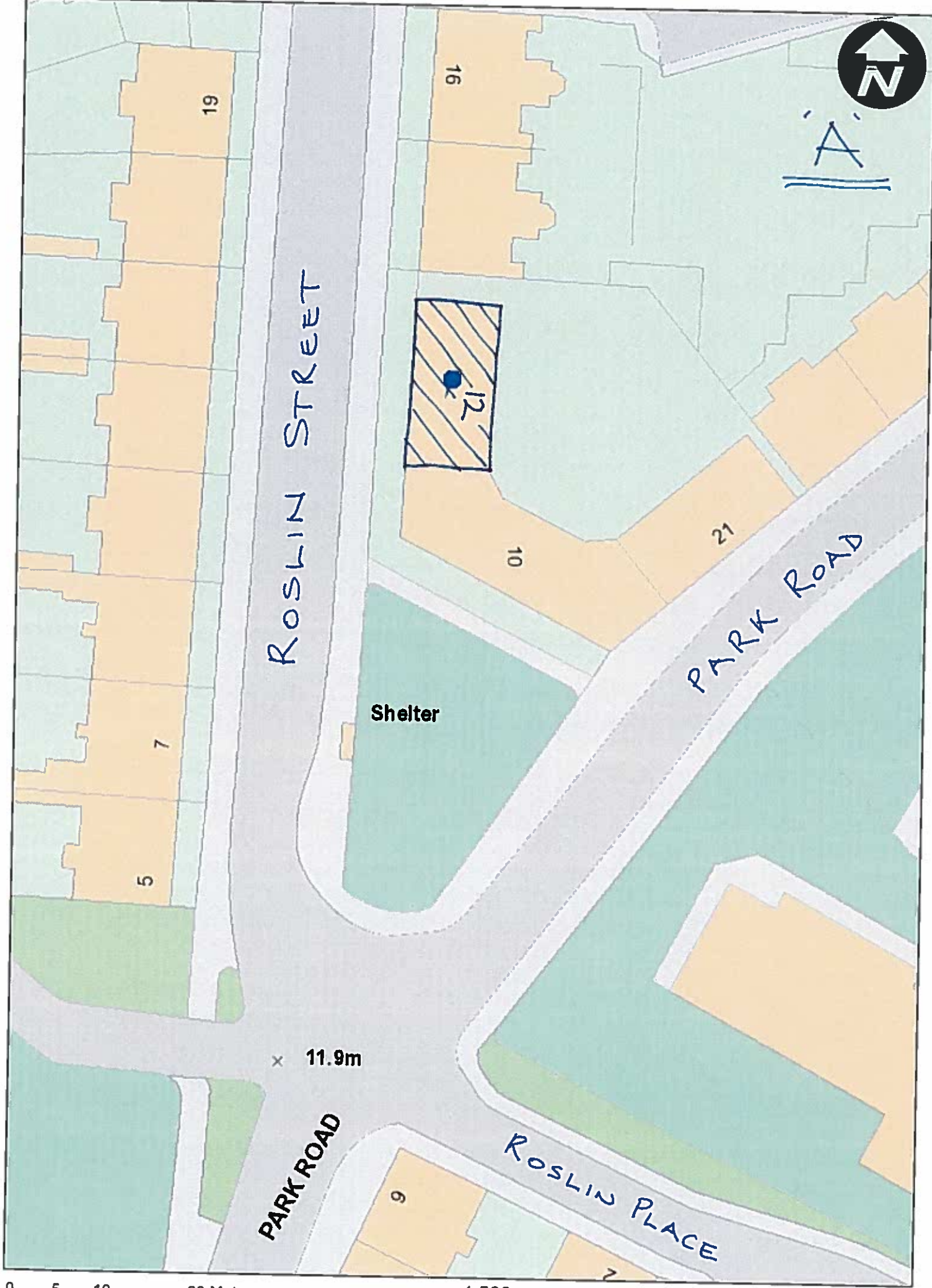
At the date of this report, the above requirements have not been completed.

Other considerations:

- Police Scotland, as a statutory consultee, was initially consulted in respect of the applicants' suitability as 'fit & proper' persons and made no adverse comment or objection.
- Scottish Fire & Rescue Service, as a statutory consultee, was initially consulted in respect of the suitability of the premises as an HMO and made no comment or objection.
- The Council's Anti-Social Behaviour Investigation Team (ASBIT) has no record of any complaint of anti-social behaviour in respect of No.12D Roslin Street, Aberdeen.
- The applicants and the HMO property are currently registered with the Landlord Registration database.
- The applicant has requested an occupancy of 4 tenants which is acceptable to the HMO Unit in terms of space and layout.
- The HMO licence application under consideration is to renew a current HMO licence.
- The meeting of the Licensing Committee on 5 June 2018, is the last meeting before the one-year deadline therefore if the above-mentioned HMO requirements have not been completed by the day of the Committee, and the Committee are minded to refuse the application, they must do so at the meeting on 5 June 2018. I will advise the Committee whether or not all requirements have been completed.

I trust the above explains the position. Please contact me on x2870 should you have any queries regarding the above.

Ally Thain
Private Sector Housing Manager



ROSLIN STREET

PARK ROAD

ROSLIN PLACE

Shelter

16

19

7

5

10

21

9

x 11.9m

0 5 10 20 Metres

1:500

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ABERDEEN
CITY COUNCIL

MEMO

Private Sector Housing Unit

Operations & Protective Services

Lower Ground Floor West, Marischal College

To	Fraser Bell, Chief Officer – Governance		
From	Ally Thain, Private Sector Housing Manager, Operations & Protective Services		
Email	allyt@aberdeencity.gov.uk	Date	18 May 2018
Tel.	522870	Our Ref.	
Fax.		Your Ref.	

Part 5 of Housing (Scotland) Act 2006

Application for a Licence to operate a House in Multiple Occupation (HMO) at No.33A Balnagask Avenue, Aberdeen

Applicant/s: Anita Stewart

Agent: None stated

I refer to the above HMO licence application, which is due to be considered by the Licensing Committee at its meeting on 5 June 2018 for the reason that the HMO upgrading work has not been completed.

I can advise you as follows:

The HMO legislation

This application is being dealt with under the provisions of Part 5 of the Housing (Scotland) Act 2006, as amended. Available grounds of refusal are as follows:

- 1) The applicant and/or agent is not considered to be a 'fit & proper' person to hold an HMO licence, and
- 2) The property is unsuitable for occupation as an HMO for one, some or all of the following reasons:
 - i) Its location
 - ii) Its condition
 - iii) Any amenities it contains
 - iv) The type & number of persons likely to occupy it
 - v) Whether any rooms within it have been subdivided
 - vi) Whether any rooms within it have been adapted, resulting in an alteration to the water & drainage pipes within it
 - vii) The safety & security of persons likely to occupy it
 - viii) The possibility of undue public nuisance
 - ix) There is, or would be, an overprovision of HMOs in the locality

The premises:

The premises to which this HMO licence application relates is a ground-floor flat providing accommodation comprising 4 letting bedrooms, one public room, one kitchen & one bathroom. The location of the premises is shown on the plan attached as Appendix 'A'.

The HMO application:-

The HMO licence application was received by the HMO Unit on 30 June 2017.

HMO upgrading works and certification:

The HMO Officer carried out an inspection of the property on 7 July 2017, then he wrote to the applicant listing the following requirements to bring the property up to the current HMO standard:-

1. Carbon monoxide detectors to be installed in every room where gas appliances are located.
2. All self-closing doors to be adjusted as necessary to ensure that they fully close against their stops.
3. The flat entrance door to be fitted with a lock that does not require a key to open it from the inside.
4. Door handle to bedroom No.1 to be repaired or replaced as necessary.
5. One kitchen wall unit door handle to be replaced.
6. The window in bedroom No.2 to be repaired/adjusted as necessary so as to allow easy opening for ventilation.
7. The oven door to be replaced or a new oven to be installed.
8. Edging to be fitted to the kitchen worktops adjacent to the cooker space.
9. The public Notice of HMO Application to be redisplayed for a further 21-day period.
10. The Notice of HMO Application - Certificate of Compliance, Gas Safe certificate, Portable Appliance Test (PAT) certificate, Electrical Installation Condition Report (EICR), and a copy of the Tenancy Agreement to be submitted to the HMO Unit.

At the date of this report, the above requirements have not been completed.

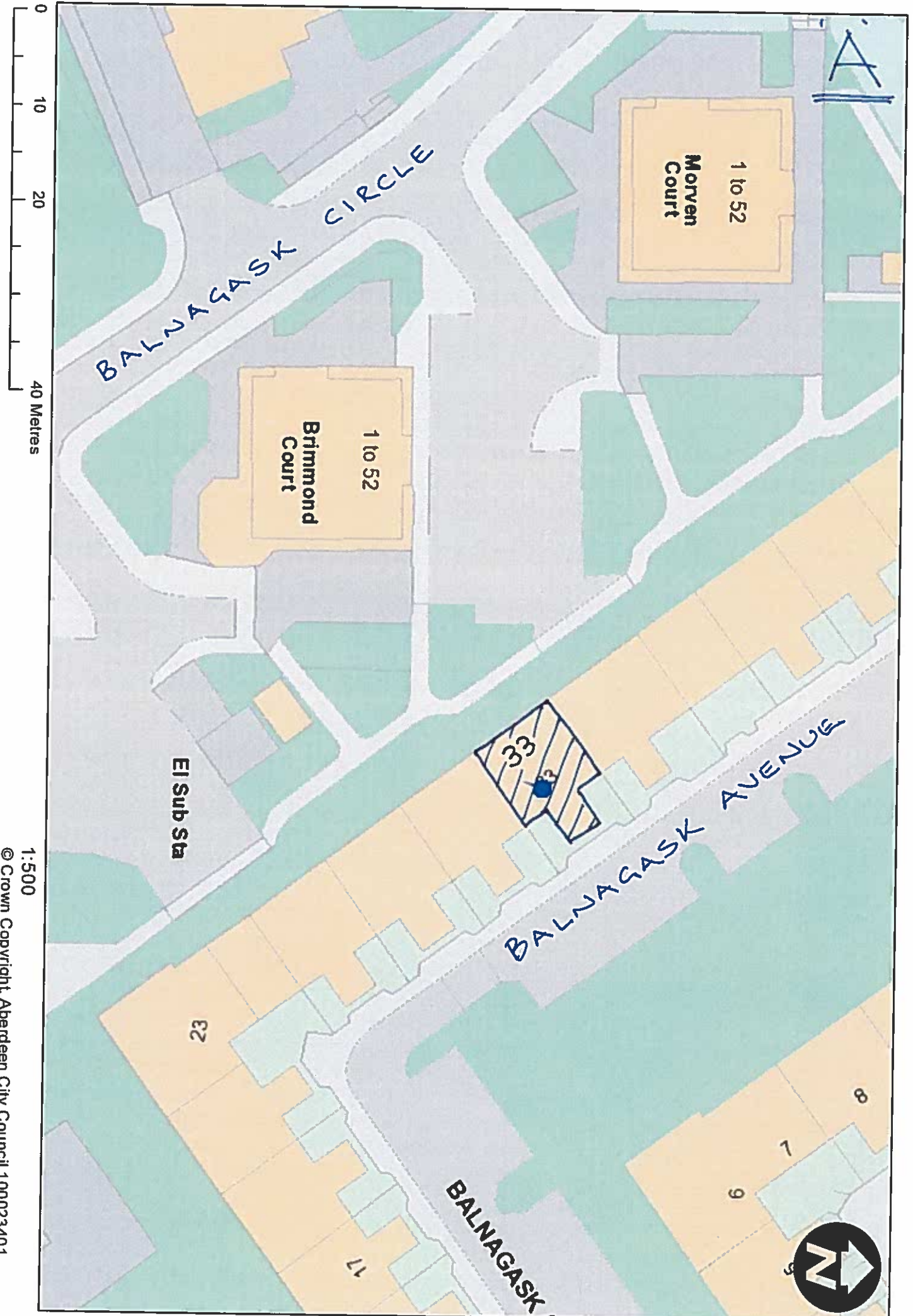
Other considerations:

- Police Scotland, as a statutory consultee, was initially consulted in respect of the applicant's suitability as a 'fit & proper' person and made no adverse comment or objection.
- Scottish Fire & Rescue Service, as a statutory consultee, was initially consulted in respect of the suitability of the premises as an HMO and made no comment or objection.
- The Council's Anti-Social Behaviour Investigation Team (ASBIT) has no record of any complaint of anti-social behaviour in respect of No.33A Balnagask Avenue, Aberdeen.
- The applicant and the HMO property are currently registered with the Landlord Registration database.
- The applicant has requested an occupancy of 4 tenants which is acceptable to the HMO Unit in terms of space and layout.
- The HMO licence application under consideration is to renew a current HMO licence

- The meeting of the Licensing Committee on 5 June 2018, is the last meeting before the one-year deadline therefore if the above-mentioned HMO requirements have not been completed by the day of the Committee, and the Committee are minded to refuse the application, they must do so at the meeting on 5 June 2018. I will advise the Committee whether or not all requirements have been completed.

I trust the above explains the position. Please contact me on x2870 should you have any queries regarding the above.

Ally Thain
Private Sector Housing Manager



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ABERDEEN
CITY COUNCIL

MEMO

Private Sector Housing Unit
Operations & Protective Services

Lower Ground Floor West, Marischal College

To	Fraser Bell, Chief Officer – Governance		
From	Ally Thain, Private Sector Housing Manager, Operations & Protective Services		
Email	allyt@aberdeencity.gov.uk	Date	18 May 2018
Tel.	522870	Our Ref.	
Fax.		Your Ref.	

Part 5 of Housing (Scotland) Act 2006

Application for a Licence to operate a House in Multiple Occupation (HMO) at
No.216B Holburn Street, Aberdeen

Applicant/s: Michael J. Davidson

Agent: Northwood (Aberdeen) Limited

I refer to the above HMO licence application, which is due to be considered by the Licensing Committee at its meeting on 5 June 2018 for the reason that the HMO upgrading work has not been completed.

I can advise you as follows:

The HMO legislation

This application is being dealt with under the provisions of Part 5 of the Housing (Scotland) Act 2006, as amended. Available grounds of refusal are as follows:

- 1) The applicant and/or agent is not considered to be a 'fit & proper' person to hold an HMO licence, and
- 2) The property is unsuitable for occupation as an HMO for one, some or all of the following reasons:
 - i) Its location
 - ii) Its condition
 - iii) Any amenities it contains
 - iv) The type & number of persons likely to occupy it
 - v) Whether any rooms within it have been subdivided
 - vi) Whether any rooms within it have been adapted, resulting in an alteration to the water & drainage pipes within it
 - vii) The safety & security of persons likely to occupy it
 - viii) The possibility of undue public nuisance
 - ix) There is, or would be, an overprovision of HMOs in the locality

The premises:

The premises to which this HMO licence application relates is a top-floor flat providing accommodation comprising 4 letting bedrooms, 2 public rooms, one kitchen & 2 bathrooms. The location of the premises is shown on the plan attached as Appendix 'A'.

The HMO application:-

The HMO licence application was received by the HMO Unit on 4 July 2017.

HMO upgrading works and certification:

The HMO Officer carried out an inspection of the property on 26 July 2017, then he wrote to the applicant listing the following requirements to bring the property up to the current HMO standard:-

1. All portable heaters to be permanently removed from the property.
2. All self-closing doors to be adjusted as necessary to ensure that they fully close against their stops.
3. The public Notice of HMO Application to be redisplayed for a further 21-day period.
4. The Notice of HMO Application - Certificate of Compliance, Gas Safe certificate, Portable Appliance Test (PAT) certificate, Electrical Installation Condition Report (EICR), and a copy of the Tenancy Agreement to be submitted to the HMO Unit.

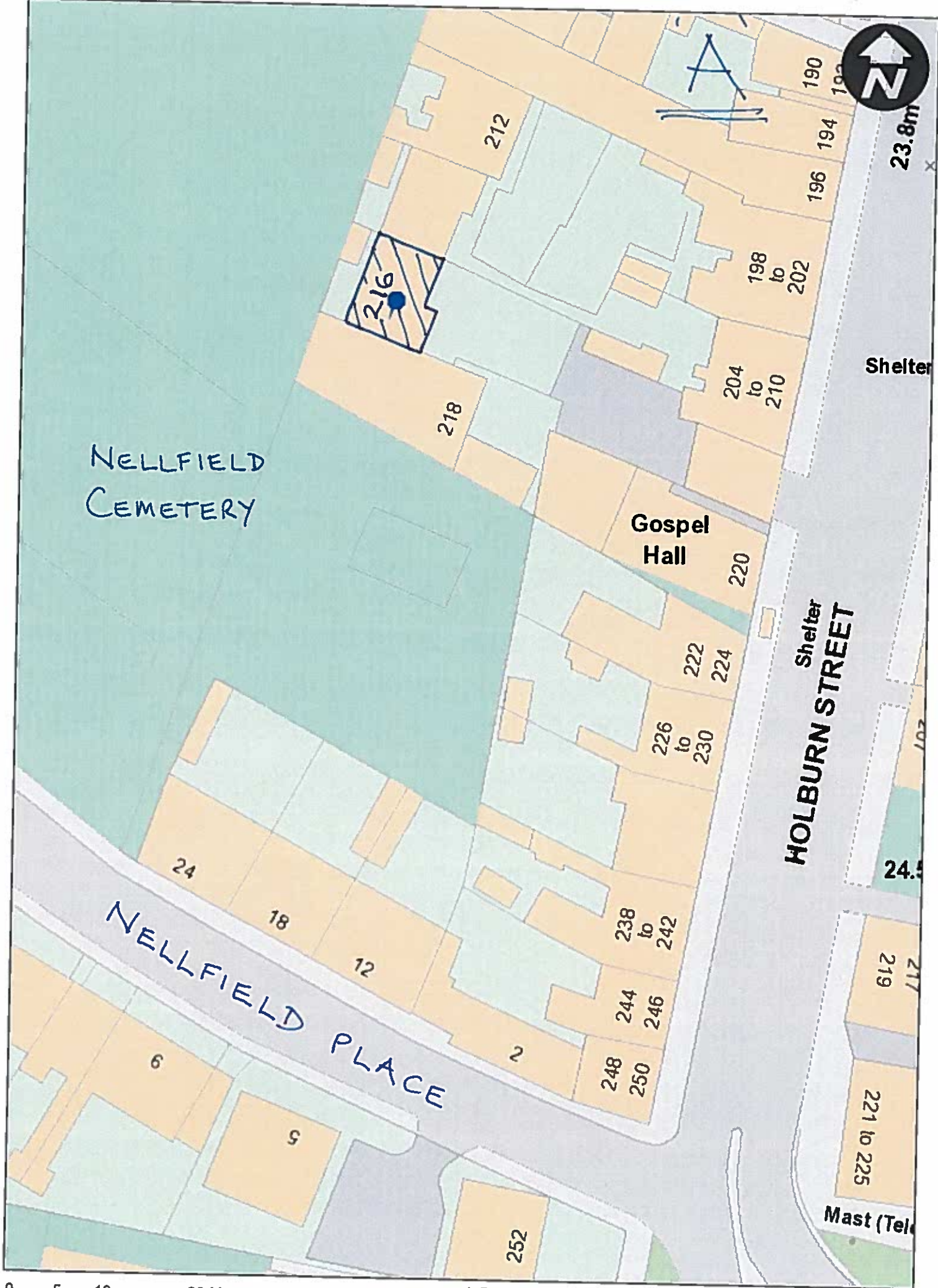
At the date of this report, the above requirements have not been completed.

Other considerations:

- Police Scotland, as a statutory consultee, was initially consulted in respect of the applicant's suitability as a 'fit & proper' person and made no adverse comment or objection.
- Scottish Fire & Rescue Service, as a statutory consultee, was initially consulted in respect of the suitability of the premises as an HMO and made no comment or objection.
- The Council's Anti-Social Behaviour Investigation Team (ASBIT) has no record of any complaint of anti-social behaviour in respect of No.216B Holburn Street, Aberdeen.
- The applicant, the agent and the HMO property are currently registered with the Landlord Registration database.
- The applicant has requested an occupancy of 5 tenants which is acceptable to the HMO Unit in terms of space and layout.
- The HMO licence application under consideration is to renew a current HMO licence.
- The meeting of the Licensing Committee on 5 June 2018, is the last meeting before the one-year deadline therefore if the above-mentioned HMO requirements have not been completed by the day of the Committee, and the Committee are minded to refuse the application, they must do so at the meeting on 5 June 2018. I will advise the Committee whether or not all requirements have been completed.

I trust the above explains the position. Please contact me on x2870 should you have any queries regarding the above.

Ally Thain
Private Sector Housing Manager



0 5 10 20 Metres

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ABERDEEN
CITY COUNCIL

MEMO

Private Sector Housing Unit

Operations & Protective Services

Lower Ground Floor West, Marischal College

To	Fraser Bell, Chief Officer – Governance		
From	Ally Thain, Private Sector Housing Manager, Operations & Protective Services		
Email	allyt@aberdeencity.gov.uk	Date	18 May 2018
Tel.	522870	Our Ref.	
Fax.		Your Ref.	

Part 5 of Housing (Scotland) Act 2006

Application for a Licence to operate a House in Multiple Occupation (HMO) at No.14C Wellington Street, Aberdeen

Applicant/s: MGM Aberdeen Limited

Agent: Easthaven Property Management

I refer to the above HMO licence application, which is due to be considered by the Licensing Committee at its meeting on 5 June 2018 for the reason that the HMO upgrading work has not been completed.

I can advise you as follows:

The HMO legislation

This application is being dealt with under the provisions of Part 5 of the Housing (Scotland) Act 2006, as amended. Available grounds of refusal are as follows:

- 1) The applicant and/or agent is not considered to be a 'fit & proper' person to hold an HMO licence, and
- 2) The property is unsuitable for occupation as an HMO for one, some or all of the following reasons:
 - i) Its location
 - ii) Its condition
 - iii) Any amenities it contains
 - iv) The type & number of persons likely to occupy it
 - v) Whether any rooms within it have been subdivided
 - vi) Whether any rooms within it have been adapted, resulting in an alteration to the water & drainage pipes within it
 - vii) The safety & security of persons likely to occupy it
 - viii) The possibility of undue public nuisance
 - ix) There is, or would be, an overprovision of HMOs in the locality

The premises:

The premises to which this HMO licence application relates is a first floor flat providing accommodation comprising 3 letting bedrooms, one public room, one kitchen & one bathroom. The location of the premises is shown on the plan attached as Appendix 'A'.

The HMO application:-

The HMO licence application was received by the HMO Unit on 12 July 2017.

HMO upgrading works and certification:

The HMO Officer carried out an inspection of the property on 27 July 2017, then he wrote to the agent listing the following requirements to bring the property up to the current HMO standard:-

1. Adjustments required to the windows in the bedrooms and bathroom so as to allow easy-opening for ventilation purposes.
2. The bolt part of the flat entrance door-lock to be permanently disabled.
3. The Notice of HMO Application - Certificate of Compliance, Gas Safe certificate, Portable Appliance Test (PAT) certificate, Electrical Installation Condition Report (EICR), and a copy of the Tenancy Agreement to be submitted to the HMO Unit.

At the date of this report, the above requirements have not been completed.

Fire Safety

During the HMO Officer's inspection of the property, he noted that the room doors were of hollow core construction and therefore incapable of achieving the necessary 30-minute fire resistance. The HMO Officer notified the Scottish Fire & Rescue Service (SFRS), who are responsible for enforcement of fire safety in HMO premises. At the date of this report, SFRS has yet to confirm that they are satisfied with fire safety measures within the property.

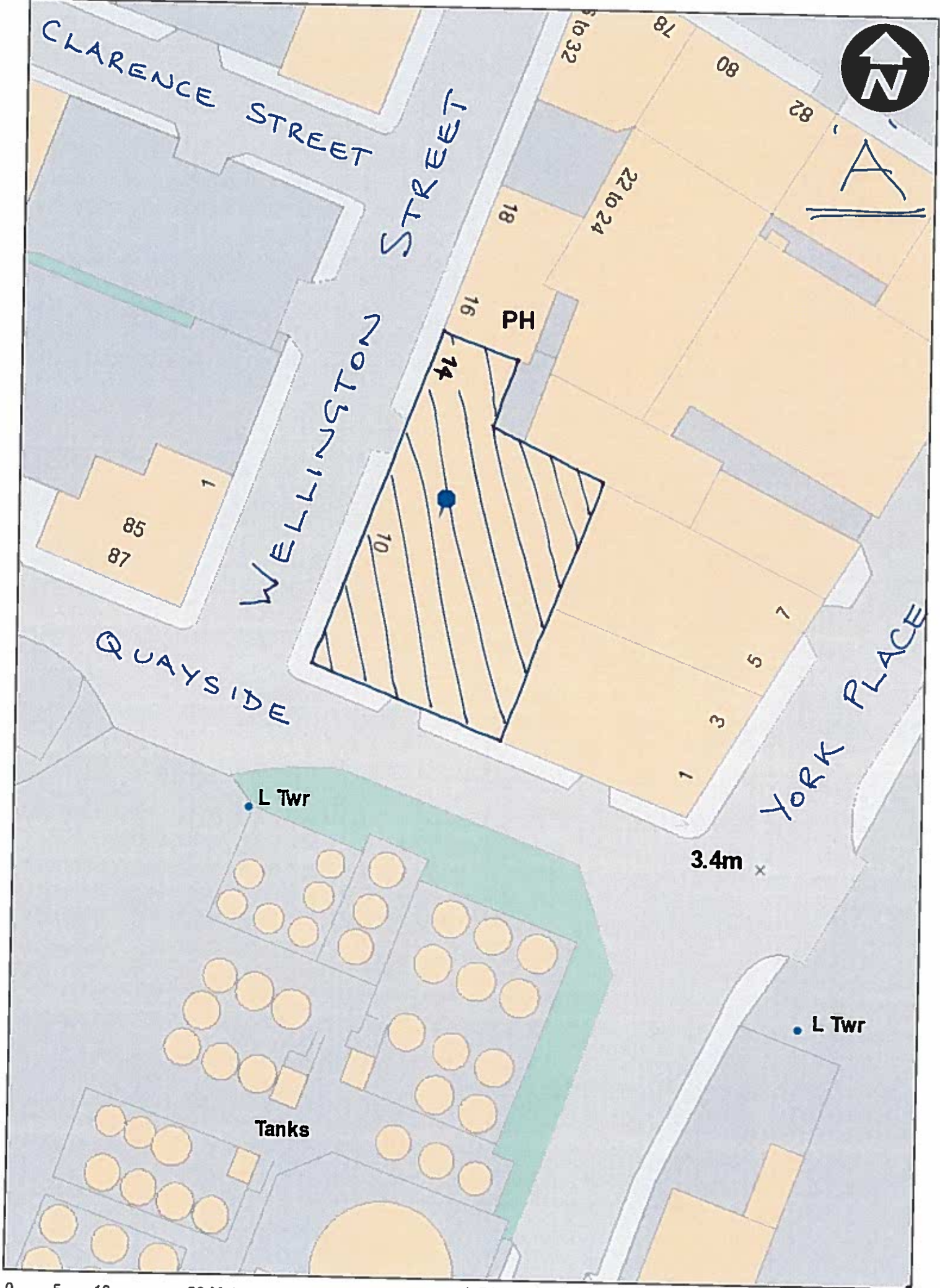
Other considerations:

- Police Scotland, as a statutory consultee, was initially consulted in respect of the applicant's suitability as a 'fit & proper' person and made no adverse comment or objection.
- Scottish Fire & Rescue Service, as a statutory consultee, was initially consulted in respect of the suitability of the premises as an HMO and made no comment or objection.
- The Council's Anti-Social Behaviour Investigation Team (ASBIT) has no record of any complaint of anti-social behaviour in respect of No.14C Wellington Street, Aberdeen.
- The applicant, the agent and the HMO property are currently registered with the Landlord Registration database.
- The applicant has requested an occupancy of 3 tenants which is acceptable to the HMO Unit in terms of space and layout.
- The HMO licence application under consideration is to renew a current HMO licence.

- The meeting of the Licensing Committee on 5 June 2018, is the last meeting before the one-year deadline therefore if the above-mentioned HMO & SFRS requirements have not been completed by the day of the Committee, and the Committee are minded to refuse the application, they must do so at the meeting on 5 June 2018. I will advise the Committee whether or not all requirements have been completed.

I trust the above explains the position. Please contact me on x2870 should you have any queries regarding the above.

Ally Thain
Private Sector Housing Manager



CLARENCE STREET

WELLINGTON STREET

QUAYSIDE

YORK PLACE

PH

L Twr

L Twr

Tanks

3.4m x



1:500

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ABERDEEN
CITY COUNCIL

MEMO

Private Sector Housing Unit

Operations & Protective Services

Lower Ground Floor West, Marischal College

To	Fraser Bell, Chief Officer – Governance		
From	Ally Thain, Private Sector Housing Manager, Operations & Protective Services		
Email	allyt@aberdeencity.gov.uk	Date	18 May 2018
Tel.	522870	Our Ref.	
Fax.		Your Ref.	

Part 5 of Housing (Scotland) Act 2006

Application for a Licence to operate a House in Multiple Occupation (HMO) at No. 71 Constitution Street, Aberdeen

Applicant/s: Diane Burnett

Agent: None stated

I refer to the above HMO licence application, which is due to be considered by the Licensing Committee at its meeting on 5 June 2018 for the reason that the HMO upgrading work has not been completed.

I can advise you as follows:

The HMO legislation

This application is being dealt with under the provisions of Part 5 of the Housing (Scotland) Act 2006, as amended. Available grounds of refusal are as follows:

- 1) The applicant and/or agent is not considered to be a 'fit & proper' person to hold an HMO licence, and
- 2) The property is unsuitable for occupation as an HMO for one, some or all of the following reasons:
 - i) Its location
 - ii) Its condition
 - iii) Any amenities it contains
 - iv) The type & number of persons likely to occupy it
 - v) Whether any rooms within it have been subdivided
 - vi) Whether any rooms within it have been adapted, resulting in an alteration to the water & drainage pipes within it
 - vii) The safety & security of persons likely to occupy it
 - viii) The possibility of undue public nuisance
 - ix) There is, or would be, an overprovision of HMOs in the locality

The premises:

The premises to which this HMO licence application relates is a three-storey terraced house providing accommodation comprising 3 letting bedrooms, one public room, one kitchen & one bathroom. The location of the premises is shown on the plan attached as Appendix 'A'.

The HMO application:-

The HMO licence application was received by the HMO Unit on 18 July 2017.

HMO upgrading works and certification:

The HMO Officer carried out an inspection of the property on 10 August 2017, then he wrote to the applicant listing the following requirements to bring the property up to the current HMO standard:-

1. Carbon monoxide detectors to be installed in every room where gas appliances are located.
2. All self-closing doors to be adjusted as necessary to ensure that they fully close against their stops.
3. Additional electrical sockets to be installed throughout the property.
4. The entrance doors to be fitted with locks that are capable of being opened from the inside without the use of a key.
5. Any locks fitted to doors of letting bedrooms must be capable of being opened from the bedroom side without the use of a key.
6. All windows to be adjusted where necessary to ensure that they open – for ventilation.
7. The extractor fan in the ground-floor toilet to be repaired or replaced as necessary.
8. The Notice of HMO Application - Certificate of Compliance, and an Electrical Installation Condition Report (EICR) to be submitted to the HMO Unit.

At the date of this report, the above requirements have not been completed.

Fire Safety

Scottish Fire & Rescue Service (SFRS), who are responsible for enforcement of fire safety in HMO premises, have not yet confirmed that the fire-safety measures within No.71 Constitution Street are satisfactory.

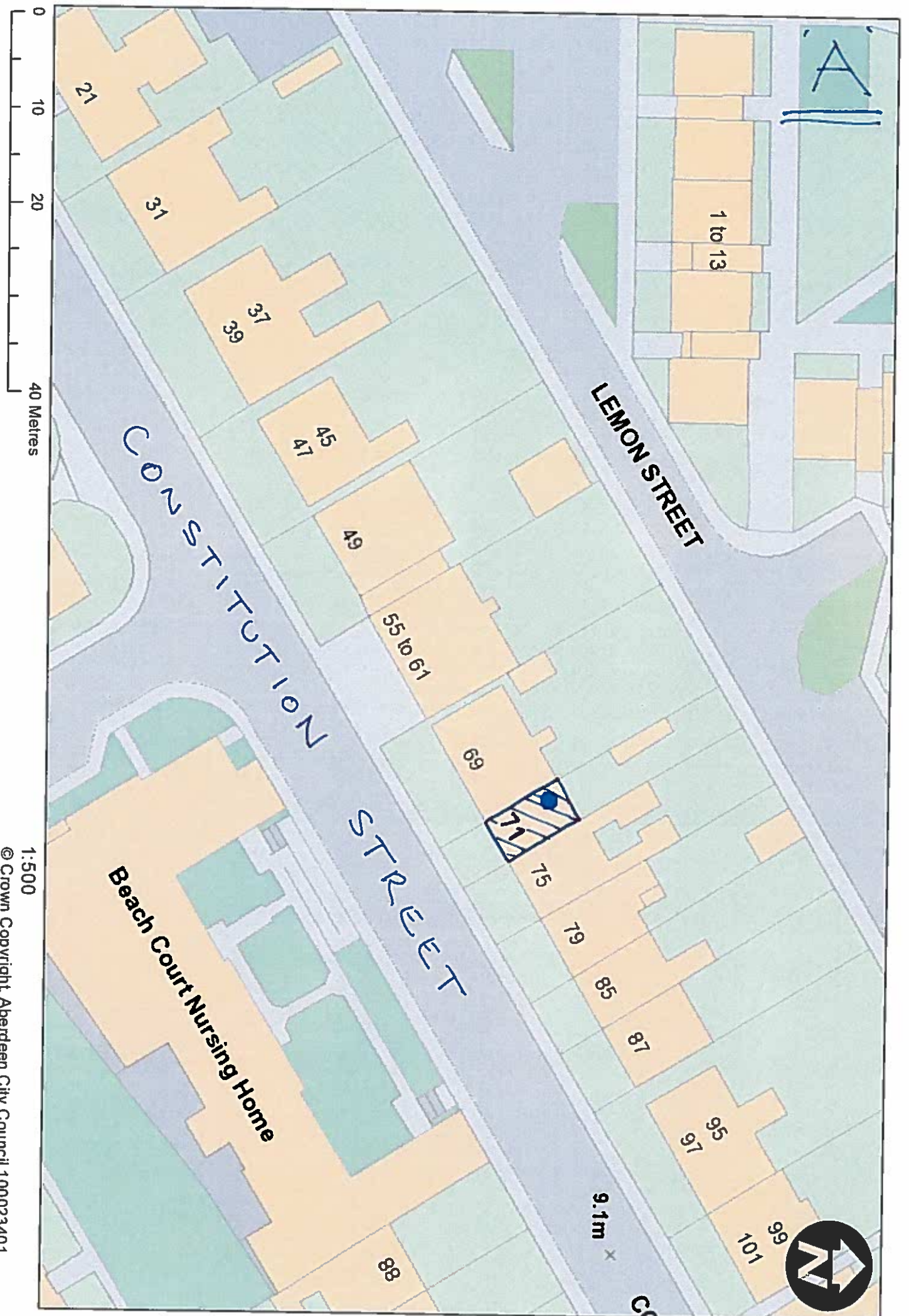
Other considerations:

- Police Scotland, as a statutory consultee, was initially consulted in respect of the applicant's suitability as a 'fit & proper' person and made no adverse comment or objection.
- Scottish Fire & Rescue Service, as a statutory consultee, was initially consulted in respect of the suitability of the premises as an HMO and made no comment or objection.
- The Council's Anti-Social Behaviour Investigation Team (ASBIT) has no record of any complaints of anti-social behaviour in respect of No.71 Constitution Street, Aberdeen.
- The applicant and her property are not registered with the Landlord Registration database. It will therefore be necessary for the landlord to register prior to letting the property.

- The applicant has requested an occupancy of 3 tenants which is acceptable to the HMO Unit in terms of space and layout.
- The HMO licence application under consideration is a first-time application.
- The meeting of the Licensing Committee on 5 June 2018, is the last meeting before the one-year deadline therefore if the above-mentioned HMO & SFRS requirements have not been completed by the day of the Committee, and the Committee are minded to refuse the application, they must do so at the meeting on 5 June 2018. I will advise the Committee whether or not all requirements have been completed.

I trust the above explains the position. Please contact me on x2870 should you have any queries regarding the above.

Ally Thain
Private Sector Housing Manager



1:500
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ABERDEEN
CITY COUNCIL

MEMO

Private Sector Housing Unit
Operations & Protective Services

Lower Ground Floor West, Marischal College

To	Fraser Bell, Chief Officer – Governance		
From	Ally Thain, Private Sector Housing Manager, Operations & Protective Services		
Email	allyt@aberdeencity.gov.uk	Date	18 May 2018
Tel.	522870	Our Ref.	
Fax.		Your Ref.	

Part 5 of Housing (Scotland) Act 2006

Application for a Licence to operate a House in Multiple Occupation (HMO) at
No.1 Abbotswell Drive, Aberdeen

Applicant/s: Aberdeen City Council

Agent: Graham Souter, Housing Manager

I refer to the above HMO licence application, which is due to be considered by the Licensing Committee at its meeting on 5 June 2018 for the reason that the HMO upgrading work has not been completed.

I can advise you as follows:

The HMO legislation

This application is being dealt with under the provisions of Part 5 of the Housing (Scotland) Act 2006, as amended. Available grounds of refusal are as follows:

- 1) The applicant and/or agent is not considered to be a 'fit & proper' person to hold an HMO licence, and
- 2) The property is unsuitable for occupation as an HMO for one, some or all of the following reasons:
 - i) Its location
 - ii) Its condition
 - iii) Any amenities it contains
 - iv) The type & number of persons likely to occupy it
 - v) Whether any rooms within it have been subdivided
 - vi) Whether any rooms within it have been adapted, resulting in an alteration to the water & drainage pipes within it
 - vii) The safety & security of persons likely to occupy it
 - viii) The possibility of undue public nuisance
 - ix) There is, or would be, an overprovision of HMOs in the locality

The premises:

The premises to which this HMO licence application relates is a detached two-storey house providing accommodation comprising 6 letting bedrooms, one public room, one kitchen & 3 bathrooms. The location of the premises is shown on the plan attached as Appendix 'A'.

The HMO application:-

The HMO licence application was received by the HMO Unit on 14 August 2017.

HMO upgrading works and certification:

The HMO Officer carried out an inspection of the property on 22 August 2017, then he wrote to the agent listing the following requirements to bring the property up to the current HMO standard:-

1. All portable heaters to be permanently removed from the property.
2. All self-closing doors to be adjusted as necessary to ensure that they fully close against their stops.
3. All areas of damp/mould within the property, particularly the area in the first-floor bathroom, to be treated with an anti-fungicidal wash then redecorated.
4. Diffuser covers to be fitted to the strip lights in the office and staff rooms.
5. All door-locks to be capable of being opened from the inside without the use of a key. Any unsuitable door-locks to be permanently disabled or removed. Any locking bolts to be permanently disabled or removed.
6. The standard of housekeeping in the ground-floor bedroom must be improved.
7. The Notice of HMO Application - Certificate of Compliance, and a Gas Safe certificate to be submitted to the HMO Unit.

At the date of this report, the above requirements have not been completed.

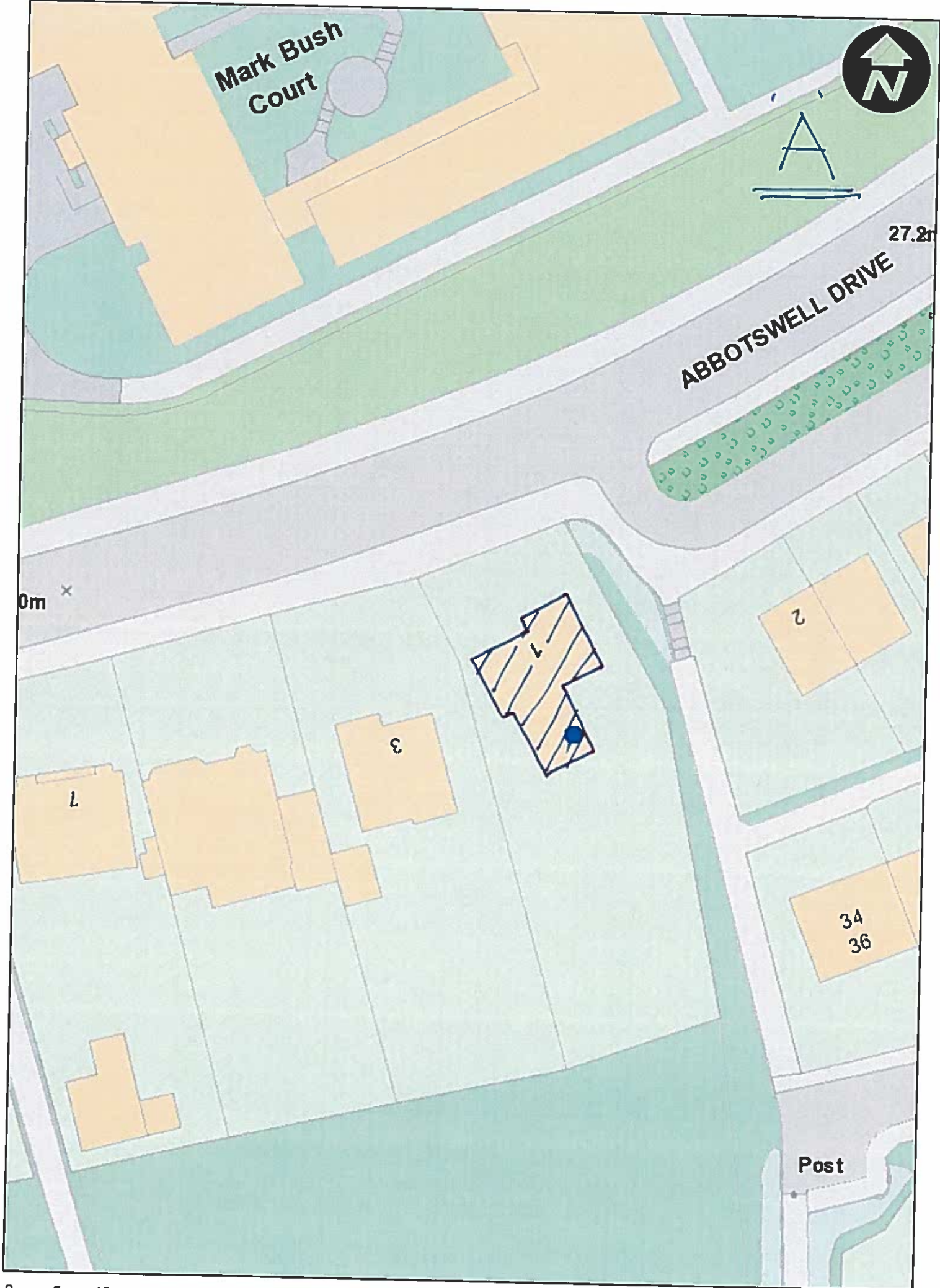
Other considerations:

- Police Scotland, as a statutory consultee, was initially consulted in respect of the applicant's suitability as a 'fit & proper' person and made no adverse comment or objection.
- Scottish Fire & Rescue Service, as a statutory consultee, was initially consulted in respect of the suitability of the premises as an HMO and made no comment or objection.
- The Council's Anti-Social Behaviour Investigation Team (ASBIT) has no record of any complaint of anti-social behaviour in respect of No.1 Abbotswell Drive, Aberdeen.
- The applicant, being a Registered Social Landlord, is exempt from the Landlord Registration legislation.
- The applicant has requested an occupancy of 6 tenants which is acceptable to the HMO Unit in terms of space and layout.
- The HMO licence application under consideration is to renew a current HMO licence.

- The meeting of the Licensing Committee on 5 June 2018, is the last meeting before the one-year deadline therefore if the above-mentioned HMO requirements have not been completed by the day of the Committee, and the Committee are minded to refuse the application, they must do so at the meeting on 5 June 2018. I will advise the Committee whether or not all requirements have been completed.

I trust the above explains the position. Please contact me on x2870 should you have any queries regarding the above.

Ally Thain
Private Sector Housing Manager



1:500

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ABERDEEN
CITY COUNCIL

MEMO

Private Sector Housing Unit

Operations & Protective Services

Lower Ground Floor West, Marischal College

To	Fraser Bell, Chief Officer – Governance		
From	Ally Thain, Private Sector Housing Manager, Operations & Protective Services		
Email	allyt@aberdeencity.gov.uk	Date	18 May 2018
Tel.	522870	Our Ref.	
Fax.		Your Ref.	

Part 5 of Housing (Scotland) Act 2006

Application for a Licence to operate a House in Multiple Occupation (HMO) at No.102 Clifton Road, Aberdeen

Applicant/s: Jonathan F.Young

Agent: None stated

I refer to the above HMO licence application, which is due to be considered by the Licensing Committee at its meeting on 5 June 2018 for the reason that the HMO upgrading work has not been completed.

I can advise you as follows:

The HMO legislation

This application is being dealt with under the provisions of Part 5 of the Housing (Scotland) Act 2006, as amended. Available grounds of refusal are as follows:

- 1) The applicant and/or agent is not considered to be a 'fit & proper' person to hold an HMO licence, and
- 2) The property is unsuitable for occupation as an HMO for one, some or all of the following reasons:
 - i) Its location
 - ii) Its condition
 - iii) Any amenities it contains
 - iv) The type & number of persons likely to occupy it
 - v) Whether any rooms within it have been subdivided
 - vi) Whether any rooms within it have been adapted, resulting in an alteration to the water & drainage pipes within it
 - vii) The safety & security of persons likely to occupy it
 - viii) The possibility of undue public nuisance
 - ix) There is, or would be, an overprovision of HMOs in the locality

The premises:

The premises to which this HMO licence application relates is an upper-floor maisonette flat providing accommodation comprising 5 letting bedrooms, one public room, one kitchen & one bathroom. The location of the premises is shown on the plan attached as Appendix 'A'.

The HMO application:-

The HMO licence application was received by the HMO Unit on 21 August 2017.

HMO upgrading works and certification:

The HMO Officer carried out an inspection of the property on 5 October 2017, then he wrote to the applicant listing the following requirements to bring the property up to the current HMO standard:-

1. All faulty or missing lightbulbs to be replaced.
2. An IP44 rated light fitting to be installed in the bathroom.
3. Additional electrical sockets to be installed throughout the property.
4. All self-closing doors to be adjusted as necessary to ensure that they fully close against their stops.
5. The flat entrance door to be fitted with a lock that is capable of being opened from the inside without the use of a key.
6. Any locks fitted to doors of letting bedrooms must be capable of being opened from the bedroom side without the use of a key.
7. The Notice of HMO Application - Certificate of Compliance, Electrical Installation Condition Report (EICR) and a copy of the Tenancy Agreement to be submitted to the HMO Unit.

At the date of this report, the above requirements have not been completed.

Fire Safety

Scottish Fire & Rescue Service (SFRS), who are responsible for enforcement of fire safety in HMO premises, have not yet confirmed that the fire-safety measures within No.102 Clifton Road are satisfactory.

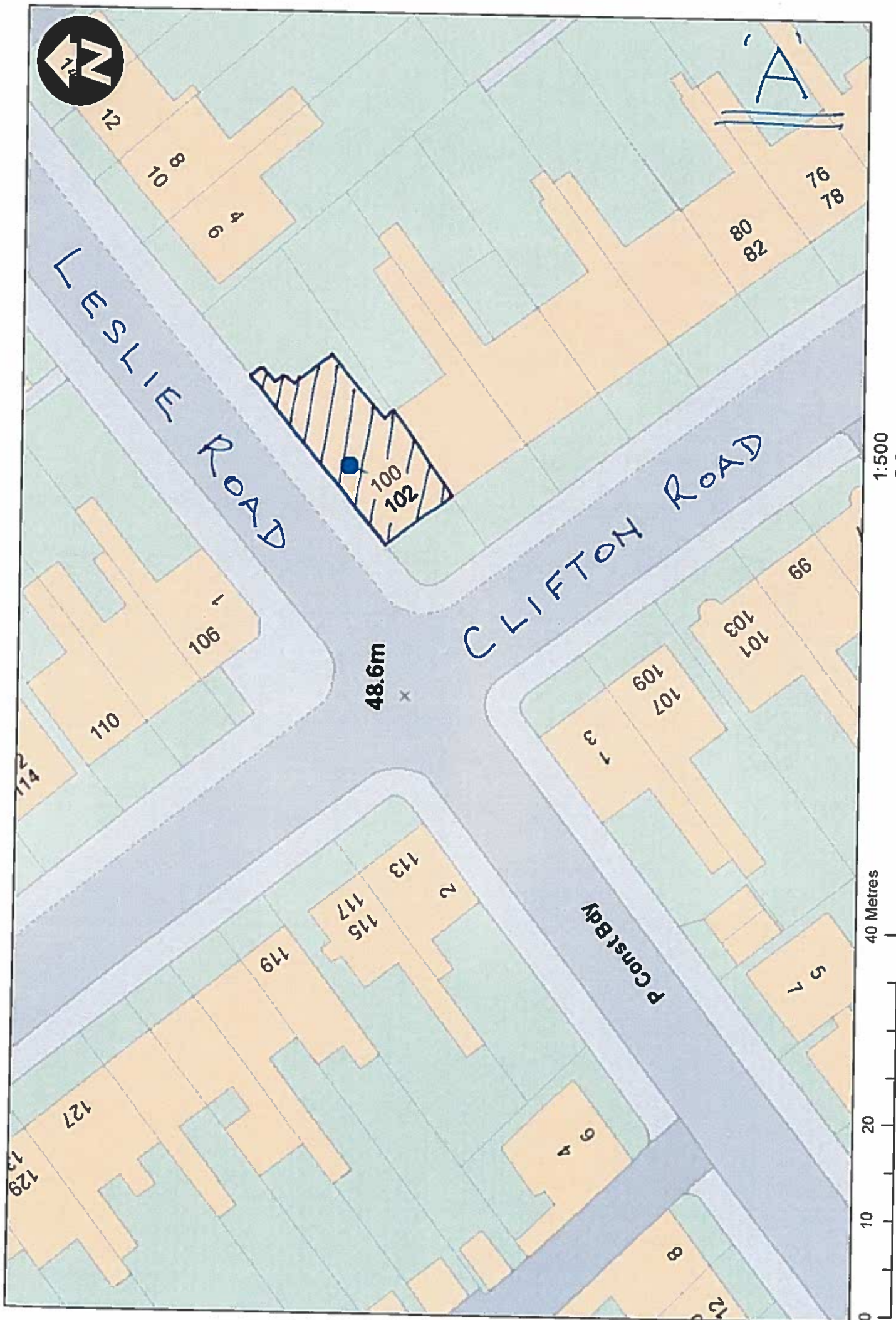
Other considerations:

- Police Scotland, as a statutory consultee, was initially consulted in respect of the applicant's suitability as a 'fit & proper' person and made no adverse comment or objection.
- Scottish Fire & Rescue Service, as a statutory consultee, was initially consulted in respect of the suitability of the premises as an HMO and made no comment or objection.
- The Council's Anti-Social Behaviour Investigation Team (ASBIT) has no record of any complaints of anti-social behaviour in respect of No.102 Clifton Road, Aberdeen.
- The applicant and his ground floor flat at No.100 Clifton Road, Aberdeen, are currently registered with the Landlord Registration database. It will therefore be necessary for the applicant to add the upper floor flat at No.102 Clifton Road to his registration prior to letting the property.
- The applicant has requested an occupancy of 5 tenants which is acceptable to the HMO Unit in terms of space and layout.

- The HMO licence application under consideration is a first-time application.
- The meeting of the Licensing Committee on 5 June 2018, is the last meeting before the one-year deadline therefore if the above-mentioned HMO requirements have not been completed by the day of the Committee, and the Committee are minded to refuse the application, they must do so at the meeting on 5 June 2018. I will advise the Committee whether or not all requirements have been completed.

I trust the above explains the position. Please contact me on x2870 should you have any queries regarding the above.

Ally Thain
Private Sector Housing Manager



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ABERDEEN
CITY COUNCIL

MEMO

Private Sector Housing Unit

Operations & Protective Services

Lower Ground Floor West, Marischal College

To	Fraser Bell, Chief Officer - Governance		
From	Ally Thain, Private Sector Housing Manager, Operations & Protective Services		
Email	allyt@aberdeencity.gov.uk	Date	24 May 2018
Tel.	522870	Our Ref.	
Fax.		Your Ref.	

Part 5 of Housing (Scotland) Act 2006

Application for a Licence to operate a House in Multiple Occupation (HMO) at No.61 Leslie Road, Aberdeen

Applicant/s: Michael J.McFadyen

Agent: Winchesters Lettings Limited

I refer to the above HMO licence application, which is on the agenda of the Licensing Committee at its meeting on 5 June 2018 for the reason that one written representation was received by the HMO Unit.

I can advise you as follows:

The HMO legislation

This application is being dealt with under the provisions of Part 5 of the Housing (Scotland) Act 2006, as amended. Available grounds of refusal are as follows:

- 1) The applicant and/or agent is not considered to be a 'fit & proper' person to hold an HMO licence, and
- 2) The property is unsuitable for occupation as an HMO for one, some or all of the following reasons:
 - i) Its location
 - ii) Its condition
 - iii) Any amenities it contains
 - iv) The type & number of persons likely to occupy it
 - v) Whether any rooms within it have been subdivided
 - vi) Whether any rooms within it have been adapted, resulting in an alteration to the water & drainage pipes within it
 - vii) The safety & security of persons likely to occupy it
 - viii) The possibility of undue public nuisance
 - ix) There is, or would be, an overprovision of HMOs in the locality

The premises:

The property at No.61 Leslie Road, Aberdeen, is an upper-floor maisonette flat providing accommodation of 3 letting bedrooms, one public room, one kitchen & one bathroom. The plan attached as Appendix 'A' shows the position of the premises.

The HMO licence application:

The HMO licence application is dated 7 March 2018 and was received by the HMO Unit on 8 March 2018.

Certificate of Compliance – Notice of HMO Application:

At the date of this report, the Certificate of Compliance has not been submitted to the HMO Unit, however it is the policy of the HMO Unit to photograph the Notice of HMO Application on display outside the property. The Notice was dated 7 March 2018, and the 21-day statutory period for displaying the Notice expired at midnight on 28 March 2018.

Letter of representation:

One written representation was received by the HMO Unit on 27 March 2018, within the above-mentioned 21-day statutory period, and must therefore be considered by the Committee. The letter of representation is attached as Appendix 'B'.

Letter from Agent:

The applicant's agent submitted a letter in response to the letter of representation. The agent's letter is attached as Appendix 'C'.

Other Considerations:

- Police Scotland has been consulted in respect of the applicant's suitability as 'fit & proper' person and made no comment or objection.
- The Scottish Fire & Rescue Service has been consulted in respect of the suitability of the premises as an HMO and made no comment or objection.
- The Council's Anti-Social Behaviour Investigation Team (ASBIT) has no record of any complaint of anti-social behaviour in respect of No.61 Leslie Road, Aberdeen.
- The applicant, the agent and No.61 Leslie Road, are currently registered with Landlord Registration. The applicant has also registered another 10 rental properties, several of which are HMO-licensed.
- The applicant has requested an occupancy of 3 tenants, which is acceptable to the HMO Unit in terms of space and layout.
- The application under consideration is to renew an existing HMO licence. The applicant was first granted an HMO licence for No.61 Leslie Road in April 2015.
- The letter of representation refers to additional licence conditions imposed by the Licensing Committee in November 2014 when the HMO licence was granted under delegated powers. The 2 additional conditions were:
 - LC12 That the licence-holder ensures that carpets and vinyl, together with underlay, are laid throughout the property at all times to include any staircases and that such floor coverings and underlay are of good quality to the satisfaction of an authorised officer from Aberdeen City Council.

LC13 That the licence-holder uses the outhouse to the rear of the property on the ground floor for storage and for no other purpose.

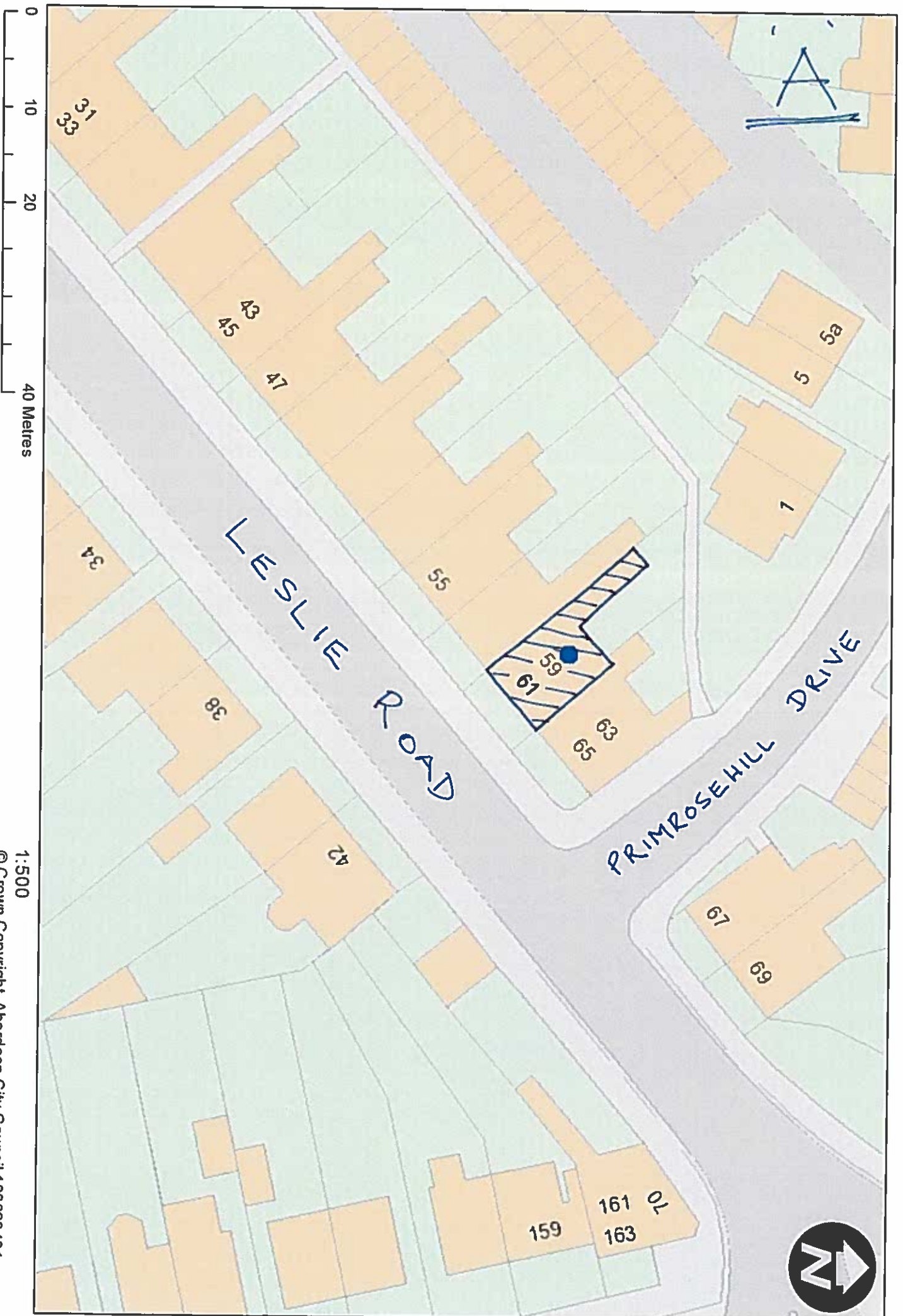
With regard to the floor-coverings, they were inspected by the HMO Officer on 22 May 2018, and found to be in reasonable condition for their age. Accordingly, the applicant has not been instructed to renew some or all of them.

With regard to the ground-floor storage room, it was inspected during the HMO Officer's initial inspection on 21 March 2018, and subsequent inspection on 22 May 2018. On both occasions the room was being used for storage purposes and not for sleeping accommodation.

- At the date of this report, the HMO upgrading & certification requirements have not been completed. I'll advise the Committee of the up-to-date position during the meeting on 5 June 2018.

I trust the above explains the position. Please contact me on x2870 should you have any queries regarding the above.

Ally Thain
Private Sector Housing Manager



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27/03/18

HMO Unit
Communities, Housing and Infrastructure
Business Hub 1
Lower Ground Floor West
Marischal College
Broad Street
Aberdeen
AB10 1AB

Dear Sir/Madam,

**REPRESENTATION WITH REGARDS TO APPLICATION FOR A LICENCE FOR A HOUSE IN MULTIPLE OCCUPATION
- No. 61 LESLIE ROAD, AB24 4HU, ABERDEEN**

Please accept this letter as my representation for the application of an HMO licence for No. 61 Leslie Road.

Previously imposed conditions to HMO licence

The current (and first) HMO licence for this property is due to expire shortly. Previously the council and committee had granted this licence subject to several conditions in order to protect the amenity of adjacent properties. An example of some conditions applied to the HMO licence related to;

- That the applicant ensures that carpets and vinyl, together with underlay, are laid throughout the property at all times to include any staircases and that such floor coverings and underlay are of good quality to the satisfaction of an authorised officer from Aberdeen City Council.
- That the outhouse to the rear of the property is used for storage and no other purpose.

Previously after numerous correspondence, representations and debate, the committee considered these conditions to be necessary for the previous application and subsequent licence, it would stand to reason that these conditions should also be carried over and applied to any new HMO licence for this property.

Furthermore, after 3 years of wear and tear in an HMO property the current effectiveness of the floor coverings should be reassessed for their suitability for the duration of the new licence.

Management of waste from property

Since this property has become an HMO property the management of waste has become a serious issue for the neighbouring properties. More than one set of tenants has taken up occupation and subsequently left and a common trait between the occupants of the property is the complete lack of management of waste from the property.

There appears to be no monitoring of the property from the landlord in this regard. Furthermore, there appears to exist no explanation of the waste collections and bin scheme to the tenants from the landlord.

It is a frequent and regular occurrence for this property to leave rubbish on the street, back lane, deposited in the wrong bin and fill up other neighbour's bins. Neighbouring properties have raised this issue with the relevant departments within the council, yet the problem persists.

A more than common occurrence, for example, is one where neighbours take their rubbish to their bins only to find that their bins are full of rubbish from No. 61, and having to reorganise this properties bins and rubbish so that theirs can be disposed correctly. This is due to No. 61 filling up any bin (general waste, recycling or garden) with any rubbish and the bins not being uplifted on that account. Rather than address the problem the property occupants simply move onto filling another properties bin. The result of which is the bin area is overflowing with months' worth of rubbish and attracting vermin.

It is not the responsibility of the neighbouring properties to be responsible for and manage the waste from No. 61. Rather it is the responsibility of the landlord to ensure that the waste is correctly managed – this is evidently not being done.

The current behaviour regarding waste and lack of responsibility of managing it can only be described as Anti-Social Behaviour.

Specifically relating to this issue below are some summarised points;

- There exists a shared footpath to the rear of the properties at this end of Leslie Road, giving rear access to the properties. As bins have become overflowed and not collected (for months) this path is now being used to deposit/store rubbish over months and is now best described as a "midden" in the vicinity of No. 61. This path is shared between 5 properties and is well used. There are young children in neighbouring properties that use this path and the mess constitutes a hazard to health.
- Upon vacating the premise (at the end of the lease) rubbish and furniture is left on the street and having remained on the street for weeks, neighbours have to arrange for collection/ or disposal of personally. Please see attached photos for example.
- The waste from the property is being consistently incorrectly disposed. This is due to filling up any bin, of any other property, and the council (quite correctly) not uplifting the bins as they have the wrong contents. Please see attached photos for example.

Several photographs are provided for example.

Clearly the management of waste from this property is an issue. I would add that since becoming an HMO property, No. 61 has become a "problem property" in this regard in the area.

Thank you for your consideration of this letter and if you have any questions, please feel free to contact me anytime.

I look forward to receiving your response.

Best Regards,

Andrew Williamson

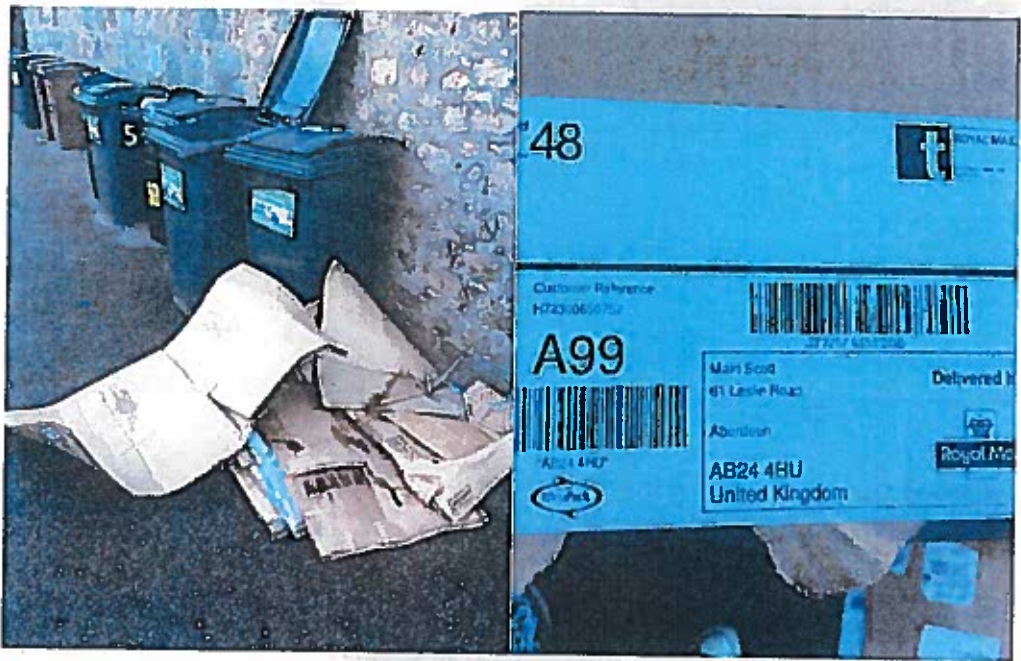
Waste Example Photographs

Photo 1 & 2 (2nd July 2017)



Desk, Desk Parts and Suitcase & contents deposited on street.
Neighbours have to break up desk and dispose of desk and suitcase after several weeks on street.

Photo 3. (2nd July 2017)



Waste dumped on street. Neighbours have to break up and dispose correctly.

Photo 4 - 8 (January 2018 & 25th March 2018)

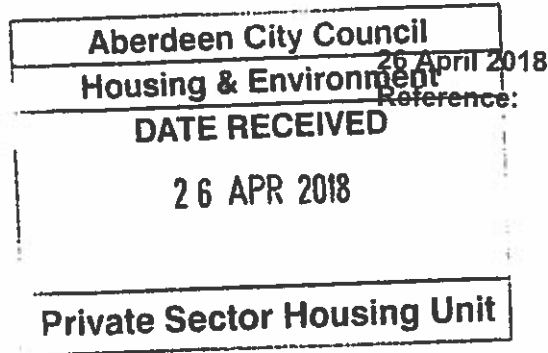


Garden waste bins full of general and recycling waste. Remained this way for months (until current date), other neighbours bins now being stuffed with No.61 rubbish and bins overflowing (and not being uplifted) as a result.



Winchesters Lettings Limited
22-24 South Mount Street
Aberdeen
AB25 2TB
info@winchesterslettings.co.uk

Aberdeen City Council
HMO Department
FAO Licensing Committee
Tuesday, 5th June 2018



Complaint Response

Dear Councillors

We have received the Objection letter relating to the HMO application for 61 Leslie Road.

Upon receiving this letter we have contacted Mr Williamson to fully understand the situation that he is experiencing.

We accept there has been an issue that was only brought to our attention recently, if this had been made apparent earlier to either Winchesters Lettings or the Landlord we would of course taken action earlier.

We spoke to the tenants and explained the problems that were being experienced and asked them to take action. Since this the Tenants and Mr Williamson have spoken in person.

The tenants have emailed Winchesters Lettings and asked for the content to be passed onto Mr Williamson, This email is attached.

After personally speaking with Mr Williamson we have agreed that the tenants will remove their bins from the communal area and place them in the garden of the property to help solve the problem.

The tenants had made it clear that this was not done with any malice and that other issues were in play regarding their bins being moved away from the property.

I would like to add that I don't believe this to be an issue caused by the tenants at 61 Leslie Road in isolation but I do hope that we can, by removing the bins from this area, reduce the occurrence of bin sharing in the area.

Mr Williamson has been given the contact details of Winchesters Lettings and the out of hour contact numbers should he have any other issues relating to 61 Leslie Road.

||c|

I look forward to working in the future with the Owners and Tenants of Leslie Road to make sure there are no other issues arising from the property. As far as I am aware there have been no other complaints relating to this property. The current tenants have just committed to a further year in the property and this has been granted biased on their handling of this situation.

Many Thanks

Chris Minchin

Director

Winchesters Lettings Limited

Abbeville Property Services
Housing & Environment
DATA RECEIVED
17 APR 2016
Private Sector Housing Unit

c

Ally Thain

From: Alireza Ranjbar
Sent: 25 April 2018 14:12
To: Chris
Subject: Bin Letter

Hi there,

This is Alireza from 61 Leslie road and I am writing on behalf of myself, and my flatmates Dean and Scott. We would like to all apologize for inconvenience we have caused by using the wrong bins. On the 4th of April 2018 I discussed the matter with a neighbour who had come to the door to notify us of the issue and we did acknowledge our mistake and moved the bins immediately. We also made sure not to use the wrong bins again and have not done so since. I would also like to mention we never intended to intentionally bother anyone. The problem began when someone moved our bin away and we could not find it. We also had only one bin which got full very quickly. And we did not know about the public bin around the corner (Which is also sometimes full for days) so we used the empty bins by the flat. We do understand however that this does not justify our action and we will make sure this will not happen again.

Best regards,
Alireza

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ABERDEEN
CITY COUNCIL

MEMO

Private Sector Housing Unit

Operations & Protective Services

Lower Ground Floor West, Marischal College

To	Fraser Bell, Chief Officer - Governance		
From	Ally Thain, Private Sector Housing Manager, Operations & Protective Services		
Email	allyt@aberdeencity.gov.uk	Date	24 May 2018
Tel.	522870	Our Ref.	
Fax.		Your Ref.	

Part 5 of Housing (Scotland) Act 2006

Application for a Licence to operate a House in Multiple Occupation (HMO) at No.61 Clifton Road, Aberdeen

Applicant/s: Andrew D.Kilpatrick

Agent: Belvoir Aberdeen

I refer to the above HMO licence application, which is on the agenda of the Licensing Committee at its meeting on 5 June 2018 for the reason that two written representations were received by the HMO Unit.

I can advise you as follows:

The HMO legislation

This application is being dealt with under the provisions of Part 5 of the Housing (Scotland) Act 2006, as amended. Available grounds of refusal are as follows:

- 1) The applicant and/or agent is not considered to be a 'fit & proper' person to hold an HMO licence, and
- 2) The property is unsuitable for occupation as an HMO for one, some or all of the following reasons:
 - i) Its location
 - ii) Its condition
 - iii) Any amenities it contains
 - iv) The type & number of persons likely to occupy it
 - v) Whether any rooms within it have been subdivided
 - vi) Whether any rooms within it have been adapted, resulting in an alteration to the water & drainage pipes within it
 - vii) The safety & security of persons likely to occupy it
 - viii) The possibility of undue public nuisance
 - ix) There is, or would be, an overprovision of HMOs in the locality

The premises:

The property at No.61 Clifton Road, Aberdeen, is an upper-floor maisonette flat providing accommodation of 3 letting bedrooms, 2 public rooms, one kitchen & one bathroom. The plan attached as Appendix 'A' shows the position of the premises.

The HMO licence application:

The HMO licence application is dated 8 March 2018 and was received by the HMO Unit on 15 March 2018.

Certificate of Compliance – Notice of HMO Application:

The Certificate of Compliance submitted by the agent declares that the public Notice of HMO Application was on display outside the property between 8 March 2018 – 20 April 2018, although only the first 21 days are statutory.

Letter of representation:

Two written representations were received by the HMO Unit on 27 March 2018, within the above-mentioned 21-day statutory period, and must therefore be considered by the Committee:

- Letter from David McNee – attached as Appendix 'B'
- Letter from Mrs Nicol – attached as Appendix 'C'

Letter from Agent:

The applicant's agent submitted a letter in response to the letters of representation. The agent's letter is attached as Appendix 'D'.

Other Considerations:

- Police Scotland has been consulted in respect of the applicant's suitability as 'fit & proper' persons and made no comment or objection.
- The Scottish Fire & Rescue Service has been consulted in respect of the suitability of the premises as an HMO and made no comment or objection.
- The Council's Anti-Social Behaviour Investigation Team (ASBIT) has no record of any complaint of anti-social behaviour in respect of No.61 Clifton Road, Aberdeen.
- The applicant and his property are not currently registered as landlords with this Council. He must therefore register prior to letting the property.
- The applicant has requested an occupancy of 3 tenants, which is acceptable to the HMO Unit in terms of space and layout. Should an HMO licence be granted, it will include a maximum occupancy of 3 tenants.
- The application under consideration is a 'first-time' HMO licence application.

- The letters of representation describe a large amount of HMO properties in the Clifton Road area. HMO Overprovision is a statutory ground of refusal (see (ix) above) but can only be exercised if an 'Overprovision' policy has first been agreed by Council. To date the Council has not been able to agree on such a policy and the latest report about this, which was considered by the C, H & I Committee on 16 January 2018, resulted in the Committee resolving to: *"instruct the interim Head of Planning and Sustainable Development to include the topics of HMO Overprovision and Student Accommodation Overprovision within the Main Issues Report for the next Local Development Plan to facilitate mixed/balanced communities."*
It would therefore appear that the Council will not introduce an 'Overprovision' policy in respect of the HMO licensing legislation but will instead seek to control HMO accommodation by way of the Planning legislation. Accordingly, the HMO Overprovision ground of refusal cannot be exercised.
- Following receipt of the licence application, an initial joint inspection of the property by an HMO Officer and an Officer from Scottish Fire & Rescue Service was carried out. A substantial amount of work to upgrade the property to the current HMO standard was identified which, at the date of this report, has not been completed. I'll advise the Committee of progress with these works at the meeting on 5 June 2018.

I trust the above explains the position. Please contact me on x2870 should you have any queries regarding the above.

Ally Thain
Private Sector Housing Manager



44.2m

CLIFTON RD

41.9m

LILYBANK PL.
LB



LILYBANK PLACE

CLIFTON ROAD
39.7m

Posts



1:500

Aberdeen City Council
Housing & Environment
DATE RECEIVED 27 MAR 2018
Private Sector Housing Unit

B

HMO Unit

Communities Housing & Infrastructure

Business Hub 1

Mr David McNee

Lower Ground Floor West

Marischal College

Broadstreet

Aberdeen AB10 1AB

24/03/2018

Dear Sirs,

This letter is to register my strong objection to the house in multiple occupation licence application, for 61 Clifton Road, lodged on 8/3/18 by Mr Andrew Kirkpatrick, c/o Belvoir Aberdeen, 24 Rosemount Place, Aberdeen, AB25 2XU.

I live in the flat directly below number 61. Below I have listed my issues;

- the proportions and layout of No.61 I do not believe conform to the required conditions of an HMO license. This flat has only one bathroom and a very small kitchen. Three individual lets in this property potentially allowing up to 9 people to live in that accommodation.
<https://www.gov.uk/house-in-multiple-occupation-licence>

"You must make sure:

- the house is suitable for the number of occupants (eg size and facilities)"
- having looked into property values I believe my property would be devalued should an HMO license be granted
- I am also concerned that an HMO property directly above my property may affect my house insurance
- Although there are already a large number of HMO type properties in the area, this is still very much an established community of long term residents and mixed ages from young families to retirees. Since the increase in HMO properties there has been an unacceptable rise in anti social behaviour including;
 - High levels of noise and music at various times of the day including after midnight
 - Drunkenness and loutish behaviour
 - Hanging out windows shouting
 - Gathering in communal pathways and indirect intimidation
 - Smashed glass in pavements and pathways

As a property owner in the immediate vicinity of this application I am totally against this licence being granted.

Yours faithfully

D. McNee

C

HMO Unit
Private Sector Housing Unit
Aberdeen City Council
Business Hub 1
Lower Ground West
Marischal College
Broad Street
Aberdeen
AB10 1AB

Dear Sir ,

HMO License application Objection : 61 Clifton Road Aberdeen AB24 4RN

I wish to raise an objection object to the HMO license application for 61 Clifton Road Aberdeen. AB24 4RN.

As an owner / resident of Clifton Road I feel very strongly that the continued granting of HMO licenses in the area is having a detrimental effect on the quality of life of the permanent residents.

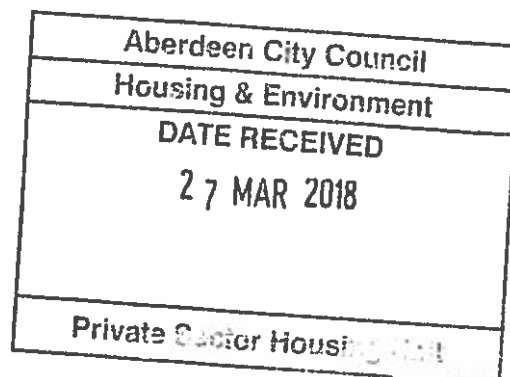
The people who rent these properties tend to be students who are noisy , and are prone to drunk behaviour, often at the front of the properties causing disturbance , and litter thrown into the garden and street. There are elderly people next door to the property and families across the road all of whom are affected.

There is already a property with a HMO licence at 71 Clifton Road as well as 3, 4 and 7 Cattofield Place as well as a rental property across the road. All of which cause issues for residents on a regular basis. These are all in the same small surrounding area.

We also feel that the continued granting of HMO licence to these houses in such a concentrated area is affecting the ability of people to sell their houses in the area because of these issues.

Yours sincerely

Mrs Nicol



Belvoir Aberdeen
24 Rosemount Place
Aberdeen
AB25 2XU
T 01224 645707

Ally Thain
Private sector Housing Unit
Aberdeen City Council
Business Hub 1
Lower ground Floor west
Marischal College
Broad Street
Aberdeen, AB10 1AB

Aberdeen City Council
Housing & Environment
DATE RECEIVED 23 APR 2018
Private Sector Housing Unit

D

20 April 2018

Dear Ally

61 Clifton Road, Aberdeen. Application for HMO.

I am writing on behalf of my landlords Mrs & Mrs A D Kilpatrick.

I understand that you have received two letters of objection following the display of Notice of HMO Application.

The background to this application is that the landlords bought no 61 Clifton Road whilst their daughter was studying medicine, for 3 years I understand. During that time, she had two friends stay with her who were also studying, in that time there was no complaints made against them. On completing their studies, the property was marketed for sale from July 2016 until March 2018. During that time there was no purchaser interest.

The Landlords had to review their options for No 61 and after discussion with myself we decided that probably the best demand for the flat would be as an HMO. An application was made on 8 March 2018. We manage another HMO property nearby and have had very well behaved medical students for several years. It is our hope to attract similar occupants for No 61. When I met with Marc Steel I stated that we would be applying for a 3-person HMO Licence.

Both the Landlord and myself have read the letters received and would like to comment on some of the points raised.

Firstly from D. McNee

- He comments that up to 9 people could potentially live in the property. There is no way we would allow this. As stated above we are only looking for 3 tenants.
- Having had the property for sale for 20 months with no interest from buyers indicates the lack of demand for such properties and reflects the general market in Aberdeen.
- I believe that properly managed HMO properties will blend into the area with little disruption.



www.belvoirlettings.com/aberdeen
aberdeen@belvoirlettings.com

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- He also highlights high levels of noise and music as an issue. I have been in No 61 on several occasions and can quite clearly hear the music that Mr McNee plays.

From Mrs Nicol

- “Tenants tend to be students who are noisy, prone to drunk behaviour and often causing disturbance and throwing litter into gardens and street”. Staying close to the area myself and frequently using Clifton Road and managing several properties in the area, HMO and non-HMO, I haven’t witnessed such behaviour. The tenants we have are carefully selected before being offered to the Landlord as potential tenants. We feel this is an appropriate way in which to start a tenancy on a good footing. I would never go as far as saying we never have drunk students but the perception of them being perpetually inebriated is probably inaccurate. I would also comment that the only people I see in area as described by Mrs Nicol are those standing outside a well know hotel at the bottom of the street.

I hope this is of use for your report and I can advise you that I will be attending the Licencing Committee on 5 June 2018.

Yours sincerely

Lewis Stuart
Managing Director

LICENSING COMMITTEE INFORMATION SHEET 5 JUNE 2017

TYPE OF APPLICATION: Para 11 Suspension of Late Hours Catering Licence
APPLICANT: Behroz Hamedi

DESCRIPTION

Late Hours Catering Licence held by Behroz Hamedi, at Marco's, 12 Belmont St. Aberdeen AB10 1JE

**Granted 1 July 2017
Expires 30 June 2020**

Complaint- suspension request

Environmental Health- May 2018

COMMITTEE GUIDELINES/POLICY

- Members can take no action, suspend the licence or revoke the licence.

POWERS OF REVIEW

A licensing authority may, whether upon a complaint made to them or not, suspend or revoke a licence in accordance with the provisions of this paragraph.

A licensing authority may order the suspension or revocation of a licence if in their opinion—

(a) the holder of the licence or, where the holder is not a natural person, any director of it or partner in it or any other person responsible for its management, is not or is no longer a fit and proper person to hold the licence;

(b) the activity to which the licence relates is being managed by or carried on for the benefit of a person, other than the licence holder, who would have been refused the grant or renewal of the licence under paragraph 5(3) above;

(c) the carrying on of the activity to which the licence relates has caused, is causing or is likely to cause undue public nuisance or a threat to public order or public safety;

(d) a condition of the licence has been contravened.

A licensing authority may order the suspension or revocation of a taxi driver's licence or a private hire car driver's licence or a booking office licence if the holder of the licence has, since its grant, been convicted of an immigration offence or required to pay an immigration penalty (see paragraph 20).

Sub-paragraph (2A) does not apply if—

(a) in a case where the holder of the licence has been convicted of an immigration offence, the conviction is a spent conviction within the meaning of the Rehabilitation of Offenders Act 1974, or

(b) in a case where the holder of the licence has been required to pay an immigration penalty—

(i) more than three years have elapsed since the date on which the penalty was imposed, and

(ii) the amount of the penalty has been paid in full.

(3) A licensing authority may make an order under sub-paragraph (2)(d) above in respect of a contravention of a condition of a licence notwithstanding that there has been no conviction in that respect.

(4) In considering whether to suspend or revoke a licence the licensing authority may—

(a) have regard to—

(i) any misconduct on the part of the holder of the licence, whether or not constituting a breach of any provision of Part I or II of this Act or this Schedule, which in the opinion of the authority has a bearing on his fitness to hold a licence;

(ii) where the licence relates to an activity consisting of or including the use of premises or a vehicle or vessel, any misconduct on the part of persons frequenting or using the premises, vehicle or vessel occurring there or any misconduct in the immediate vicinity of the premises, vehicle or vessel which is attributable to those persons;

(b) make such reasonable inquiries as they think fit and, subject to sub-paragraph (5) below, include the results of their inquiries in the matters to which they have regard in such consideration.

(5) Where a licensing authority intend to include any of the results of their inquiries under sub-paragraph (4)(b) above in the matters to which they have regard for the purposes of sub-paragraph (4) above, they shall notify the holder of the licence of that intention.

(6) A licensing authority may, whether upon an application made to them or not, recall an order to suspend a licence made under this paragraph.

(7) A licensing authority in considering whether or not to suspend or revoke a licence may, but before deciding to do so shall, give—

(a) the holder of the licence;

(b) any person who has made a complaint relevant to the matters to be considered at the hearing;

(c)the chief constable; and

(d)where the licence relates to an activity wholly or mainly carried on

(a)in premises to which Part 3 of the [Fire \(Scotland\) Act 2005 \(asp 5\)](#) applies, the enforcing authority;

(b)in any other premises, the Scottish Fire and Rescue Service

an opportunity to be heard by the licensing authority.

(8)The licensing authority shall have complied with their duty under sub-paragraph (7) above if they have caused to be sent to the persons entitled under that sub-paragraph to an opportunity to be heard, not later than 14 days before the hearing, notice in writing that the authority propose to hold a hearing, together with a copy of any complaints relevant to the matters to be considered at the hearing and a note of the grounds upon which the suspension or revocation of the licence is to be considered and, where they decide to exercise their power under that sub-paragraph, they shall cause such notice, copy and note to be sent to those persons not later than that time.

(9)Where a licensing authority decide to order the suspension or revocation of a licence, the suspension or, as the case may be, revocation shall not, subject to sub-paragraph (10) below, take effect until the expiry of the time within which the holder of the licence may appeal under paragraph 18 below against the suspension or, as the case may be, revocation or, if such an appeal has been lodged, until it has been abandoned or determined in favour of the suspension or, as the case may be, revocation.

(10) If, in deciding to order the suspension or revocation of a licence, a licensing authority determine that the circumstances of the case justify immediate suspension they may, without prejudice to their other powers under this paragraph, order that the licence shall be suspended immediately.

(11) The period of suspension of a licence under this paragraph shall be the unexpired portion of the duration of the licence, or such shorter period as the licensing authority may fix; and the effect of suspension shall be that the licence shall cease to have effect during the period of the suspension.

(12) A licensing authority shall, within 7 days of their decision under sub-paragraph (1) above, send written notice of their decision to the persons referred to in sub-paragraph (7)(a), (c) and (d) above in relation to the licence and to any person who, in pursuance of sub-paragraph (7)(b) above, was heard by the authority before they reached that decision.

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Our Ref. ACG/Marco
Your Ref. Andrew Gilchrist
Contact Commercial@aberdeencity.gov.uk
Email 01224 522720
Direct Dial 01224 523887
Direct Fax



ABERDEEN
CITY COUNCIL

16th May 2018

Legal and Democratic Services
Corporate Governance
Business Hub 6
Level 1 South

Protective Services
**Communities, Housing and
Infrastructure**
Aberdeen City Council
Business Hub 15
Third Floor South
Marischal College
Broad Street
Aberdeen AB10 1AB

For the attention of Jennifer Wilson
Team Leader – Licensing

Tel 03000 200 292
Minicom 01224 522381
DX 529451, Aberdeen 9
www.aberdeencity.gov.uk

Dear Madam

Civic Government (Scotland) Act 1982

**Late Hours Catering Licence held by Behroz Hamedi, 4 Pinecrest Walk,
Aberdeen, AB15 9FH, at Marco's, 12 Belmont Street, Aberdeen, AB10 1JE**

Update to complaint of 16th February 2018

Since my submission of the above, Behroz Hamedi has been invited several times to be interviewed under caution to explain the circumstances for the alleged offences under food safety and health and safety legislation. For various reasons, none of the appointments have been fulfilled, but a further invitation is scheduled for 29th May. However, a revisit was made on 9th May 2018 after Mr. Hamedi emailed on 30th March saying, "things was supposed to be done is done now and everything on order". There were some improvements to his practices and a hot holding cabinet had been repaired. Consequently, the Remedial Action Notice was withdrawn. He also showed us some certificates for food hygiene training that he and his staff had undertaken, thereby achieving compliance with one of the Hygiene Improvement Notices that were served. On questioning there was some improvements in the knowledge of food safety risks and the controls required; however significant gaps remained and therefore the Hygiene Improvement Notice requiring that a food safety management system be implemented has still only been partially complied with.

Health and Safety Improvement Notices for the risk assessment of the use of the cellar hatch and the maintenance and cleaning of the ventilation ducting have still not been complied with. There remains a significant accumulation of grease within the ducting and there is no safe means of accessing the stock and equipment that remains on shelving above the hatch. There is also still no means of escape using the fire exit at the rear of the premises as the fire escape remains blocked by the placement of the pizza oven and hatch guarding. This matter will be reported to Scottish Fire and Rescue again.

BERNADETTE MARJORAM
INTERIM DIRECTOR



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In my opinion the recent actions taken by Mr. Hamedi have been perfunctory at best and largely inadequate. This reinforces my view that I do not consider Behroz Hamedi to be a fit and proper person to hold a licence and I would recommend that his licence is suspended.

Yours faithfully

Andrew Gilchrist
Principal Environmental Health Officer

Our Ref. ACG/Marco
Your Ref. Andrew Gilchrist
Contact Commercial@aberdeencity.gov.uk
Email 01224 522720
Direct Dial 01224 523887
Direct Fax

5th February 2018

For the attention of Jennifer Wilson
Team Leader – Licensing
Legal and Democratic Services
Corporate Governance
Business Hub 6
Level 1 South

Environmental Health and
Trading Standards
**Communities, Housing and
Infrastructure**
Aberdeen City Council
Business Hub 15
Third Floor South
Marischal College
Broad Street
Aberdeen AB10 1AB

Tel 08456 08 09 10
Minicom 01224 522381
DX 529451, Aberdeen 9
www.aberdeencity.gov.uk

Dear Madam,

Civic Government (Scotland) Act 1982
Late Hours Catering Licence held by Behroz Hamedi , 4 Pinecrest Walk ,
Aberdeen AB15 9FH at Marco's, 12 Belmont St.,Aberdeen AB10 1JE

This Service is responsible for enforcing food safety and health and safety legislation within commercial food premises.

It is evident from recent action taken by this Service that the operation of these premises by Behroz Hamedi gives rise to concern about his suitability to hold a Late Hours Catering Licence. Most significantly there are issues that will result in a report to the Procurator Fiscal. . Currently the business is run under a limited company, Marco's XX Ltd for which Mr Behroz Hamedi is the only named director.

A Remedial Action Notice under The Food Hygiene (Scotland) Regulations 2006 was served on the business on 29th November 2017 and remains in place. It prohibits the storage of foods at ambient temperatures for prolonged periods of time as the business was utilising the display cabinet situated above the deep fat fryers for the storage and display of foods for up to 10 hours. This cabinet does not hold foods hot and consequently there was no temperature control for these products. Since serving this Notice and meeting with Mr Hamedi to explain the Notice and the risks to public safety posed by this practice, he has failed to comply. To date two charges will be put to the Fiscal for this matter.

A re-visit was made to the premises on 25th January 2018 to check compliance with the Hygiene Improvement Notices and a Health and Safety Improvement Notice that had been served. One Hygiene Improvement Notice for cleaning of the basement area was partially complied with; however the remaining Hygiene Improvement Notices and Improvement Notices were not complied with. These were for the following requirements :

PETE LEONARD - DIRECTOR

- To carry out a risk assessment of the use of the cellar hatch and to implement measure to ensure that staff or contractors are not put at risk of falling a distance likely to cause injury;
- To have his ventilation system serviced and maintained to ensure it does not pose a risk to staff safety;
- To implement a food safety management system to ensure that the food he is serving is safe;
- To ensure that all food handlers are trained to a level commensurate to their work activity.

These non-compliances will be reported to the Procurator Fiscal as four further charges. Not only has the company failed to comply with these Notices, but the following matters were also noted at the time of this re-visit in addition to matters that already remained outstanding:

- Lack of cross contamination control relating to the storage and preparation of raw and ready-to-eat foods and a lack of adequate cleaning and disinfection of food contact surfaces and equipment;
- Lack of hand washing materials and practices;
- Electrical safety risks in that bare wiring was observed within the display chill;
- Manual handling risks associated with the movement of goods into the cellar area;
- Fire risks in that the fire escape to the rear of the premises was blocked and inaccessible;
- Evidence that Mr Hamedi or an employee had been smoking within the premises.

Mr Hamedi has failed to accept that his practices and procedures are lacking and continues to have an poor attitude towards the requirements that are placed on his business to ensure the safety of the public, his staff and contractors visiting his premises. He is argumentative with this Service's officers and seems unwilling to address his responsibilities.

A summary of the action taken by this Service since 2012 is attached.

For the reasons detailed above, I do not consider that Behroz Hamedi is a fit and proper person to hold a licence.

It is acknowledged that the Late Hours Catering Licence of Behroz Hamedi was renewed without objection from this Service in May 2017. However this was an oversight on my part and should not have happened as at that time there were continuing concerns about the operation of the premises.

This representation is brought to your attention for whatever action you may deem necessary.

Yours faithfully,

Andrew Gilchrist
Principal Environmental Health Officer

Enc.

LICENSING COMMITTEE INFORMATION SHEET 5 JUNE 2018

TYPE OF APPLICATION: APPLICATION FOR RENEWAL OF A STREET TRADER'S LICENCE (EMPLOYER)

APPLICANT: LISAN ERYIGIT

PREMISES: HARENESS ROAD

DESCRIPTION

- The application requires to be determined by 14 August 2018

CONSULTEES

Police Scotland- no objection

Roads- no objection

OBJECTIONS/REPRESENTATIONS

- EH- No Certificate of Compliance

COMMITTEE GUIDELINES/POLICY

GROUND FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a) the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i) for the time being disqualified from holding a licence, or

(ii) not a fit and proper person to be the holder of the licence;

(b) the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of

such a licence if he made the application himself;

(c) where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i) the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii) the nature and extent of the proposed activity;

(iii) the kind of persons likely to be in the premises, vehicle or vessel;

(iv) the possibility of undue public nuisance; or

(v) public order or public safety; or

(d) there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET 5 JUNE 2018

TYPE OF APPLICATION: APPLICATION FOR RENEWAL OF A STREET TRADER'S
LICENCE (EMPLOYER)

APPLICANT: LISAN ERYIGIT

PREMISES: CRAIGSHAW CRESCENT

DESCRIPTION

- The application requires to be determined by 8 August 2018

CONSULTEES

Police Scotland- no objection

Roads- no objection

OBJECTIONS/REPRESENTATIONS

- EH- No Certificate of Compliance

COMMITTEE GUIDELINES/POLICY

GROUND FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a) the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i) for the time being disqualified from holding a licence, or

(ii) not a fit and proper person to be the holder of the licence;

(b) the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of

such a licence if he made the application himself;

(c) where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i) the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii) the nature and extent of the proposed activity;

(iii) the kind of persons likely to be in the premises, vehicle or vessel;

(iv) the possibility of undue public nuisance; or

(v) public order or public safety; or

(d) there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET 5 JUNE 2018

TYPE OF APPLICATION: APPLICATION FOR RENEWAL OF A STREET TRADER'S LICENCE (EMPLOYER)

APPLICANT: ALLAN STRACHAN

PREMISES: MINTO AVENUE/MINTO DRIVE

DESCRIPTION

- The application requires to be determined by 24 July 2018

CONSULTEES

Police Scotland- no objection

Roads- no objection

OBJECTIONS/REPRESENTATIONS

- EH- No Certificate of Compliance

COMMITTEE GUIDELINES/POLICY

GROUND FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a) the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i) for the time being disqualified from holding a licence, or

(ii) not a fit and proper person to be the holder of the licence;

(b) the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of

such a licence if he made the application himself;

(c) where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i) the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii) the nature and extent of the proposed activity;

(iii) the kind of persons likely to be in the premises, vehicle or vessel;

(iv) the possibility of undue public nuisance; or

(v) public order or public safety; or

(d) there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET 5 JUNE 2018

TYPE OF APPLICATION: APPLICATION FOR GRANT OF SECOND HAND DEALER
LICENCE (EMPLOYER)

APPLICANT: Deimatas Juscius
Site: 10 Smithfield Drive, Aberdeen

DESCRIPTION

- The application requires to be determined by 23 October 2018

CONSULTEES

- Police Scotland
- Environmental Health
- Roads

OBJECTIONS/REPRESENTATIONS

- 3 x Public Objections

COMMITTEE GUIDELINES/POLICY

N/A

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a) the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i) for the time being disqualified from holding a licence, or

(ii) not a fit and proper person to be the holder of the licence;

(b) the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of

such a licence if he made the application himself;

(c) where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i) the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii) the nature and extent of the proposed activity;

(iii) the kind of persons likely to be in the premises, vehicle or vessel;

(iv) the possibility of undue public nuisance; or

(v) public order or public safety; or

(d) there is other good reason for refusing the application;

and otherwise shall grant the application.



10/05/2018

**F.O.A Licensing Team and Democratic Services. Coperate Governance
Application for Second Hand Dealers Licence**

Deimantas Juscius
10 Smithfield Drive
Aberdeen
AB16 7XN

I would like to object to this application for the following reasons.

High Noise Levels

Downgrading the street and area with scrap cars parked and car parts being stored
High number of vehicles coming and going and being parked in the street due to running a business from a residential Council Owned flat.

This has been a quiet, peaceful and friendly residential street for many years. Over the last 2 to 3 months since Mr Juscius moved in it has completely changed. He has a recovery truck and many vehicles. He seems to deal in scrap cars. He started with parking them in the street. On the Easter weekend he had 6 vehicles parked for 3 days which on checking held no MOT or road tax whilst he removed parts from them i.e. wheels, bumpers etc. to which his back garden is filling up with car parts. The vehicles are parked on both sides of the street. Due to this myself and one of the other neighbours observed Mrs [redacted] who stays in the top flat above number [redacted] which she is in hers 90s when a family member had took her out for the day and when she returned home there were so many vehicles parked on bith side side the street belonging to number [redacted] that she had to be dropped off at the end of the street and had to walk back. My other neighbour was so upset at this as most of the vehicles weren't road legal contacted the police. The community police officer attended to which Mr Juscius informed him that he was a trader and could do what he wanted. After that the Traffic division attended a couple of days later which since then he doesn't park them on the street now he leaves them on the back of his recovery truck and strips parts off them.

Whilst doing this he plays loud music out his other vehicle so loud that you can feel the vibrations in the house. I asked him in a nice manor once if he could turn the volume down a little as my son is studying for his exams to which I got an abrupt NO WAY.

He works on vehicles all day and well into the night and all weekends, revving engines etc. One night he was unloading a vehicle at 22.30 orange beacons flashing from his recovery truck.

There is always a high number of vehicles and people coming and going at all times of day and night with his dealings with cars and parts. When he has these visitors concerning his business they can be a few of them out looking and having discussions about the vehicles to which they are throwing cigarette butts down, spitting and all this is happening as kids from the other properties are out playing up and down the street not a good situation of standards for younf children to in.

He often blocks the street whilst he moving vehicle about and as this street is used frequently by the police coming and going from Manor Park sub police station and well as other emergency vehicles, the time will come when the they will be on an emergency call and will be held up with the road being blocked. The road is getting stained with oil and covered with small particles of plastic and rust that dropping off the vehicles as he breaking them up.

The street is a 20mph residential zone but now with all the extra vehicles that's coming and going from number 10 you can tell with just watching them they are certainly not doing any near 20mph as they seem to like to see how loud they can drive off and return with their music up load.

Agreeing to this licence will mean that the street will turn into more like industrial estate and not a residential street for families to live.

I presume if he is applying for a trader's licence for this address it means he doesn't hold one at the moment but yet he has been and still is trading even although his licence hasn't been granted.

Mr. from the flat above number informed me that when Mr Juscius was moving in he informed Mr that he was going to pave the front garden which concerns us all that this is going to mean even more vehicles being worked on.

I feel that if this licence is granted then it would mean the City Council aren't taken into consideration the standard of living for everyone else who lives in the area. I do understand that Mr Jusius is trying to make living but I don't understand why he doesn't rent a lock up or yard to store and work on his vehicles instead of using a public road as his work yard. As there are many families with young children out playing and as some of the vehicles that he brings to the street to work on have broken windows etc, crossing the street is also getting more hazardous to the increased level of vehicles parked as well. Everybody looks forward to some good weather in the summer but now in our street we hope for rain as it's the only time there is some peace and quiet as he doesn't work on the vehicles.

Please help and get the street back to the quiet residential street it was a few months ago, where everybody got on with their lives without having to park away from their own house due to the volume of vehicles for number , the constant noise of cars being taking apart and the high number of vehicles coming and going all the time as he is selling the cars and parts.

Your Sincerely



ASIB TAN

15th May 2018

DEAR SIR,

REGARDING THE APPLICATION FOR A TRADERS LICENCE AT NO.10
SHIRFIELD DRIVE, ABERDEEN, ASIB TAN. MR DEIMANAS JUSKUIS

I HEREBY LODGE AN OBJECTION TO THE ABOVE APPLICATION TO HIM
RECEIVING A TRADING LICENCE

REASONS - THE WAY HE CONDUCTS HIS BUSINESS ON THE STREET,
STANDING CARS, EMPTYING FUEL TANK ALL ON TOW TRUCK, STORING
"SCRAP CARS" ON STREET UNTIL READY FOR DISMANTERS. THIS IS PROVEN
HAZARDOUS FOR ELDERS AND CHILDREN, AND ALSO TO DS WHICH HAVE
VEHICLES HE CANT GET PARKED ANYWHERE NEAR OUR DOORS.

THE REAR GARDEN OF HIS COUNCIL PROPERTY IS A STORAGE GROUND FOR
PARTS, I.E. ALLOY WHEELS AND TYRES, BUMPERS, LIGHTS, 2x 25L PLASTIC
BARRELS FOR PETROL (WHICH TO ME IS A MAJOR DANGEROUS HAZARD).

MR JUSKUIS ALSO DEALS WITH A LOCAL SCRAP DEALER/BREAKER A
MR [REDACTED] WHO I BELIEVE IS ALSO
KNOWN TO LOCAL POLICE AND WARDENS

OUR LOCAL POLICE ARE AWARE OF MR JUSKUIS AND HIS ACTIVITIES I.E
KEEPING DOWNED, NON MOT'D CARS ON THE STREET. (WHICH CAN BE ANYTHING
FROM 6-10 A WEEK)

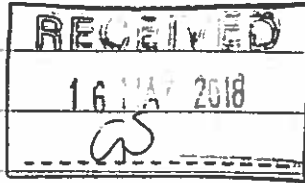
HE HAS BEEN CONDUCTING HIS BUSINESS SINCE HE MOVED TO SHIRFIELD
DRIVE. I HAVE SPOKEN TO MY NEIGHBOURS REGARDING THIS APPLICATION
TO WHICH THEY ALSO OBJECT TO THIS SCRAP BUSINESS AND ALSO THE
SELLING OF CARS TO THE STREET AS IT IS BAD ENOUGH THE PARKING HERE

AND WITH THE OPENING OF NEW HOUSING IN SUMMER PARKING WILL ONLY
GET WORSE.

I TRUST THAT MY OBJECTION WILL BE SERIOUSLY CONSIDERED.

Yours faithfully


STEWART HEAVEN



13 May 2018.

Licensing team,
Legal and Democratic Services
Corporate Governance
Business Hub 6 LIS
Marshall College

Dear Sir

DEIMONIOS JUSKIS of 10 SCIENTIFIELD DRIVE
AB16 7XN.
application for Trading Licence

I hereby lodge an objection to the above application
for granting of a TRADING LICENCE

My reasons are undernoted :-

He conducts his business on the street and at any time
of day/night.

He ~~owns~~ owns a small rearing truck and has 4-5 cars
at any one time parked in the street, He has no regard for
elderly - disabled and children in the street.

Most of or all vehicles are bought for scrap or
damage repairable motors.

The rear garden of the Council owned Property
is filling up with old car parts - Tyres/wheels - Bumpers,
etc

He is also very friendly with the local car/Breaker Dealer
- Mr. [unclear] who is

believe I also know to the Local Warden and
is under a watchful eye of the local Police.

The local Police (Sanitized Manor Park Police office)
have been up many times in the past month,

He has been conducting this business since he moved in
to the flat, I have been informed by several neighbors who
are objecting to this, as it will form a scrap yard in our
front door.

Yours faithfully

Day Hewitt

LICENSING COMMITTEE INFORMATION SHEET

05 JUNE 2018

TYPE OF APPLICATION: Taxi Driver Licence- Grant

APPLICANT: Zoulfaghar Mollaeian

LICENCE:

INFORMATION NOTE

Application submitted 06/12/2017
Must be determined by 05/06/2018

Applicant has not passed the street knowledge test.

The applicant is booked in for testing on 28/05/2018.

DESCRIPTION

Taxi Driver Licence Grant

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

All applicants for taxi driver licence must pass the street knowledge test.

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a) the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i) for the time being disqualified from holding a licence, or

(ii) not a fit and proper person to be the holder of the licence;

(b) the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of such a licence if he made the application himself;

(c) where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may

be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i)the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii)the nature and extent of the proposed activity;

(iii)the kind of persons likely to be in the premises, vehicle or vessel;

(iv)the possibility of undue public nuisance; or

(v)public order or public safety; or

(d)there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 June 2018

TYPE OF APPLICATION: Taxi Driver Licence- Grant
APPLICANT: KATHIRAVELU MANIMARAN **LICENCE:** N/A

INFORMATION NOTE

Application submitted 11/01/2018
 Must be determined by 10/07/2018

The applicant has not passed the street knowledge test as required by Licensing committee policy.

He attended on 12/02/2018 and 09/04/2018 and failed.

DESCRIPTION

Grant taxi Driver Licence

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

All applicants for a taxi Driver licence must pass street knowledge test

GROUND FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a) the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i) for the time being disqualified from holding a licence, or

(ii) not a fit and proper person to be the holder of the licence;

(b) the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of such a licence if he made the application himself;

(c) where the licence applied for relates to an activity consisting of or including the use

of premises or a vehicle or vessel, those premises are not or, as the case may be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i)the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii)the nature and extent of the proposed activity;

(iii)the kind of persons likely to be in the premises, vehicle or vessel;

(iv)the possibility of undue public nuisance; or

(v)public order or public safety; or

(d)there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 JUNE 2018

TYPE OF APPLICATION: Taxi Driver Licence- Grant

APPLICANT: Robert MackIntosh McKenzie

LICENCE:

INFORMATION NOTE

Application submitted 06/02/2018
 Must be determined by 05/08/2018

Applicant has not passed the street knowledge test.

The applicant has never sat the test or booked a test date.

DESCRIPTION

Taxi Driver Licence Grant

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

All applicants for taxi driver licence must pass the street knowledge test.

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a)the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i)for the time being disqualified from holding a licence, or

(ii)not a fit and proper person to be the holder of the licence;

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(c)where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may

be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i) the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii) the nature and extent of the proposed activity;

(iii) the kind of persons likely to be in the premises, vehicle or vessel;

(iv) the possibility of undue public nuisance; or

(v) public order or public safety; or

(d) there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 JUNE 2018

TYPE OF APPLICATION: Taxi Driver Licence- Grant

APPLICANT: Edward Donald

LICENCE:

INFORMATION NOTE

The application is seeking an exemption from the requirement to pass the street knowledge test having failed to renew his taxi driver licence.

This is the second consecutive occasion that the applicant has not renewed his taxi driver licence.

Previous grant application went before committee on 07/02/2017 and the applicant was excused from the requirement to pass the street knowledge test.

DESCRIPTION

Taxi Driver Licence Grant

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

All applicants for the grant of taxi driver licence must pass street knowledge test

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a)the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i)for the time being disqualified from holding a licence, or

(ii)not a fit and proper person to be the holder of the licence;

(b)the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of such a licence if he made the application himself;

(c) where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i) the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii) the nature and extent of the proposed activity;

(iii) the kind of persons likely to be in the premises, vehicle or vessel;

(iv) the possibility of undue public nuisance; or

(v) public order or public safety; or

(d) there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 JUNE 2018

TYPE OF APPLICATION: Taxi Driver Licence- Temp

APPLICANT: William Duguid

LICENCE:

INFORMATION NOTE

Application submitted 15/5/2018.
Must be determined by 14/11/2018

The applicant passed street knowledge test 14/05/2018. He submitted grant of taxi driver licence application. Applicant has 9 points on drivers licence.

DESCRIPTION

Grant of Taxi Driver Licence

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

Applicants with 9 points or more are to be referred to Committee.

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a) the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i) for the time being disqualified from holding a licence, or

(ii) not a fit and proper person to be the holder of the licence;

(b) the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of such a licence if he made the application himself;

(c) where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may be,

that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i)the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii)the nature and extent of the proposed activity;

(iii)the kind of persons likely to be in the premises, vehicle or vessel;

(iv)the possibility of undue public nuisance; or

(v)public order or public safety; or

(d)there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 JUNE 2018

TYPE OF APPLICATION: Taxi Driver Licence- Renewal

APPLICANT: Gordon Anderson **LICENCE:** 0393

INFORMATION NOTE

Application submitted 28/12/2017.
Must be determined by 27/06/2018

Applicant has failed to provide proof of their right to work in the UK as required under the Immigration Act 2016.

DESCRIPTION

Renewal of Taxi Driver Licence

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

All applicants for a taxi licence must meet DVLA group 2 standards. All applicants must provide proof of right to work in UK under Immigration Act 2016.

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a) the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i) for the time being disqualified from holding a licence, or

(ii) not a fit and proper person to be the holder of the licence;

(b) the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of such a licence if he made the application himself;

(c) where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i) the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii) the nature and extent of the proposed activity;

(iii) the kind of persons likely to be in the premises, vehicle or vessel;

(iv) the possibility of undue public nuisance; or

(v) public order or public safety; or

(d) there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 JUNE 2018

TYPE OF APPLICATION: Taxi Driver Licence- Renewal

APPLICANT: Jamie Gibson

LICENCE: 0316

INFORMATION NOTE

Application submitted 04/01/2018
 Must be determined by 03/07/2018

Applicant has provided proof of right to work in the UK as required by Immigration Act 2016

DESCRIPTION

Taxi Driver Licence Renewal

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

All applicants for taxi driver licence must comply with the Immigration Act 2016

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a)the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i)for the time being disqualified from holding a licence, or

(ii)not a fit and proper person to be the holder of the licence;

(b)the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of such a licence if he made the application himself;

(c)where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may

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(i)the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii)the nature and extent of the proposed activity;

(iii)the kind of persons likely to be in the premises, vehicle or vessel;

(iv)the possibility of undue public nuisance; or

(v)public order or public safety; or

(d)there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

5 June 2018

TYPE OF APPLICATION: Taxi Driver Licence- Renewal

APPLICANT: Brian Ogg

LICENCE: 1026

INFORMATION NOTE

Application submitted 16/02/2018
 Must be determined by 15/08/2018

The applicant has not provided evidence of his right to work or live in the UK.

DESCRIPTION

Grant of a Taxi Driver Licence

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

All applicants must provide evidence of their right to work in the UK.

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a)the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i)for the time being disqualified from holding a licence, or

(ii)not a fit and proper person to be the holder of the licence;

(b)the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of such a licence if he made the application himself;

(c)where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may

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(i)the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii)the nature and extent of the proposed activity;

(iii)the kind of persons likely to be in the premises, vehicle or vessel;

(iv)the possibility of undue public nuisance; or

(v)public order or public safety; or

(d)there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 JUNE 2018

TYPE OF APPLICATION: Taxi Driver Licence- Renewal

APPLICANT: Lee Webster

LICENCE: 0844

INFORMATION NOTE

Application submitted 19/02/2018
Must be determined by 18/08/2018

Applicant has 9 points accrued on his DVLA driving licence for 3 offences.

- 3 x Exceeding statutory speed limit on a public road.

DESCRIPTION

Taxi Driver Licence Renewal

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

Any applicant with 9 or more points on their driving licence must be referred to committee

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a) the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i) for the time being disqualified from holding a licence, or

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(ii) the nature and extent of the proposed activity;

(iii) the kind of persons likely to be in the premises, vehicle or vessel;

(iv) the possibility of undue public nuisance; or

(v) public order or public safety; or

(d) there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 JUNE 2018

TYPE OF APPLICATION: Taxi Driver Licence- Renewal

APPLICANT: Steven Marwick

LICENCE: 0677

INFORMATION NOTE

Application submitted 04/01/2018
 Must be determined by 03/07/2018

Applicant has provided proof of right to work in the UK as required by Immigration Act 2016

DESCRIPTION

Taxi Driver Licence Renewal

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

All applicants for taxi driver licence must comply with the Immigration Act 2016

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a)the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i)for the time being disqualified from holding a licence, or

(ii)not a fit and proper person to be the holder of the licence;

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be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i)the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii)the nature and extent of the proposed activity;

(iii)the kind of persons likely to be in the premises, vehicle or vessel;

(iv)the possibility of undue public nuisance; or

(v)public order or public safety; or

(d)there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 JUNE 2018

TYPE OF APPLICATION: Private Hire Car Driver Licence- Grant

APPLICANT: Jacek Guzowski

LICENCE:

INFORMATION NOTE

Application submitted 08/01/2018
Must be determined by 07/07/2018

Applicant has not passed the street knowledge test. No test sat and no test date booked.

DESCRIPTION

Private Hire Car Driver Licence Grant

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

All applicants for private hire car driver licence must pass the street knowledge test

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a) the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i) for the time being disqualified from holding a licence, or

(ii) not a fit and proper person to be the holder of the licence;

(b) the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of such a licence if he made the application himself;

(c) where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may

be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i) the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii) the nature and extent of the proposed activity;

(iii) the kind of persons likely to be in the premises, vehicle or vessel;

(iv) the possibility of undue public nuisance; or

(v) public order or public safety; or

(d) there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 JUNE 2018

TYPE OF APPLICATION: Private Hire Driver Licence- RENEWAL

APPLICANT: WAYNE GREIG **LICENCE:** PHD268

INFORMATION NOTE

Application submitted 11/01/2018
 Must be determined by 10/07/2018

The applicant has not passed the street knowledge test as required by Licensing committee policy.

DESCRIPTION

Renewal of Private hire car driver licence

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

All applicants for a private hire driver licence must pass street knowledge test

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a)the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i)for the time being disqualified from holding a licence, or

(ii)not a fit and proper person to be the holder of the licence;

(b)the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of such a licence if he made the application himself;

(c)where the licence applied for relates to an activity consisting of or including the use

of premises or a vehicle or vessel, those premises are not or, as the case may be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i)the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii)the nature and extent of the proposed activity;

(iii)the kind of persons likely to be in the premises, vehicle or vessel;

(iv)the possibility of undue public nuisance; or

(v)public order or public safety; or

(d)there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 JUNE 2018

TYPE OF APPLICATION: Private Hire Car Driver Licence- Grant

APPLICANT: Reynaldo Santos **LICENCE:**

INFORMATION NOTE

Application submitted 25/01/2018
 Must be determined by 24/07/2018

Applicant has not passed the street knowledge test. No test sat and no test date booked.

The applicant has also not provided proof of their right to work in the UK

DESCRIPTION

Private Hire Car Driver Licence Grant

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

All applicants for private hire car driver licence must pass the street knowledge test and must comply with the Immigration Act 2016

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a)the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i)for the time being disqualified from holding a licence, or

(ii)not a fit and proper person to be the holder of the licence;

(b)the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of such a licence if he made the application himself;

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(i) the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii) the nature and extent of the proposed activity;

(iii) the kind of persons likely to be in the premises, vehicle or vessel;

(iv) the possibility of undue public nuisance; or

(v) public order or public safety; or

(d) there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 June 2018

TYPE OF APPLICATION: Taxi Licence- Renewal
APPLICANT: Rainbow Cars Ltd **LICENCE:** T813

INFORMATION NOTE

Application submitted 22/01/2018
 Must be determined by 21/07/2018

The vehicle referred to in the application (SF64 GYO) has not passed a vehicle inspection as required before a licence can be granted.

The vehicle was last tested 26/07/2017 and that test expired on 31/01/2018.

Test booked for 23/05/18

DESCRIPTION

Renewal Taxi Licence

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

Any vehicle referred to in an application must pass a hackney test before the application can be granted

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a)the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i)for the time being disqualified from holding a licence, or

(ii)not a fit and proper person to be the holder of the licence;

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(c) where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i) the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii) the nature and extent of the proposed activity;

(iii) the kind of persons likely to be in the premises, vehicle or vessel;

(iv) the possibility of undue public nuisance; or

(v) public order or public safety; or

(d) there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 June 2018

TYPE OF APPLICATION: Taxi Licence- Renewal

APPLICANT: Thomas Brebner **LICENCE:** T463

INFORMATION NOTE

Application submitted 12/02/2018
Must be determined by 11/08/2018

The vehicle referred to in the application (EF61 NUH) has not passed a vehicle inspection as is required before licence can be granted.

The vehicle was last tested on 23/08/2017 and that test expired on 27/02/2018.

Licence T463 is currently suspended and has been since 10/05/2018 for not being produced for inspection when required by an authorised officer under Section 11 of the Civic Government (Scotland) Act 1982.

DESCRIPTION

Renewal Taxi Licence

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

Any vehicle referred to in an application must pass a hackney test before the licence can be granted. Licence T463 suspended 10/05/18 for not attending a required test.

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a) the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i) for the time being disqualified from holding a licence, or

(ii) not a fit and proper person to be the holder of the licence;

(b) the activity to which it relates would be managed by or carried on for the benefit of

a person, other than the applicant, who would be refused the grant or renewal of such a licence if he made the application himself;

(c)where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i)the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii)the nature and extent of the proposed activity;

(iii)the kind of persons likely to be in the premises, vehicle or vessel;

(iv)the possibility of undue public nuisance; or

(v)public order or public safety; or

(d)there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 June 2018

TYPE OF APPLICATION: Taxi Licence- Renewal
APPLICANT: Rainbow Cars Ltd **LICENCE:** T855

INFORMATION NOTE

Application submitted 22/02/2018
 Must be determined by 21/08/2018

The vehicle referred to in the application (SF13 AEB) has not passed a vehicle inspection as required before a licence can be granted.

The vehicle was last tested 22/08/2017 and that test expired on 28/02/2018.

test booked for 21/05/18

DESCRIPTION

Renewal Taxi Licence

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

Any vehicle referred to in an application must pass a hackney test before the application can be granted

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a)the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i)for the time being disqualified from holding a licence, or

(ii)not a fit and proper person to be the holder of the licence;

(b)the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of

such a licence if he made the application himself;

(c) where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i) the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii) the nature and extent of the proposed activity;

(iii) the kind of persons likely to be in the premises, vehicle or vessel;

(iv) the possibility of undue public nuisance; or

(v) public order or public safety; or

(d) there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 June 2018

TYPE OF APPLICATION: Private Hire Car Licence- Grant

APPLICANT: Raymond William Christie **LICENCE:**

INFORMATION NOTE

Application submitted 05/12/2017
 Must be determined by 04/06/2018

The vehicle referred to in the application (SV17 XOK) has not passed a vehicle inspection as is required before licence can be granted

DESCRIPTION

Grant Private Hire Car Licence

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

Any vehicle referred to in an application must pass a hackney test before the licence can be granted

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a)the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i)for the time being disqualified from holding a licence, or

(ii)not a fit and proper person to be the holder of the licence;

(b)the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of such a licence if he made the application himself;

(c)where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may be,

that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i)the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii)the nature and extent of the proposed activity;

(iii)the kind of persons likely to be in the premises, vehicle or vessel;

(iv)the possibility of undue public nuisance; or

(v)public order or public safety; or

(d)there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 June 2018

TYPE OF APPLICATION: Private Hire Car Licence- Renewal

APPLICANT: Adam Marciniak **LICENCE:** PH041

INFORMATION NOTE

Application submitted 13/12/2017
Must be determined by 12/06/2018

The vehicle referred to in the application (FV63 BVT) has not passed a vehicle inspection as required before a licence can be granted.

The vehicle was last tested 28/08/2017 and that test expired on 28/02/2018.

Licence PH041 was suspended on 10/05/2018 for not producing the vehicle for testing when required by an authorised officer

DESCRIPTION

Renewal Taxi Licence

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

Any vehicle referred to in an application must pass a hackney test before the application can be granted

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a) the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i) for the time being disqualified from holding a licence, or

(ii) not a fit and proper person to be the holder of the licence;

(b) the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of

such a licence if he made the application himself;

(c) where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i) the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii) the nature and extent of the proposed activity;

(iii) the kind of persons likely to be in the premises, vehicle or vessel;

(iv) the possibility of undue public nuisance; or

(v) public order or public safety; or

(d) there is other good reason for refusing the application;

and otherwise shall grant the application.

LICENSING COMMITTEE INFORMATION SHEET

05 June 2018

TYPE OF APPLICATION: Private Hire Car Licence- Renewal

APPLICANT: Lee Parker **LICENCE:** PH323

INFORMATION NOTE

Application submitted 18/01/2018
 Must be determined by 17/07/2018

The vehicle referred to in the application (SD13 AOK) has not passed a vehicle inspection as required before a licence can be granted.

The vehicle was last tested 08/12/2016 and that test expired on 31/07/2017.

Licence PH323 was suspended on 10/05/2018 for not producing the vehicle for testing when required by an authorised officer

Test booked for 21/05/18

DESCRIPTION

Renewal Taxi Licence

CONSULTEES

- Police Scotland

OBJECTIONS/REPRESENTATIONS

Legal

COMMITTEE GUIDELINES/POLICY

Any vehicle referred to in an application must pass a hackney test before the application can be granted

GROUNDS FOR REFUSAL

A licensing authority shall refuse an application to grant or renew a licence if, in their opinion—

(a)the applicant or, where the applicant is not a natural person, any director of it or partner in it or any other person responsible for its management, is either—

(i)for the time being disqualified from holding a licence, or

(ii)not a fit and proper person to be the holder of the licence;

(b)the activity to which it relates would be managed by or carried on for the benefit of a person, other than the applicant, who would be refused the grant or renewal of such a licence if he made the application himself;

(c)where the licence applied for relates to an activity consisting of or including the use of premises or a vehicle or vessel, those premises are not or, as the case may be, that vehicle or vessel is not suitable or convenient for the conduct of the activity having regard to—

(i)the location, character or condition of the premises or the character or condition of the vehicle or vessel;

(ii)the nature and extent of the proposed activity;

(iii)the kind of persons likely to be in the premises, vehicle or vessel;

(iv)the possibility of undue public nuisance; or

(v)public order or public safety; or

(d)there is other good reason for refusing the application;

and otherwise shall grant the application.

ABERDEEN CITY COUNCIL

COMMITTEE	Licensing Committee
DATE	5 June 2018
REPORT TITLE	Wheelchair Accessible Vehicle Taxi Policy Update
REPORT NUMBER	GOV/18/020
DIRECTOR	Fraser Bell
REPORT AUTHOR	Sandy Munro
TERMS OF REFERENCE	7

1. PURPOSE OF REPORT

To report back to committee the results of the consultation exercise and advise of the potential legal and financial implications of adopting a mixed fleet policy.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 note the results of the consultation exercise;
- 2.2 note the potential legal and financial implications of adopting a mixed fleet policy; and
- 2.3 agree to continue with the current policy whereby all taxis require to be wheelchair accessible vehicles by June 2019 in light of the legal and financial implications of changing policy at this time.

3. BACKGROUND

- 3.1 The Committee introduced a policy in 1994 whereby new applications for taxi licences were required to be for accessible vehicles. An exemption was allowed for existing licence holders at that time which effectively meant that they could retain a non-accessible vehicle and even licence a further non-accessible vehicle on the renewal of the licence or replacement of the vehicle. At that time it was intended that there would be a gradual move to a 100% accessible vehicle taxi fleet but no backstop date was fixed for

implementation. The ratio of accessible vehicles has fallen in recent years and currently sits at approximately 46% of the taxi fleet.

- 3.2 In 2006 the Committee removed the overall limit on the number of taxi licences which existed then, although all new applications still required to be for accessible vehicles.
- 3.3 The Committee's policy was challenged in the case of *Wilson v Aberdeen City Council* in 2007 and the Court of Session ruled that both the Committee's policy and also the "two tier" system of licences that resulted (pre and post 1994) were valid.
- 3.4 A limit on the overall number of taxi licences was re-imposed on 6 June 2012 and the Committee instructed a consultation exercise to review the accessible vehicle policy. The majority of consultees were in favour of an accessible vehicle taxi fleet and at the meeting on 6 June 2012 the Committee fixed a date of 6 June 2017 by which time all taxis would require to be accessible vehicles. The Committee recognised this as the most efficient way of meeting the Public Sector Equality Duty imposed by the Equality Act 2010, a copy of which is enclosed at Appendix 1 as part of the consultation paper.
- 3.5 The Committee considered the implications of setting aside the policy regarding accessible vehicles at its meeting of 6 April 2016 and decided to retain the policy, although the matter was referred to Full Council for consideration. At the meeting of 11 May 2016 Full Council upheld the decision of the Committee which was to retain the 100% accessible vehicle taxi fleet, but they amended the backstop date for implementation to 6 June 2018.
- 3.6 The matter was placed before the Committee again on 13 June 2017 following updated information from the Scottish Government and Dundee City Council and the Committee requested a further report on the process and potential implications for revisiting the policy.
- 3.7 At the meeting of 17 September 2017 the Committee instructed a consultation exercise on a mixed fleet policy and instructed officers to report back with the results of that exercise and details of the potential legal and financial implications on adopting a mixed fleet policy.

Consultation

- 3.8 A consultation paper ("the paper") was prepared following consultation with the Convenor as per the Committee's instructions. It sought views on the desirability of a 100% accessible fleet, the potential ratio of split if adopting a mixed fleet and possible means of achieving and maintaining a split, all against the backdrop of the Committee's obligation to comply with the Public Sector Equality Duty ("the Duty"). A copy of the paper is attached to this report as Appendix 1.
- 3.9 The paper was distributed to all relevant consultees in line with the Committee's instructions and was publicised both online and in the press. An online version of the paper was also made available for ease of completion. A

total of 248 responses were received via the online version with a further 48 received by other means. The results of the online responses are detailed at Appendix 2 and the other responses have been collated to form Appendix 3.

3.10 The first question sought opinion on a 100% accessible fleet. In total 49 responses were received in favour, with 247 preferring some form of mixed fleet.

3.11 Those who expressed a preference for a mixed fleet were then asked for their opinion on the percentage of that fleet which should be comprised of accessible vehicles. A range of answers were received as follows:

No suggested figure	- 78 replies.
50%	- 62 replies.
30%	- 24 replies.
25%	- 19 replies.
20%	- 14 replies.
60%, 40%, 10%	- 12 replies each.
80%, 75%, 5%	- 3 replies each.
70%, 55%, 15%	- 1 reply each.

3.12 The final question asked for potential methods of firstly reaching, and thereafter maintaining the desired level of split in the event of a mixed fleet being adopted whilst paying heed to natural justice and fairness. A number of suggestions were received but it is unclear at present as to whether or not any of them would be achievable in practice.

3.13 It seems clear from the consultation responses that there is a preference in general for a mixed fleet. However it is important to note that a large number of respondents gave no evidence or reasoning for such a preference and very few addressed the Committee's responsibility to comply with the Duty. Indeed a common theme in the responses indicated a desire for a mixed fleet based purely on preference of a saloon type vehicle. It has been mentioned in previous reports but is worth highlighting again that regard to the Duty must take precedence over mere preference. A number of responses also mentioned requesting a certain type of vehicle when making a booking, and again it is worth reiterating that any form of pre-booking, be that online, by phone, mobile app or some other method takes that particular journey into the category of private hire. This policy relates only to taxis and so private hire journeys such as those would be unaffected. Currently there are 256 licensed private hire vehicles, none of which are wheelchair accessible vehicles.

3.14 There is also no real consensus on an appropriate level of split in a mixed policy, and again scant evidence to support any particular figure, with the most popular response only attracting approximately 25% of all respondents favouring a mixed fleet.

3.15 These matters will be considered further in the Legal Implications section below.

4. FINANCIAL IMPLICATIONS

- 4.1 There will be no additional financial implications should the Committee decide to continue with the current policy.
- 4.2 If the Committee decide to adopt a mixed fleet policy then there would be a number of financial implications. A further detailed consultation would be required to ensure that any policy is based upon sufficiently robust evidence; it should be explained that the consultation attached to this report is not sufficient because whilst a large number of respondents provided an opinion, very few provided tangible evidence to support that opinion and it is unlikely that the suggestion of public opinion would be sufficient to override the Authority's legal obligations. Any proposed change to the status quo may necessitate the use of an independent consultancy firm. A mixed fleet policy would also create several procedural challenges and would likely result in significantly higher staff resource costs both initially and on an ongoing basis.
- 4.3 As the legislation requires the licensing of taxis and private hire cars to be self-financing, any such increased costs on an ongoing basis may require further examination and a possible increase of licensing fees. This of itself would involve a considerable amount of staff resource.

5. LEGAL IMPLICATIONS

- 5.1 There are several legal implications. These have been confirmed by Counsel.
- 5.2 A 100% accessible fleet would be far less likely to be open to challenge than a mixed fleet for a range of reasons.
- 5.3 Determination of the level of split between accessible vehicles and saloon cars would not be a simple exercise. Any outcome is likely to be a source of controversy if not litigation. The larger the dilution from 100% the more the policy would be open to challenge, even a 90% policy may not be free from challenge.
- 5.4 If a split is established the method for allocating applications for licences on a fair and equitable basis between the two types of vehicle is also very difficult to ascertain. This is again likely to be a source of litigation.
- 5.5 Criteria would have to be established to deal with the scenario of licensed operators wishing to change their accessible vehicle to a saloon vehicle. This is again a very difficult exercise and Dundee City Council are currently facing litigation on this very point.
- 5.6 There is the risk of "legitimate expectation" that a 100% WAV policy will happen, in that the current policy has been scheduled for implementation since 2012. This also brings potential legal implications if the policy is now changed.

Summary

- 5.7 Whilst a mixed fleet policy may be capable in principle of complying with the Duty it would result in a significantly higher risk of legal challenge.
- 5.8 There would appear to be very little robust evidence to support a departure from the current policy. Such robust evidence would be required to defend any change to policy in the event of legal challenge. As has been said before, simple preference for a type of vehicle cannot outweigh the Authority's legal responsibilities in terms of the Equality legislation.
- 5.9 There are considerable legal and financial implications involved in adopting a mixed fleet, along with procedural issues that would involve considerable administrative oversight.
- 5.10 The current policy, as would be the case for any other policy, is not an absolute ban on other vehicles. It would always be open to any applicant to persuade the Committee that circumstances exist that would justify a departure from policy on an individual basis.
- 5.11 The policy would only apply to taxi licences, not private hire. Accordingly, any pre-booked journey would be unaffected and customers who regularly order a particular type of vehicle could continue to do so.
- 5.12 The underlying principle of the policy is in simple terms to attempt to ensure that any person could attend any taxi rank and hire any vehicle.
- 5.13 A 100% accessible policy which could be mitigated on a case by case basis is the most likely to deliver a degree of flexibility while minimising the scope for legal challenge.

6. MANAGEMENT OF RISK

Maintaining the Current Policy

	Risk	Low (L), Medium (M), High (H)	Mitigation
Financial	N/A		
Legal	Slight risk of challenge from those who find accessible vehicles challenging to enter.	L	Policy would be arrived at having taken due regard of legal responsibilities. Additional driver training being investigated to

			minimise any disadvantages.
Employee	N/A		
Customer	Some customers find accessible vehicles more problematic to enter or exit.	M	Additional driver training is being investigated that would minimise any disadvantage to passengers who find it more difficult to access some types of vehicle.
Environment	N/A		
Technology	N/A		
Reputational	Maintaining the current policy could be seen to be going against public opinion.	L	The current policy would be framed in accordance with the Council's legal obligations which would take precedence over public opinion.

Changing Policy to Mixed Fleet

Financial	As Above in para 4	H	
Legal	As Above in para 5	H	
Employee	N/A		
Customer	Some customers could be disadvantaged by a change to a policy that would leave some vehicles inaccessible.	M	The ratio of accessible vehicles would require to be sufficiently high to mitigate such risk.
Environment	N/A		
Technology	N/A		
Reputational	Amending a policy without robust evidence to support such a change could leave the Council open to reputational damage.	M	Ensure full and exhaustive consultation is carried out and that proper tangible evidence exists to support any change.

7. OUTCOMES

Maintaining the Current Policy

Local Outcome Improvement Plan Themes	
	Impact of Report
Prosperous People	A fully accessible taxi fleet should ensure that all people can access all taxis at all taxi ranks.

Design Principles of Target Operating Model	
	Impact of Report
Customer Service Design	A fully accessible taxi fleet, in operation with a substantial private hire fleet should provide enhanced transport options for all customers.
Partnerships and Alliances	A fully accessible fleet will provide clarity to the trade and ensure all licence holders are held to the same standards.

8. IMPACT ASSESSMENTS

Assessment	Outcome
Equality & Human Rights Impact Assessment	In the event of a change of policy a full EHRIA would be required. An EHRIA was completed on 9 April 2012 when the current policy was formulated and established that the policy would minimise disadvantages to those disabled persons who cannot access saloon vehicles.
Privacy Impact Assessment	Not required
Duty of Due Regard / Fairer Scotland Duty	N/A

9. BACKGROUND PAPERS

9.1	Committee Report CG12045	Licensing Committee 6 June 2012
9.2	Committee Report CG16053	Licensing Committee 6 April 2016
9.3	Committee Report CG17071	Licensing Committee 13 June 2017
9.4	Committee Report CG17096	Licensing Committee 12 September 2017

10. APPENDICES (if applicable)

10.1 Consultation Paper

10.2 Online responses

10.3 Other responses

11. REPORT AUTHOR CONTACT DETAILS

Name Sandy Munro

Title Solicitor

Email Address AlMunro@aberdeencity.gov.uk

Tel 01224 523027

Aberdeen City Council introduced a policy in 1994 which required all new applications for a taxi operator's licence to be in respect of a wheelchair accessible vehicle. An exemption was granted to existing licence holders at that time which allowed them to continue to licence a saloon vehicle. This exemption is due to expire in June 2019. This in turn means that the entire fleet requires to be wheelchair accessible from that date. This consultation exercise has been instructed following a proposal that a mixed fleet is considered.

It is important to note that the policy relates to **the taxi fleet only** and not to private hire vehicles. Taxis are vehicles that can be hired off a rank whereas private hire vehicles require to be pre-booked.

The policy to make the taxi fleet 100% wheelchair accessible resulted from the local authority's obligations in terms of the Equality Act 2010, particularly the Public Sector Equality Duty which includes:

(1) A public authority must, in the exercise of its functions, have due regard to the need to—

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(3) Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—

(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;

(4) The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

Bearing these factors in mind, please provide your opinion on the following questions, together with any evidence you have to support your decision.

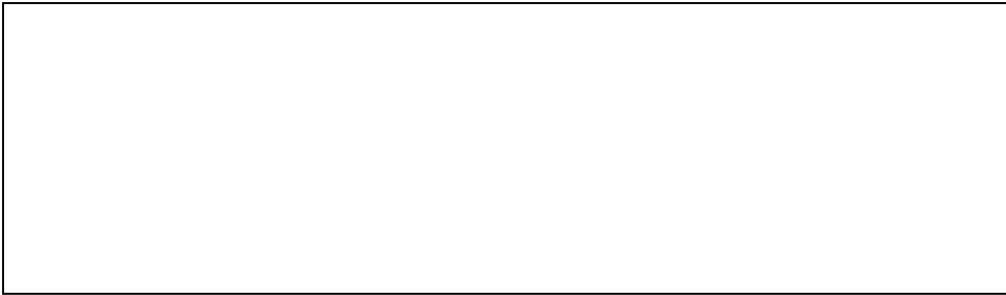
1. Do you think the taxi fleet should be comprised of 100% accessible vehicles? Y/N

Reasons for this answer

2. If "No", what percentage of vehicles should be accessible vehicles, and why?

Page 205

3. How would that percentage be maintained without discriminating against identical applications?



What is your organisation? - Organisation	Do you think the taxi fleet should be comprised of 100% accessible vehicles? - Answer	Do you think the taxi fleet should be comprised of 100% accessible vehicles? - Reasons for Answer	If "No", what percentage of vehicles should be accessible vehicles, and why? - Answer	How would that percentage be maintained without discriminating against identical applications? - Answer
citizen	No	A mixed fleet should be allowed and those saloon cars should be allowed to continue to operate.	I'm not sure of a % but this could be established via consultation with	
	No	50/50 fleet. Elderly people & some disabled people can't get in or out of	50/50	5 or 10 years in a wav then driver can go for saloon.
Taxi firm	No	<p>There is no requirement for 100% WAV even the disabled organisations agree on this.</p> <p>I accept that ACC have been left in a vulnerable position by lack of Scottish Government clear direction. I also acknowledge that the only option ACC really have to avoid a legal challenge is 100% WAV. If as seems clear there is no overwhelming support within ACC for 100% WAV, then ACC need to use this next 12 months to work with the trade, and come up with a workable solution that ticks all (well most) of the boxes.</p> <p>If this is the avenue, then a new group needs to be formed, outwith the current TCG to work solely on this. Meetings will need to take place on a monthly basis in</p>	<p>Between 40 & 50% fleet wide.</p> <p>This would be the current %, and unless I am missing something this % seems to work.</p>	<p>\$1 million Dollar question.</p> <p>Would be almost impossible to maintain a steady 40 / 50%. Especially over the first 2/3 years.</p> <p>We go back to 1994 & allow a number of WAV drivers the option to change to a saloon plate, while still maintaining that any new Licence still requires to be a WAV. Not all WAV drivers will take up this option, but some will.</p> <p>This would be a once yearly exercise, each driver who is being offered to change has the whole year to do so.</p> <p>This is very broad, but with some further thought I believe it could work.</p>

Driver	No	Some of the older generation can't get into wav taxis my mum needs a saloon car to easily get in and out of	70 % saloon 30 % wav	Longest taxi holders 1st
	No	<p>a) Some older people can board accessible vehicles only with difficulty, due to the higher step up.</p> <p>b) Most disabled in wheelchairs can get in or out of a normal vehicle, with the driver putting the wheelchair in the boot.</p> <p>c) One lady I picked up on the rank had previously waved past several accessible vehicles, despite being in a wheelchair. After I helped her in, I asked why? her answer was: When I get put in one of those , I feel like an object, put in the rear, facing out of the rear window. Now , sitting next to you in the front, I feel like a person again, having a conversation with you, and not a parcel dumped in the boot.</p> <p>d) Normal people dislike these vehicles</p>	In a city the size of Aberdeen, 25% should be more than ample.	On first Grant of a Taxi Licence, first vehicle in your name should be accessible. After six months, (or a year, whatever the figures dictate) you can revert to any vehicle
Taxi driver	No	<p>Equality goes both ways, elderly people find it hard to get into the vehicles and do not like standing on the step as they feel unsteady. Able body people should be allowed to flag down a saloon taxi if they wish and a lot of able body people do not like the WAVS.</p> <p>Also as a self employed person I should be able to put a saloon car on road with a yellow plate as most are a lot cheaper to purchase than WAVS as you the council state it's about equality.</p>	70% saloon 30% wav .I have never been hailed down by someone in a wheelchair or had anyone in a wheelchair in the taxi rank only ever done 1 hire for wheelchair in 2 years	Up to the council to sort if someone wants to go WAV no problem but if Someone wants to go Saloon car and it would take the fleet over 70% then would need to go on a waiting list

Taxi driver	No	Having driven 4 or 5 different wavs since I started driving taxis I've seen 1st hand how difficult it is for some passengers to enter said vehicles	40 wav 60 saloon	The longer you have been in the job the more chance of being offered a saloon plate also no more illegal hiring of plates they should all be handed back instead of being handed to managing agents!
	No	Wheelchair vehicles do not suit all forms of disability Only a small number of people are totally wheelchair dependant and obviously they require a wheelchair vehicle . Some people prefer to transfer from chair in to saloon car also A saloon vehicle covers most disabilities and easy access due to low down access . That a high step vehicle makes impossible to get in or out of .	25% As I stated only small percentage of people permanently wheelchair bound ,	This is a difficult to answer as I don't want to discriminate people but answering questions using my knowledge of situation as it stands
Taxi trade	No	Some of the elderly and infirm people find it hard to get into and out of wav vehicles. Some visually impaired people can't judge the height of the wav vehicles as they can't put there hands on the roof .	Half wav and half saloon would service the needs of the community.	On a Rota as a saloon plate is handed in it then goes to the longest waiting applicant
Taxi trade	No	Some of the elderly and infirm people find it hard to get into and out of wav vehicles. Some visually impaired people can't judge the height of the wav vehicles as they can't put there hands on the roof .	Half wav and half saloon would service the needs of the community.	On a Rota as a saloon plate is handed in it then goes to the longest waiting applicant

	No	I feel some elderly may find it harder to get into the car and I also feel many people use taxis for weddings/functions etc and like having the choice of a nice looking car. I would hate it all to be wheelchair accessible vehicles and think choice is a must for customers. It's also a great upheaval for our taxi drivers who have chose to own a saloon type car. The economy is struggling and the need for drivers to go out and buy another car is not a necessity. Allow drivers to choose what they drive and not to have to rush out selling their vehicles and getting into more debt buying a new one.	I'm not sure, you have to do your sums to find the % of wheelchair users in Aberdeen and surrounding areas then decide. Maybe I'm wrong but I think the % of able bodied people would be a much greater number therefore meaning normal cars are a more practicle choice.	To me your discriminating already by trying to force this. My elderly Grandparents would never manage to step up into half of these disabled cars and not to mention stepping out! Offer an insensitive for a % of drivers to have one of these cars to ensure ratios are met.
taxi driver	No	drive one of said wavs amd some elderly or movement impared people cant use us or prefer not to an take a saloon car.. but do think hireing (managment of saloon plates to drivers is wrong.	unsure of percentage but think any new driver should be required to licence a wav if want a yellow plate.	
	No	A mixed fleet would meet all needs. I am a taxi driver and drive a saloon car. Quite often I get elderly people bypassing WAV taxis on a rank to get a saloon car as they have mobility issues which makes getting into a WAV difficult for them. I have also had several wheelchair user who prefer to transfer into a normal seat rather than (in the words of one such person) being loaded like freight into the back of a van.	50% .	All new applications should be WAV, and as saloon plates get handed back these should be offered to existing WAV drivers who are unable to push wheelchairs.

General Public	No	The public are not 100% in wheelchairs and elderly or people with disabilities who do not use wheelchairs cannot use wav	50% still leave plenty of taxis for wav and saloon	New applicants would have to have wav for minimum of 10 years before. being eligible for saloon car
City Libraries	No	There are only a small no. of people using wheelchairs and it impractical and unfair to make all taxi drivers change their vehicles. I feel I can say this as my mother was a wheelchair user and regularly used taxis and there was never a problem in getting a car when needed.	30% is a fair amount	Don't know
Taxi Driver	No	There are more than enough wavs to cope with the demand. Mixed fleet far better option. I am a saloon driver over 30 years and never had to refuse a disability yet.	As it stands at the time that Aberdeen City council agrees on a mixed fleet. Why because it would be the	Waiting list.

Taxi Driver	No	<p>I have been a Taxi Driver for 44 year's we are getting more and more call's everyday asking for a saloon car,not everyone is in a Wheelchair,the elderly just find it a lot easier to get in a saloon car.I will be 65 this year i do not want to go and bye a WAV at my age,if i decide to retire soon,i do not want to be left with a WAV as my retirement car. In Glasgow and Edinburgh the taxi driver's can retire and sell their Taxi and Plate as a going concern the average they get is about £25,000 in Aberdeen you hand back your plate and you are left with a WAV that you have to try and sell on.There is even Oil Company's that phone up and will not except anything but a saloon car,you even get people refusing to go in a Baker's Van as they call them.</p>	<p>it work's fine the way it is now driver's that got a yellow plate and had to bye a WAV then went and worked the street's the Rail or the Airport so that they would not have to do Wheelchair Hire's through an Office does not help.if driver's with WAV's was told when they get a Plate they must work an Office for 3 year's and that way they are learning the trade the proper way,it seem's to work fine with a 60/40 split and if a driver retire's and hand's back</p>	<p>Come into the Trade as a WAV and after say 5 year's which would be about as long to pay off your WAV then apply for a saloon plate if you want,the turnover with plate's would be covered with new driver's coming into the trade and driver's retiring.</p>
Taxi driver	No	<p>It does not meet the needs for all disabled people, some people can't get into wavs and vice versa a mixed fleet sound about right .I have had customers who can get into my wav and some who have asked me if they could take the taxi behind as it was a saloon car and they could get into it a lot better.</p>	<p>I think 10 percent should be sufficient as there is not 100 percent of the population in Aberdeen in a wheelchair.</p>	<p>The cab company's such as rainbow , comcabs, Aberdeen taxis should have there own fleet of wavs to make up the 10 percent.</p>

<p>Self Employed taxi driver</p>	<p>No</p>	<p>I have been a yellow plate holder for 35 years. In this time I have transported wheelchair users and have never had to refuse as I will help 100% and anyone very badly disabled usually has carer with them. However sitting on a taxi rank on a number of occasions 3 wavs have refused a wheelchair for them to get in my saloon car.</p> <p>There are more than enuf wavs on the road and 100% discriminates against certain disabilities and because of room due to ramp able bodied families with luggage.</p> <p>What u need is wheelchair adapted drivers driving the wheelchair adapted vehicles !!!!</p>	<p>50/50 .</p> <p>Even then the number of wheelchair users requiring a taxi doesn't warrant this but would make sure there are enuf at any given time .</p>	<p>As someone like myself retires my plate could be offered to the longest serving WAV driver going down the list until it's wanted as some of them are happy enuf with their vehicle.</p> <p>Any new driver coming into the trade then has to buy a WAV x</p>
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Taxi driver	No	<p>Being a taxi driver myself I do a lot of wheelchair hires, All my wheelchair user's say if they can transfer from their wheelchair to a saloon car seat it's much better, and more comfortable, If passengers can't transfer then obviously they will require a wheelchair accessible vehicle, Maybe the survey should be directed at the people who shall be affected by the change, (wheelchair users.)</p>	<p>There are probably enough. Wheelchair accessible vehicles in Aberdeen's fleet at the moment, Not sure of percentage at this time, but more than enough to cover wheelchair passengers. Some disabled people can't get into some of the accessible vehicles, even with the step provided it's too high, they need to sit on a seat and swing there legs round, ie, low</p>	<p>That should be decided between the council and taxi trade, Surely Common sense would prevail , The split at the moment works good, Keep it at that percent, If one saloon car leaves then it can only be replaced with a saloon car, If one WAV leaves then it can only be replaced with a WAV, Makes sense to me, How much more taxpayers money must this be costing doing all these survey's, make a decision now,</p>
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	No	<p>To assume that every disabled person is a wheelchair user is simply wrong.</p> <p>To make every car a wheelchair car is ignoring the needs of other people with disabilities.</p> <p>As an amputee, I am disabled, but find it impossible to get into a side access wheelchair vehicles, due to the distance between the door and the seat when you have limited flexibility in your leg.</p> <p>Many older people also struggle to climb into this style of vehicle.</p> <p>No one is suggesting that there should be no wheelchair accessible cars, but 100% is ridiculous. On this basis, all toilets would have to be wheelchair accessible too, and every building would need ramps and lifts.</p> <p>ACC need to stop confusing the word disabled with the word wheelchair, and ensure that their understanding of the legislation meets the requirements of ALL</p>	<p>Only 8% of disabled people use wheelchairs. 11 million people are classed as disabled. That's about 1 million wheelchair users from a population of 65 million.</p> <p>25% should be more than enough. It should be possible to demand that big taxi companies have vehicles available at all times as a condition of the taxi office license.</p>	<p>Surely this about meeting the needs of all disabled people, rather than telling taxi drivers that each month, a percentage of car licenses have to be wheelchair cars.</p>
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Private Individual	Yes	<p>It's the right thing to do!</p> <p>There's been a 25 year exemption which is MORE than enough time for taxi drivers to develop a strategy to deal with the situation.</p> <p>Why should someone at the front of the taxi queue have to wait and let other people take priority because they use a wheelchair?</p>		
Independent resident of Aberdeen City	No	<p>The wheelchair accessible vehicles can be very difficult to get into and out of. Essentially, while promoting the mobility of wheelchair users the mobility of some other groups of physically disabled are disadvantaged e.g. Limb weakness. A mixed fleet is required to avoid discrimination to as few as possible.</p>	<p>30% wheelchair- these would be readily available as the fleet number would be quite considerable.</p> <p>70% saloon cars - designed to be accessible to many people (the wheelchair vehicles are high and</p>	% should reflect user groups while maintaining enough for availability
	No	<p>Because I want to ride in a normal car in comfort, there are also not that many wheelchair users to need 100% fleet!</p>	40%	That's your job to sort
Citizen of Aberdeen	No	<p>They do not meet the needs of everyone</p>	60% should be enough to cover all requirements	New applicants to be WAV for a set period

Local authority	Yes	<p>It should be fair and easily accessible for Everyone.</p> <p>The council is under an obligation to meet the conditions set by the equalities act</p> <p>If not 100percent wheelchair accessible ,How will the council decide on a percentage, which driver should drive which type of vehicle and a percentage may negatively impact the number of taxis in the future.</p> <p>Private hire vehicles will remain saloons so there will always be a mixed fleet</p>		
	No	Having 100% accessible vehicles is over kill and only a small percentage of disabled people need wheelchair access	50% should be wheelchair accessible not every disabled person is in a wheelchair	
Taxi driver	No	I've got a WAV and I've used my wheelchair access about 3 times in three years. Put a stop to people hiring plates which is illegal anyway and putting them on saloons that would increase the WAVs without going 100%	60-40 A's above	If you've had your own WAV plate not hired for 8yrs +
None	No	Not all disabled people are in wheelchairs. Many elderly or disabled struggle with higher vehicles which wav tend to be. Many opt for saloons where they can sit onto a seat and swing there legs in. Not viable to call a private hire for many short runs, the companies simply say nothing available.	There seems to be enough of both at moment.	Give the earliest wav supplier the option of a saloon plate as they become available.

Taxi Driver	Yes	<p>Other cities like Edinburgh, Glasgow, Liverpool, London & Manchester, for example, already require taxis to be WAVS. It totally makes sense.</p> <p>The way I look at it is, when your sitting on the rank, you have no idea whether your next customer is going to be a fully abled person, or a wheelchair user. As a taxi, we should be ready and able to take a wheelchair user, without the wheelchair user having to wait for a WAV. I think that's crazy!</p> <p>The buses and even coaches are able to take wheelchair users, so the fact that not all taxis can't, isn't acceptable.</p> <p>Its the morally correct thing to do, along with taking the modern approach. It makes the City of Aberdeen a forward thinking city.</p> <p>Private Hire vehicles shouldn't have to be WAV. My thinking for this is the fact that they mainly work out of an office, so a customer can request a car or minibus if they don't feel comfortable in a WAV for whatever reason.</p> <p>If the private hire is pretty much working</p>	100% of Green and Yellow should be WAVS.	No discrimination. 100% WAVS.
Taxi owner	No	There is more than enough wheelchair vehicles on the road as it is. In the past year I have only had one wheelchair in my taxi?	30% Wheelchair is more than enough.	Hackney have all the WAV on file put them in order, when a new application comes in top of list is offered a saloon place.

Taxi driver	No	A mixed fleet is the only way the Council can meet its obligations to be accessible to ALL.	50/50 would be reasonable	Revolving door method, new applications must provide a way and longest serving way plate at the time is offered the opportunity at their next renewal to change to a saloon. If they don't want to change you work on to the next longest and so forth. That way everyone has the chance of a saloon plate in the
None	Yes	Why shouldn't they.		Be 100% then there is no discrimination
None	Yes	<p>It is difficult to order an accessible taxi over the phone and be confident that it will arrive at the requested time. It has been suggested to me that this is because of the computer system used to dispatch cars.</p> <p>Access to cars can be problematic at the ranks. If an accessible vehicle is sitting in position 1, then the driver has to move forward to allow ramp access, which obviously isn't a problem, however if the first accessible car is sitting further back in the rank all cars in front have to move and create the required 2+.metres of space to access the ramp.</p> <p>Both these problems would be resolved if accessible cars were 100% of the taxi fleet.</p>		It couldn't

Taxi	No	<p>Not all disabled are wheelchair bound.</p> <p>Elderly can't get into accessible vehicles.</p> <p>A lot of wheelchair users put the wheelchair in the boot and travel just like an able bodied passenger.</p>	50-50	<p>Any driver who has held their taxi badge for 10 years or more should be allowed to choose saloon or Wav.</p> <p>This gives a constant and steady turnaround of wav vehicles.</p>
Taxi driver	No	<p>There are more than enough wav's taxis in the city fleet as it stands. I have driven both saloons and wav's in my time taxing and can say I've took more wheelchairs in a saloon than I've done in a wav</p>	<p>Me personally would say 50/50 but in respect 60/40 to wav's</p>	<p>Badge holders before 1994 free choice since ruling was not implemented before . badge holders after 1994 rolling system 1 driver leaves trade plate goes to next driver on a list all new drivers must start in a wav . And no leasing plates for personal profit.</p>
Taxi driver	No	<p>NO . WORK AT ABERDEEN RAILWAY STATION. HAVE LOST COUNT THE AMOUNT OF TIMES ELDERLY PERSONS COME TO MY CAR BECAUSE THE FIND IT DIFFICULT TO GET INTO SOME OF THESE VANS.</p>	<p>50% is more than enough</p>	<p>Should always be 50%. Those who have put wheelchair cabs on first in the 90's Should be first to change to saloon cars when plate becomes available. The only fair way. That way you will always have 50%. Of both vehicles.</p>
none	Yes	<p>being 100% accessible benefits all, and detriments no one.</p>		

Personal	No	While I support the requirement to have accessible vehicles for all, vehicles designed for wheel chair access often make access for others more difficult. I think this is true of elderly. I do not believe there is a requirement to have 100% of the fleet wheelchair accessible.	I don't know the current breakdown for disabled users. I would however expect that the majority of users do not require full wheel chair access. I would suggest that a fleet breakdown covering wheel chair users, larger multi person vehicles and saloon cars would be perfectly acceptable. For a non wheel chair user travelling in a adapted vehicle can be very uncomfortable.	It would be up to the team running the licensing applications to ensure that any new applications met with the rules. Surely even the council can oversee a strict policy and this point cannot only be the issue with a taxi license. Across all the licensed premises and shops that the council provide licenses for a similar issue must arise. In the house planning department I have first hand experience of allowing a neighbor to make a change to their property and they refused my application to do exactly the same. So I would suggest that it would be very easy to either allow or refuse an application if the rules are being followed. Personally I feel that I am being discriminated against by being forced to travel in an adapted vehicle if this policy change goes ahead,
	No	There is no need for 100%, there is sufficient amount of wav vechiles already..	30% im guessing would be about 200 wav cars.. That is more tthan	Cant answer that 1

	No	<p>There are many, many forms of disability and a high percentage of current disabled taxi users cannot access some of the "wheelchair" accessible vehicles.</p> <p>Personally, I know of many who have various forms of arthritis (in back, legs, shoulders and arms) and cannot easily get in and out of these vehicles, particularly the higher up versions - no hand rails to assist getting in, steps up to high seats, etc. etc.</p> <p>I know that certain well known disabled taxi users actually insist on saloon cars for their transport. One of those had an excellent article in the P. & J. at the end of last year giving reasons why taxis should not be 100% wheelchair accessible. Why don't the "powers that be" listen to their public, especially those who actually know what they are talking about and their actual requirements.</p>	30 - 40% should be quite sufficient. It works in Dundee!!	Quite easily with the amount of taxis in the city of Aberdeen.
	No	I imagine there would be a lot of expense for those drivers who do not have an accessible vehicle and not 100% of customers need an accessible vehicle.	50%	Establish how many vehicles already have an accessible vehicle and then work on a first come first served basis.

Private individual	No	Given that most taxi drivers in Aberdeen only rent a radio and own their own vehicles it seems OTT that their only car (I daresay most of them don't have a second vehicle for private use only) should be an accessible one. Bearing in mind the small number of the population who have a disability, which requires the use of a wheelchair, this would seem totally out of proportion.	Around 20% bearing in mind the amount of people who require to use a wheelchair	That's not for me to answer, perhaps those who purchase a wheelchair friendly vehicle could be recompensed in some way
Private individual	No	Given that most taxi drivers in Aberdeen only rent a radio and own their own vehicles it seems OTT that their only car (I daresay most of them don't have a second vehicle for private use only) should be an accessible one. Bearing in mind the small number of the population who have a disability, which requires the use of a wheelchair, this would seem totally out of proportion. Also, given that UBER have just been licensed to operate in Aberdeen, this seems even more unfair, will they also all be required to be wheelchair friendly?	Around 20% bearing in mind the amount of people who require to use a wheelchair	That's not for me to answer, perhaps those who purchase a wheelchair friendly vehicle could be recompensed in some way
	No	Requiring 100% accessibility is a disproportionate response to the small number of wheelchair users in the area. Other than London type black cabs, wheelchair accessible taxis are uncomfortable and inconvenient to many other types of passenger including many disability types	Circa 20% would be a more proportionate proportion	By running an appropriate database and effective monitoring system - a simple process!

	No	Totally unnecessary and disproportionate. Even disability groups think it is unnecessary. Added expense to taxi drivers which no doubt will be passed on in increased fares.	10 to 20% in line with numbers of registered disabled.main	Maintaining a effective database and monitoring demand
Aberdeen resident	No	Wheelchair accessible taxis should be provided as a proportion of the fleet, sufficient to satisfy maximum demand with a small multiple 'to spare'. There are reports that not all disabled people are able to use these vehicles easily, so variety, as with everything, is the preferred solution. Also, the wheelchair accessible taxis are not as comfortable as other vehicles.	1.5 or 2 times maximum demand, so as to ensure ready availability of all types at all times.	Individual applications should be on the basis of overall fleet mix for each company (individuals could be 'pooled' as a pseudo company) and allow the need for a particular license type to be exchanged from one owner to another to maintain the balance.

Not responding on behalf of an organisation	No	<p>The wheelchair accessible taxis are the most rickety, uncomfortable and badly built cars (or taxis) that I have ever had the misfortune to sit in. Given the already considerable expense in hiring a taxi, I would at least expect to be able to do so in some degree of comfort.</p> <p>Aberdeen taxis cover a fairly significant rural area in addition to the town centre. Saloon cars provide the degree of comfort required for those additional distances.</p> <p>100% of people are not disabled, or in need of a wheelchair. It's ludicrous to insist that all taxis need to meet this requirement. What next? Do we insist that every seat on a bus needs to be wheelchair accessible? Perhaps we should ban double deckers.</p>	What is the percentage of wheelchair dependant residents in the Aberdeen area? Take that figure and round it up to the nearest 10%.	Some degree of incentivisation such as a reduction in license fee.
None	No	I have MS with impaired mobility and use either a walker or a wheelchair. However when I use a taxi I find it much easier to get in and out of a saloon car than an accessible vehicle. This is because I can sit sideways on the front passenger seat and lift my legs in just as I do in my own car. I generally find it quite difficult getting up and into an accessible car, I would not usually be taking my wheelchair on occasions when I use a taxi.	50:50 would seem reasonable to give a disabled passengers the opportunity to request which taxi suits them,	I normally use one of the big companies. They would have ensure that they had sufficient cars each type. It shouldn't be too prescriptive, say 50 +/- 10%.

Self employed	Yes	<p>This will allow the travelling public greater choice, it will make us look like a wheelchair friendly city where we are equipped for anyone who needs to travel around.</p> <p>The able bodied normal joe on the street can use any taxi where wheelchairs have little choice.</p> <p>I understand that there are many elderly who don,t like the Wheelchair accessible but tbh many have never even tried to get into these. I care for a woman who can not walk independently but uses a wheelchair accessible taxi everytime she goes out and sits in passenger seat next to driver.</p> <p>The Saloon drivers or most of them shout how they cant afford this but i find that hard to understand they driver around in cars costing from 10,000+ up to 30,000 + it really is a vanity thing with most of them.</p> <p>We all need to change and evolve and move with the times and if we do need a saloon car then we can always call in a</p>	N/A	<p>You can,t unless you allow a rolling change over, those new coming into trade get WAV plate for no less than 10 years and those who have been driving there own plate and cab for more than 10 years change to saloon. Wavs</p> <p>Happy drivers WAV holding a worth to someone new coming into trade and those drivers who have had extra work doing that ramps and wheelchairs for years and now getting older a bit of comfort.</p>
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none	No	<p>As able bodied persons, my wife and I had the misfortune to use many of these vehicles over the festive period, These vehicles are actually quite difficult to enter and exit while they are at the kerb side, not to mention they, are very noisy and not at all comfortable. My able bodied 70 year old aunt had commented that she always requests a salon car because she can't get in and out of most of these adapted vehicles, even when requested she normally gets one!!!</p> <p>We travelled from Aberdeen to Ellon and both had headaches by the time we got there due to the rattling and noise of the vehicle. How may disabled persons use these vehicles between the hours of 7.00 Pm and 2.00 pm?</p> <p>I totally agree we need to provide taxis for people with disabilities, but, these vehicles should be in proportion to the population and the actual people who use them and not the normal taxi available to the majority of the people who use do regularly them.</p> <p>I strongly disagree with the proposal to make all vehicles wheelchair accessible for</p>	I would think 25% would be sufficient	I think some drivers/taxi operators could provide these vehicles by a matter of choice based on business turnover. 25%
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Private	No	<p>As an experienced therapist many of my patients cannot access wheelchair accessible vehicles and therefore are disadvantages. These are too high for many to get in and out of, seating area can be restrict as space given to wheelchair space.</p> <p>These cars are also not good for parents with children as more vulnerable by how seats are positioned. Also they often can't carry as many people so families are charged for 2. And the drivers are all trained in safety of clamping.</p>	<p>No more than 40% as they are not suitable for many elderly to get in out of. Not family friendly as reduced seat. There is not 40% of population in wheelchairs. We have had problems in work when wheelchair cars are sent and we can't get elderly into them. Please don't make more problems for other who</p>	<p>If 40% was for example 200 cars. Application only accepted when space was available. One in one out on a waiting list basis . No point in over supply</p>
N/A	No	<p>I think it would be more sensible (and environmentally friendly) to have a mixed fleet. The amount of disabled taxis should be proportional to the amount of disabled Aberdeen citizens requiring the service. I doubt they all need one at once.</p> <p>Moreover, giving the disabled priority use of the available disabled taxis, perhaps by a service agreement with their licence should not be too difficult. Lastly, for the remaining saloon cars should we not be aiming for electric Taxis as standard?</p>	<p>Whatever is sufficient for the numbers of disabled + visitors.</p>	<p>A lower licence fee could be made payable for disabled taxis on the agreement they prioritise disabled customers. This would have to be limited of course, perhaps to the already existing disabled converted Taxis?</p>

oil and gas decommissioning sector	No	<p>99% of drivers I have spoken to over the last 15 years on this subject have only ever had a few wheelchair users in there vehicle , the vast majority of which prefer to transfer to the passenger seat rather than being strapped down like cargo in the back of the accessible van .</p> <p>Having been incapacitated after surgery last year I would do the same .</p> <p>I have regularly chosen saloon vehicles over the accessible vehicles on the grounds of access and comfort . When challenged by drivers that I choose not to travel with (with the vans -) they all seem to be irate that the council are forcing them to get the band but most customers do not want them .</p>	There is no need for more than 10% of the fleet to be specialist vehicles and this is a generously high % imho	<p>As the council were willing to descriminate / ignore the wishes of the vast majority of drivers and customers with their ill thought through ideas it will be relatively simple to maintain an acceptable percentage .</p> <p>New drivers should have an accessible vehicle for 4 years or 200000 working miles (be that in one or two vehicles .)</p> <p>They can then choose their next 2 vehicles -</p> <p>A cycle of between 10 and 12 years will provide a good spread within the fleet .</p>
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	No	<p>Accessible vehicles are not comfortable for many of the population due to the suspension which enables lowering of the vehicle. The taxi rank at Back Wynd is busy and it's unreasonable that a customer could not have the choice of a saloon vehicle, particularly given the high cost of taxi fares in Aberdeen city. Whilst I understand the need for accessible vehicles to comply with equalities legislation, the purpose of the legislation is to ensure that no-one is disadvantaged. I would argue that by prescribing ONLY accessible vehicles, ACC is disadvantaging the able-bodied, since although they are not prevented from using these vehicles, many people would rather use a saloon for comfort reasons. Do we have any figures on the population of Aberdeen who would require an accessible vehicle? Is it not more likely that they would book a private hire rather than hail a taxi from the rank or from the street? Surely it makes sense to legislate based on the actual need, rather than a blanket policy, which appears to be based on a naïve desire to 'meet equalities legislation'.</p>	I believe that 50% would more than meet the requirement.	If ACC issue 1067 licenses per year, then could 50% of those be regular and 50% accessible? Once the regular licenses have been issued, then the only alternative would be for accessible. If that's not what the applicant wants, then they have to take their chance the next year.
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N/A	Yes	<p>The position was made clear in 1994 that all new applications would require to be for wheelchair accessible vehicles from then on, indicating that the local authority felt that it was important that disabled people are not disadvantaged when trying to travel by taxi, in line with legislation. An exemption was provided for a further 25 years - ample time for the current license holders to upgrade their vehicles to be wheelchair accessible, thus achieving the original aim of the change in 1994 i.e. to ensure that disabled people are not disadvantaged in their transport options. This process requires the entire taxi fleet to be wheelchair accessible now.</p>		
N/A	No	<p>I feel that the major taxi operators should supply a 50% of their fleet with these vehicles. This would be more than enough to cover the demand. Also not all people with disabilities are in wheel chairs and these people would prefer to use a saloon car as these cars are easier to access and exit.</p>	50%	<p>Not all people with disabilities are in wheel chairs and these people would prefer to use a saloon car as these cars are easier to access and exit. At the moment I feel there are more than enough WAV for the city of Aberdeen.</p> <p>I also feel that new or current Taxi drivers should have the choice to apply for a saloon or WAV Taxi Licence.</p>

None	No	Being disabled myself I find it very difficult to get in and out of wheelchair accessible taxis. Not all disabilities warrant the need for wheelchairs. There is also the discomfort of wheelchair taxis. If someone elderly was traveling any distance it would be very uncomfortable and painful	60 percent wheelchair accessible and 40 percent saloon. That would give the majority of people the best choice	Separate waiting lists might be an idea. If a saloon car driver leaves for whatever reason e.g. retiring (most saloon drivers appear to be drivers who have done it for years) next on the list would get a plate.
	No	1:Not all disabled people are in a wheelchair. 2:Elderly cannot get in and out of WAV because seat is too high, with or without a step supplied. 3:The multi seater WAV (6/7seat) is even worse for elder, or people with broken leg or arm as they have to be crouched and somehow get to the seats! 4:Aberdeen has many high end cars (Mercedes, Audi, BMW, Volvo etc) where locals and visitors to our city from all over the world remark on how nice our taxi fleet is. Why would you want to spoil that.?	60% WAV. I believe Aberdeen would be close to that right now and seems to work well so more than adequate to cover wheelchair hires. I have worked taxi ranks, and with offices and not aware of any problem in either booking or picking one in a rank so no need to increase the WAV fleet.	1:One plate only per person, unless company/office owned. 2:Natural wastage until 60% is reached. 3:All new applications must be WAV for a set time (5yrs) with a properly policed waiting system to change into saloon when one comes available. 4:Offer WAV licences a reduced fee (5/10% cheaper than saloon) 5:When offered a saloon plate, the application must be completed with saloon car plated in an acceptable time frame (4wks) or application can be offered to next on list.
Na	No	Being elderly, I struggle with the height of these vehicles. A simple car is perfect for me to get in and out without the need for ramps, stairs and high steps. I have fell twice using a wheelchair accessible taxi in one year. In 40 years I have never felt out of a regular taxi.	50/50. That way the demand can be met but the simplicity of a regular taxi can be maintained.	Use a waiting list option for saloon drivers. Only allow new saloon drivers if the same number of larger vehicles is equal.

	No	Whilst I can appreciate the needs of the disabled I do not feel that all disabilities are able to access these vehicles. I was recently in a wheelchair accessible taxi from the town centre to ARI, a relatively short journey the taxi was uncomfortable and I would not have enjoyed a longer journey in this type of vehicle.	50% would be a more realistic fleet. This would then allow both able bodied & disabled the choice to choose which they find most suitable.	This should be a matter for the taxi trade & Council to agree on.
	No	We need both . To cover the NEEDS OF EVERYBODY .	60% of wheelchair accessible taxis would be more than sufficient If you contact every taxi company in Aberdeen .they will tell you how many wheelchair hires they have had over the last year .. probably a	Most saloon car drivers are in the age bracket of 50 up to 70 years old....when 1 retires or returns his/her plate . Then top of a waiting list of drivers who require a saloon car has the choice to purchase a saloon .
retired	No	As a person with a severe disability, I struggle with the larger vehicles. I use crutches that incan use easily when getting into the usual 5 door saloon car. When I need to get into larger one, I can't make the steps and usually need the Ramon lowering. This may seem like a good thing to you but I find it embarrassing. It makes me the centre of attention when I would rather be left alone to get in the taxi and go. It's more difficult, more time consuming and more noticeable. Let me use the usual, saloon car like I have for many many years.	40 I imagine the need for accessible taxis is very low. With schemes in place that allow most disabled or people who need access are allocated their own car. I imagine the drunk people on a weekend who use taxis would rather a car to get into that an awkward sliding	It's worked for the last decade since 1994. Why change when it works

	No	Whilst there is a need for accessible vehicles not every disabled & elderly person can access these vehicles. A mixed fleet would allow able bodied/disabled and the elderly to make their own choice.	50/50	The percentage should be maintained with consultation between the taxi trade & the licensing board. The licence holders of accessible vehicles should be given the choice to move to a saloon type licence when one becomes available. The Licensing Board could speed this up if they intervened &
None	No	Not representative of the general population.	25% Not that many disabled people	Certain number at any one time.
Taxi driver	No	Most wheelchair users pre book a vehicle. Most have indicated the reason is that they can't get WAVs on ranks to take them . Most street cars would say no and push them down the line at a rank . This is common practice. I work through an office and do approx 10-15 wheelchair hires a week.	30/40% There are quite a few wheelchair hires available , not enough for 100% WAVs. However has the licensing authority thought that if WAVs are abandoned for Phc vehicles because drivers move to UBER. Then this survey has no point. Uber do not use WAVs. For the sake of taxi users and wheelchair users the council must reconsider Uber's licence.	I drive a WAV this is because I have no other choice. Each new application should be required to licence a WAV , however I think this should be for 5 years only as this is the expected life of a Taxi according to the council. Website. After this period the operator should have the choice of licensing a saloon Taxi, I see the present system as unfair and discriminates WAV drivers as the cost of purchasing a second or replacement WAV is greater.

	Yes	<p>If I am in a wheelchair I should be able like anyone else to hail the first taxi that comes along. NOT every other one or be obliged to phone and book one and wait even longer because the firm has only a few Was or has many private hire vehicles which cannot take me.</p> <p>In addition this decision has been dragged out now for over 20 years with the council backtracking time and time again at what cost I ask you. Settle it finally please!</p>	100%	
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Disability support charity	No	<p>At work I support people with different levels of learning and physical disability. Some of them are wheelchair users, but some of them use different walking aids for example walkers. A lot of them have difficulties using wheelchair taxis, because their seats are higher and more difficult to get onto. Some of those big cars have steps. I saw a lot of disabled people struggling to get into seats and nearly falling trying to use wheelchair taxis. For those individuals we specifically order saloon taxis. If all taxis will be wheelchair accessible it would badly impact the lives of some disabled people and limit their ability to access taxis suitable for their needs.</p> <p>Secondly, a lot of wheelchair users I support at work can only use wheelchair cars with a rear entry. Due to the size and shape of their wheelchairs they can't use wheelchair accessible cars with a side entry.</p> <p>Booking taxis in Aberdeen is a huge problem. Very often taxi companies send a wrong type of car that a disabled person can't use and results in having to order</p>	<p>Around 50%. But wheelchair accessible taxis should be mostly the cars with a rear entry for wheelchairs. The big cars with side entry for wheelchairs are inaccessible for a lot of wheelchairs and completely inaccessible for people with other disabilities, for example using walkers or canes.</p>	<p>Because some disabled people can't use wheelchair taxis and not being able to access saloon taxis should be discriminatory against them.</p>
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taxi driver	Yes	All new drivers from 1994 have had to get w.a.v vehicles except the ones who have leased yellow plates from drivers that have had some spare, discrimination is not the word, there are plenty of new drivers leasing these plates, they have saloons and have only been qualified drivers in the last few months, the drivers have had since 1994 to save up for the wavs, they knew it was coming , why do they now think it would be financial hardship, they have been buying expensive saloon cars like audi, bmw and mercedes , this would not be right in any sense of the law if this was allowed to be changed now, a lot of drivers from 1994 have had to go to the expence straight away to earn.I could see a lot of lawsuits coming up against the council by said drivers that have had to go to the expence of buying a wav vehicle in order to earn a living , how can you regulate who would have a saloon plate and who a wav , opening a real can of worms .	as above , how would you decide who can have a saloon plate , and who had to have a wav plate	cant be done without splitting the drivers and causing more friction than there already is
Taxi firm	No	A properly organised mixed fleet is the best way forward.	50% would be a fair percentage as some people can struggle to get into larger taxis. If you have a saloon plate, you should only be allowed to have a saloon	A waiting list should be implemented with people that have had their Wheelchair plate the longest getting first refusal on the next available saloon plate.
NONE	No	Vehicles are poor	25%	What discrimination, serve the majority not minority

Disability support charity	Yes			
Event management	No	<p>I believe we need to increase cars as demands increase however we do not need every car to be wheelchair accessible</p> <p>Please consider how expensive it will be for the taxis drivers, many of them small businesses who contribute to economic growth in the region. This will put many of them out of business and is an unrealistic proposition.</p>	<p>I believe it is 1% of the population that requires this service</p> <p>I do not know the demand but you should and a simple economic calculation will give you the %</p>	As long as the percentage was fulfilled applications should not be discriminated against if they do not have disabled access
Private citizen	No	<p>You are asking taxi drivers to buy more expensive vehicles to supply a service to less than 1% of the population, it is ridiculous. I am sure that there are many taxi drivers with health issues of their own who would find it very difficult to get a wheelchair complete with its user up a ramp and into their vehicle but their health issues would not stop them driving.</p> <p>This could force taxi drivers to give up work and join the ranks of the unemployed. Is this really necessary when there are already so many wheelchair accessible taxis on the road, I think not.</p>	<p>25% should be plenty.</p> <p>Perhaps you could contact the taxi companies and ask them to keep note of the amount of wheelchair accessible vehicles which are requested and at what time of day. They could then work out their rotas to suit.</p>	By rota

Taxi driver	Yes	Any other policy would result in the taxi drivers who drive wheelchair vehicles being discriminated against. If it is not 100 per cent then all taxi drivers should be allowed the same open choice of vehicle. The council has had 25 years to treat us all equally and have already been taken to court over their unfair policy.		Can't be. If you go for a split policy the discrimination will still exist. There is already a black market for hiring saloon plates which the council fail to deal with. In some cases the council even encourage it by passing fictitious partnerships.
	No	<p>As a wheelchair having WAV is helpful and necessary however prior to becoming wheelchair dependent I used crutches. I had more issues finding a taxi using walking aids than I do using a wheelchair. Trying to get into a typical WAV with the position of the seats being higher from ground level was frustrating and resulted in a few falls on some days it was just not possible.</p> <p>As a non driver I rely heavily on taxis and am fortunate that on good days I can transfer into a saloon car while on others I can wait for a WAV.</p> <p>My personal feeling is that while this policy was introduced to be inclusive with regards to disability it sadly would see those with disabilities that are not wheelchair users to be greatly excluded.</p> <p>Thank you for reading.</p>	Difficult question to be fair as not all taxis would be on the road at the same time but a non educated guess 50/50	<p>I think it would be difficult to please everyone yet having an equal number of adapted and non adapted vehicles should work for customers.</p> <p>I honestly have little knowledge or idea how you could make it equal for drivers who have already paid out for adapted vehicles to match the policy or how to enforce or maintain numbers</p>

	No	<p>My father had a severe stroke and afterwards he was able to transfer from his wheelchair to a saloon car. To get him into one of these cabs would have required a hoist.</p> <p>I have a bad knee and find it difficult to access the wheelchair accessible cabs, the step is too high (I'm not an ancient person). I always state that I would prefer a saloon car.</p> <p>It's madness to have a 'one size fits all' taxi service when it clearly doesn't.</p>	<p>10%</p> <p>Sufficient for those who require such a service but remember they will not all call at the same time</p>	<p>Some people may prefer to buy these vehicles as it may be useful for those who service such schools/day centres.</p>
None	Yes	<p>Because all taxis should be fit for any purpose They are work vehicles not family cars</p>		
	No	<p>Because 100% of the population are not disabled.</p> <p>This would cause unnecessary expense to the taxi driver & I for one would much rather travel in a comfy clean warm car than a draughty dirty cab!</p>	<p>That would depend on analysis. You need to get stats from the companies before estimating this.</p>	<p>Maybe incentivise drivers or firms to maintain the levels</p>
N/a	No	<p>The majority of taxi users do not require an accessible vehicle, and while I agree that there should be a number of accessible taxis, there is absolutely no need for it to be 100%.</p>	<p>A MAXIMUM of 10%</p>	<p>If you have 100% accessible taxis, you are discriminating against the able bodied, that may feel uncomfortable being driven in an accessible vehicle</p>
	No	<p>Not 100% of the population is disabled.</p>	<p>Whatever percentage who are disabled taxi</p>	<p>Company's supply wheelchair accessible cabs.</p>

None	No	<p>Whilst I appreciate wheelchairs users require accessible vehicles one has to question what percentage of people are in wheelchairs. Therefore don't think 100% wheelchair accessibility is needed.</p> <p>Also the wheelchair accessible vehicles are often high up vehicles and very hard for older people (such as my 81 year old mother who has 2 artificial knee joints) to get into.</p> <p>Therefore I think there is a need for saloon cars also.</p>	<p>30%. To allow some availability for wheelchair users but not to the disadvantage of non wheelchair users with poorer mobility who require easy to enter saloon vehicles.</p>	<p>Perhaps all registered taxi drivers could pay some sort of levy which would go to those drivers who have to buy the bigger ,more expensive wheelchair accessible vehicles.</p>
None	No	Not needed	20%	Don't understand the question
None	No	<p>Accessible vehicles are not as comfortable as a normal car.</p>	<p>I think to have a percentage target would be misguided. The number of accessible taxis on the road at any given time should be driven by demand. Licensed taxi companies should be forced to ensure they adequate cover for typical demand and then collaborate should it be required. If they are unable to provide a suitable car on a number of occasions they could be penalised or risk losing their</p>	<p>No need to discriminate if supply V demand is managed properly. If taxi companies insist on a minimum number of there drivers having accessible vehicles and they get sufficient or more work because of it drivers will see the benefit of buying such a car.</p>
citizen of Aberdeen	No	<p>Non wheelchair users find them difficult to get into. Too high.</p>	50/50 fair to all	By saying all should be accessible you are discriminating

na	No	A taxi is a moveable thing. A percentage can be wheelchair accessible but the disabled don't like these taxis as they are cavernous and cold therefore making 100% doesn't cater to the needs of all disabled people.	80%	When new applicants apply they would need to be wheelchair adaptable. When drivers leave or retire then the percentage of non wheelchair accessible cars would go down.
Citizen	No	WAV's are difficult for me to enter and exit. They are too high from ground level. Many times I've nearly fell...I feel unsafe getting in and out. They are also uncomfortable to journey in.	The percentage of WAV's should be in direct correlation to the amount of wheelchair users in the city.	Give incentives to owner drivers/companies if they choose to have a WAV. ie discounted fees. Companies should be made to maintain a percentage of WAV'S in their fleet.
N/A	No	Not enough demand for 100% accessible vehicles. There should be a mix of say 70% normal and 30% accessible.	30% because there's not enough demand for 100%.	Set targets.
	No	Over 95% of Aberdeen's taxis passengers do not need wheelchair access. Why penalise the drivers and in doing so risk fares increasing as you grant Uber a licence when less than 3% of the population use a wheelchair?	Maximum 25%. Why, because it's like cracking a nut with a hammer and your legal department is pushing this simply to avoid any future court action. Hardly the best way to make a fair and objective decision ie self interest.	Do you want us to do your job for you?
	No		Same as there is now	
	No	Only a small percentage of people have accessibility issues so 100% requirement is way over the top	25-30% Max	Not sure of the meaning of this question

Public service	No	It's not fair the people who want to go for peaceful journey without rattling noise. More comfortable with saloon car ride Even though we have to consider equal rights & comfort, coz of this another group of people loosing their choice . It's not good for the city like Aberdeen, travelers all around the world coming here coz of oil industry. This city Need to be more Attractive with Different type of cars	Equal . 50 =50 Fair for everyone	1. Whoever got the saloon plate , they "can rent with the vehicle "not the plate only . Those who renting the plate without driving not able to keep "SALOON PLATE" . They have to submit the plate to council . So it can be given to a working Driver. 2.Number of vehicale working at Airport can be increased with saloon cars only (for excisting drivers on that fleet only) 2.Making a restriction for applying for saloon plate , example Driver should have been worked with wheelchair vehicle for 10 years or 8 years or ...
Self employed oil & gas	No	The National disabilities figures are approx 6% of population so not required to be any more than total fleet Not all business premises have disabled access or disabled toilets And are all drivers first aid trained as this must be a requirement if fleet is to be changed High discrimination too the none disabled population of the city	6-10%	New and existing plates only to be disabled accessible vehicles
	No	Having mobility issues myself I find getting in a car easier than a wheelchair accessible taxi	5 to 10 percent	I think there will always be a market for taxi drivers buying wheelchair accessible vehicles
Taxi Driver	No	Because not all disabilities are wheel chair. Also some disabled people and pensioners cannot get in and out of these disabilitie cars	50/50you	You form a waiting list and when a saloon plate becomes available then the WAV driver at the top of the list get the option to get the saloon plate or it goes to the next driver and so on
	Yes	Minimise discrimination		

Manufacturing	No	Plenty of disabled taxis in aberdeen.havent seen any proven and published figures otherwise.	I would say 30 percent and if more required then consult the taxi companies in aberdeen	Monitoring of number of licences in aberdeen
Taxi Business Consultants	No	You need to be able to cater for all aspects of the public from wheelchair users to mentally disabled to able bodied. A 100% accessible fleet does not give this ability as depending on the car there could be screens to "protect" the driver which could intimidate some users or make hearing difficult. the list goes on and on.....	I do think the majority should be accessible as by natural wastage and the 1994 law the entire fleet will eventually become accessible (so maybe 70%).	That would be down to ACC to come up with a non discriminatory way to implement.
Mr	No	uncomfortable, prefer cars ,wheelchair vehicles are basically modified vans	30% ,	All new licences to be wheelchair accessible
Education	No	It's hard enough to book a taxi in Aberdeen, without creating extra obstacles for drivers,	50% There should also be a percentage of pet-friendly taxis.	Don't discriminate at all: we need more taxis!

<p>N/a - resident of aberden/council tax payer</p>	<p>No</p>	<p>100% of the population of Aberdeen might require access to a taxi at some point but way less than 100% are disabled and requiring accessible taxis.</p> <p>The council is putting an unfair expense on all taxi drivers in Aberdeen for a minority of the population. Taxi drivers are small one person self employed business, putting extra expensive requirements on them seems very backward and unfair to me. the city council should be helping small businesses, not hindering them.</p>	<p>the sensible approach would be that The percentage should be dependant on what population of Aberdeen requires access to accessible vehicles. clearly we don't all need that so it makes more sense to have a good ratio of accessible/normal but 100% us expensive and unnecessary.</p> <p>So, if Aberdeen's accessible taxi requiring population is at 5% then having say 4 x that 20%, minimum accessible taxis would be reasonable as there would be a surplus of accessible taxis which everyone can use but enough so that those</p>	<p>I don't understand this question.</p>
<p>N/A</p>	<p>No</p>	<p>Only a small proportion of the population is disabled. Ensure that a similar proportion of taxis are accessible. Why burden our taxi companies with the additional costs when it's not necessary.</p>	<p>Roughly same proportion of disabled in population</p>	<p>Don't understand the question.</p>

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Taxi Driver	No	<p>There are a variety of disabilities that afflict members of the public who seek the services of a taxi; some disabilities make it difficult if not challenging for an individual to access a Wheelchair Accessible Vehicle (WAV), even with the provision of a suitable step to assist access.</p> <p>In my experience it is a common occurrence to be passed by by elderly individuals as they seek a saloon type vehicle, as it is easier for them to access; on the other hand, in the eighteen years of taxi driving I could count on one hand the amount of hires I have picked up at the taxi ranks that have been wheelchair bound passengers - on a personal note, although negligible, I have lost more trade than I have gained.</p> <p>From my viewpoint to have a 100% policy on WAV would discriminate against a larger body of individuals who seek seek to access a taxi from a taxi rank, they would then be forced to call and incur the standard office bookings fee of '£1', and wait until a cab arrives. It could be said</p>	<p>The percentage of vehicles is always a tricky question.</p> <p>Lets just say it is a 50/50 split, what if the 50% of WAV's are 'off shift' when there is a demand for this vehicle type, then the service would not be available.</p> <p>I have always thought if there was to be a split in the taxi fleet between WAV's and saloons then the provision to the public would be best served by taxi offices governing this service. Taxi offices could be required to have a % of their fleet WAV and have a certain % available at all times to meet public demand.</p>	<p>Following on from my response to 'Q.5';</p> <p>It could be a requirement for a taxidriver new to the trade to go through a probationary period, serving a time with the taxi office that introduced them to the trade. This probation could help monitor the aptitude and attitude of any new driver as they enter the sphere of public service operating a WAV within a taxi office. Complaints against a driver could be recorded better as the public would have a point of contact (the taxi office), and any complaint lodged must include the 'Licensing Body' for monitoring purposes giving the driver a chance for defence. This would assist in the discrimination of applicants as it would become the applicants responsibility to be of good character to be suitable to apply for a saloon type license, any subsequent discrimination could be seen as self inflicted.</p> <p>It could 'time served' in the taxi trade that expedites an individuals application for a saloon type license when available, along with good conduct, this way it is experienced drivers of good character who can feel rewarded with 'all options available' for the provision of a vehicle of their choice - some drivers I know are happy to provide and operate a WAV.</p>
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	No	<p>I don't know any able bodied people who enjoy being transported in a wheelchair accessible taxi, but more importantly, I know that many elderly and people with mobility issues find it very difficult to get in and out of wheelchair taxis . As I am a retired physio , I have been told this many times.</p> <p>I also volunteer this Guide dogs as a Sighted Guide and I'm partnered with a lady who has a guide dog. You might imagine that a wheelchair accessible taxi might be better for transporting this lady and her dog but ,in fact , she too finds it very difficult to get in and out of most wheelchair taxis. She would always request a saloon car. She also needs to know that when she goes to a rank , she can get a saloon car.</p> <p>I have a friend who has mobility issues . She walks with a walker and is only 4'10 and has arthritis. She finds it almost impossible to get in and out of a wheelchair taxi.</p> <p>So I feel that everyone should be able to specify what type of taxi they want</p>	50%	
	Yes			
Driver	Yes	<p>Basically, you can't tell one driver to still purchase a saloon, which can be picked up cheap and other to buy a more expensive way? Where's the fairness there for the drivers doing the same job.</p>		

	No	As the mother of a young wheelchair user, I am well aware of the accessibility issues and I would definitely welcome an increase in availability of accessible vehicles. However, the reason for this entire debate seems to have been missed in the original ruling. We need accessibility for ALL. Including wheelchair users. There are many people whose disabilities, age or physical condition means that it is difficult for them to use wheelchair accessible taxis. I feel that benefiting one section of society at the expense of another is the complete opposite of what has been set out to achieve here and therefore, I do not think 100% is the right choice.	Obviously, on a personal level, I'd like the percentage to be fairly high. Given that the majority of people are able to use wheelchair accessible vehicles, I feel that 70-75% would offer a fair level.	Honestly, I have no idea. I have very little knowledge of the inner workings of the business or how this would be achieved but perhaps there would need to be some sort of leeway involved either side of the target percentage figure.
Whole & retail	No	Uncomfortable journey, customers we pay for our journey, why don't we get nice car	75 saloon car 25 wheel chairs	Make a compulsory period to work in wheelchair cars . It can be 10, 15 years then they can apply for saloon cars
	No	A mixed fleet would offer more flexibility to cater for all sections of the community.	Around 50%	When a saloon plates becomes available the person who has held a accessible licence the longest should be given the opportunity to change. The hiring of plates should also be prohibited.
Self employed taxi driver	No	Not everyone feels that the accessibility vehicles offer the same degree of comfort afforded by a saloon car. I have spoken with some colleagues who have never had a wheelchair request in 4 years	Maybe say 30/40% which would make them more viable due to less competition for wheelchair passengers	It has not been an issue so far with the current policy

Taxi firm	No	<p>Many drivers who have had to invest in these vehicles have never used the wheelchair ramp as apparently it only applies to 0.1% of the population.</p> <p>Also many disabled, elderly or infirm people do not want these vehicles as they cannot access them!</p> <p>Not all disabled people are wheelchair bound!!</p>	<p>The % at the moment is approx 50/50 and this is more than enough!</p> <p>Under the current system this would increase in the coming years as saloon car drivers retire.</p>	<p>Carry on with current system to eventually reach the council target. Although as I've already said this is total overkill.</p>
Taxi firm	No	<p>Not 100% of population requires one.</p> <p>Of those who do some prefer a saloon car. Older or infirm passengers find it difficult to enter and exit wav.</p> <p>Passengers will purposely hang back in rank to avoid wav and let others take their place and wait for a saloon.</p>	<p>The percentage should stay as it is, maintaining the existing numbers any issuing of further plates can be set by the council dependant on requirements. Why because this may be a way council can avoid any court or appeal.</p>	<p>More onus on large city fleets to meet a set quota.</p>
Taxi driver	No	<p>It's not needed. I drive a WAV full time and I haven't had a wheelchair hire for 12 years. I could have answered yes but only because I think the two tier system that currently is in place wrong.</p>	<p>10% -20%</p>	<p>We are all renting our plates from ACC. firstly take back all the plates that are being sublet. Drivers are paying upwards of £100 a month for them from ex drivers that got plates pre 1994.</p> <p>ACC could look into charging more for saloon plate than wav plate. For example.. £1,000 a year for saloon plate and £100 for WAV per year. It gives drivers the choice.</p> <p>Or maybe new drivers first vehicle has to be wav for a period of time. Knowing that after a period. They can change to saloon.</p> <p>I think it will only work if when you finish taxiing. You</p>

Taxi firm	No	For everyone in a wheelchair there must be ten infirm people who can't climb in to them.	20% That is my understanding of the amount of people nationwide that use wheelchairs	License the taxi offices If they have to have 20% wheelchair access as part of their license conditions , this puts the onus on them and not the drivers
Oil & Gas Company	No	Disabled people and in particular those that are in a wheelchair make up a very small percentage of the population. A member of my own family who is wheelchair bound actually prefers sitting in saloon cars as they are more comfortable than the larger wheelchair accessible London Cab types.	20% Max	Poorly worded question
Mrs	No	Only a very small percentage of disabled people are actually confined to a wheelchair, there are many disabled and elderly people who prefer a saloon car Many people infirm and not prefer to use a saloon car as this is much more easily to get in and out of for them, wheelchair access cars are not always the easiest to get in and out of and are not the most comfortable of cars. Some taxi drivers who have been forced into buying these vehicles have experienced problems with the ramp seizing in the upright position as it does not get used.	As it stands at the moment.	Unsure.

	No	<p>CUSTOMERS SHOULD HAVE A CHOICE. SOME CUSTOMERS STRUGGLE TO GET INTO HIGH SIDED VEHICLES WHICH ARE NORMALLY WAV. THERE SHOULD BE MORE ENVIRONMENTALLY FRIENDLY CARS . CARS ARE MORE ATTRACTIVE TO GET INTO AS SOME OF THE WAV ARE VANS WITH WINDOWS . BUSINESS MEN AND TOURIST COMING TO THE CITY AM SURE WOULD BE MORE COMFORTABLE IN A CAR AS MOST WAV ARE QUITE SMALL AND COMPACT .</p>	20%	<p>NEW DRIVERS COMING INTO TAXI DRIVING HAVE TO HAVE A WAV VEHICLE FOR 5 YEARS</p>
	Yes	<p>I believe the fleet would look very uniformed if it was wheel chair accessible and keep private hire vehicles as regular cars.</p> <p>This would mean red and yellow plates would be more easily identifiable plus customers would still have a choice.</p> <p>For example my elderly Mum does not want a wheel chair accessible car when booking as they are too high and difficult for her to get in and out of.</p>		<p>it would be impossible</p>
	No	<p>We are in fact disadvantage for other groups of the public by going with this. Older people prefer saloon cars as they are easier to get in rather than having to step up into a disabled access vehicle. Keep a mix of both which works now.</p>	50% reasons as above	<p>New applicants should be disabled access and after a certain time depending on number of cars on renewing their licence they could have the chance up change to saloon.</p>

N/A	Yes	<p>This means there won't be a shortage of taxis which can be accessible for everyone.</p> <p>If you make them all the same vehicle, colour etc. Then people will be able to take notice of the taxis. For example NYC yellow cabs, London black cabs.</p>	N/a	<p>Maybe have the taxi companies stick to one colour on their cabs. For example: Com cab - red, rainbow taxis - blue, etc.</p>
Carpenter and Joinery	No	<p>I think the fleet should be mixed as there are people out there with all types of disabilities and that are not all in wheel chairs. I have a few friends with disabilities and they would prefer a saloon car instead of a wheelchair car as these are a bit difficult to get in to for some people. Some of these wheel chair cars are a bit higher than a saloon cars I have seen this when I have been out with my friends when they get a taxi and a wheel chair one turns up they have to tell them that they can not get into the taxi as they struggle to get in and have to wait for another taxi to come</p>	<p>I dont think there should be a percentage as I think it would be up to the taxi drivers options whether to have a saloon or a wheelchair accessible plate</p>	<p>Have two list one for saloon plates and one for wheelchair accessible plates think that would make it fair for everyone that wants to work as a taxi driver</p>

Taxi User	No	<p>The percentage of disabled vehicles should reflect the current percentage of disabled people in the area so that the council does not discriminate against able bodied people.</p> <p>This can be controlled by requiring new plate holders to do their disability discrimination courses and use WAV vehicles while existing drivers remain as saloon cars, the WAV drivers can be given the choice to change to saloon cars in the order they have joined the fleet should the amount of WAV vehicles increase above the percentages required to keep a balance of each vehicle which matches the percentages of disabled and non disabled passengers.</p> <p>This would be a perfectly fair system all round, which probably means it will be ignored by the council unfortunately.</p>	See above	See above
NA	No	<p>No because not all physical disability are compatible with the type of cars used for wheelchair access as they are often much higher of more awkward to get into also the amount of people who actually use wheelchairs is not comparable with having 100% of cars with wheelchair access</p>	<p>Somewhere between 30 and 50 percent wheelchair access but i thinks this should be for all plate taxis and private hire a most wheelchairs users will book a car and as private hire cant pick up on the street they account for a lot of pre</p>	<p>The percentage would be adjusted as new plate applications are made in the same way taxi and private hire plates are now there would be a waiting list for both or no wait if there are not enough of which ever one .Drivers as they are all self employed must be allowed to choose which type of car they drive.</p>

Parts	No	I suffer with arthritis in both my knees! I can't pull myself into a wheelchair accessible atall! A saloon car is much easier to get in and out of.	50/50 gives the option for members of public like now, for a saloon or wheelchair car.	Cap the plates for each type of car
Taxi driver	Yes	As a driver for 21 years & have put 5 wheelchair cars on the road in that time, at a cost of over £100 thousand pounds, how will you decide who has a wheelchair cab or a saloon car		
Ex taxi driver	Yes	That's what the council said I had to get wheelchair taxi said it would be all wheelchair by 2017 then put it off so now you can't trust what they say I would like to be there at next meeting to have my say can't see that happening		

Naval Postgraduate School	Yes	<p>100% accessibility removes all barriers to hailing a taxi. No special planning is needed, as all cabs work. There are no additional waits for wheelchair users, and there is also no danger of a mixup and being sent a non-accessible taxi. The design used to make the vehicle accessible doesn't otherwise impact use of the taxi for non-disabled riders. There is thus no downside to other riders. The advantages for the disabled community, however, are huge. Transportation can be a major difficulty for wheelchair users, even if otherwise independent. In addition to barriers that may exist with buses or bus stops, Aberdeen has many steep hills. Wheelchair users are more likely to seek vehicle transportation due to these hills.</p> <p>Creating an accessible taxi fleet provides a solution which is flexible both for Aberdeen and for its disabled residents. Taxi fleets are easier for the town to upgrade than spread out features such as bus stops. Taxis also provide a private option to take stress off public paratransit type options. And for residents, taxis</p>		
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	No	<p>It is really unnecessary to have a 100% fleet of wheelchair taxis .</p> <p>You will be discriminating against disabled people who can't climb into one of these types at a Taxi rank .</p> <p>Instead of being able to use a rank or flag a taxi down people will have to phone and order cars</p> <p>You can't buy electric wheel chair cars so this policy is also unfriendly towards the environment and won't help you reach your environment targets</p>	<p>With only 2% of the populatuon in Aberdeen using wheel chairs and some of them want to transfer so they can feel independent from their wheel chair for a while just like Ann Begg does I would say 40% wheel chair not that we even need that</p>	<p>You could use a revolving door method that any new Taxi driver that comes into the trade have to have wav cars and say after 5 or so years could change to saloon Taxi. This way anyone joining the Taxi trade would know exactly what's happening</p>
	No	<p>Im registered blind and cant get into these high vehicles .. I always book a saloon car when booking a taxi and I feel if it went 100 wheelchair this option would be taken away from me ... I thing 0 percent is a more reasonable amount and will cover everyone.</p>	50 percent	<p>I believe that if new drivers start they should have a wheelchair car then after 5 years they can get a saloon car (like an appreticship) as there is always new drivers there would always be enought wheelchair cars.</p>

Transport partnership	No	<p>Nestrans believes that a mixed offer of taxis, enabling ease of access and use for people with differing mobility issues, should be offered. Therefore, Nestrans does not feel that the taxi fleet requires a full 100% proportion of wheelchair accessible vehicles (WAVs). Some groups and individuals have previously discussed the potential difficulty accessing wheelchair accessible vehicles due to their height from the ground and space internally when some individuals may require something to hold on to. In these instances, there is benefit to continue to provide a mix of saloon vehicles in addition to wheelchair accessible vehicles.</p> <p>Whilst WAVs have ramps available, these can also present a barrier, either physical or perceived, to people who finds such vehicles difficult to enter. The gradient of these ramps can be difficult to navigate, and there is additional time required in order to use the ramp, when a saloon vehicle could allow some groups to enter the vehicle quicker and easier.</p>	<p>With 54% of the current fleet already considered wheelchair accessible, there is a question as to whether an increased fixed percentage of accessible vehicles should be the target maintained or aspired to. Instead, it may be more prudent to ensure that there is a sufficient mix of vehicle types in order to maximise the overall accessibility of taxis in Aberdeen.</p> <p>Engagement with representative groups, such as Disability Equality Partnership should inform appropriate levels of different types of vehicle.</p> <p>Due to this, we do not believe that it is</p>	<p>Given that we do not believe that a specific target should be maintained for the provision of accessible vehicles, this would not apply. However it should be noted that we do support the provision of accessible taxis and understands that these vehicles are necessary to ensure transport remains inclusive. Due to this, there should be consideration taken to ensure that the proportion of wheelchair accessible vehicles is not adversely affected in the future, but for this to be done in a way that does not prescribe arbitrary targets.</p>
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airport	No	There is more than enough ways at the moment to meet requirements for the disabled in my option	I think 10% would be adequate but there is about 50% at the moment	I would treat the taxi trade as a apprenticeship For instance if you are new coming into the taxi trade it's just like any other trade you have to learn the job so your first license should be for a wav vehicle and then after three years or so you should go on a list and when your name comes up you have the opportunity to change to a saloon if you wish as you have completed your apprenticeship And this way you would never be short of wavs as there are new drivers coming through every week
	No	Simply not necessary. A proportion of taxis should be wheel-chair accessible only.	around 10%. Probably, and in proportion to the number of wheelchair users, which needs to be assessed.	Maybe reduce licence fees for accessible taxis.
	No	My mum is disabled and has Parkinson's but is not a wheelchair user. She finds the wheelchair-accessible vehicles very difficult to get into and it has been very distressing for her trying to clamber into these vehicles and this has put her off using taxis at all. The saloon cars are SO much easier for her to get into. PLEASE consider the needs of all differently tabled people and not just wheelchair users.	Surely taxi operators can give an idea of how many wheelchair accessible taxis are required?	I don't know.
	No	i have had 3 spinal surgeries and find it very difficult to access black cabs and if I DO manage to get in, i cannot sit comfortably...getting out is almost impossible !	i wouldn't be able to answer this as i know nothing of numbers of cars available	

Na	No	Very few are needed in reality and an all must have approach will be detrimental to taxi owners.	Flexible number. Perhaps 1 in 2/3 owned by fleets?	Single owner driver except. Fleets must conform.
none	No	<p>Regardless of legislation, it is an unreasonable burden upon the owners to ensure that all such taxis need to be able to cater fully for what is a minority of specialist customers.</p> <p>Any person who knows they have a specific transportation requirement should be expected to plan for it or accept a small delay in service. Individual companies or owners might decide that the advantages of providing that service justify the cost, while others may not.</p> <p>There needs to be a mechanism to ensure some level of accessible service, but it does not need to be at 100%</p>	<p>I cannot say without access to the stats showing levels of demand, but I would be surprised if it was higher than 10% for fully accessible vehicles.</p> <p>A certain percentage could be held as a standby fleet, to be taken to jobs on demand.</p>	I am sure you can come up with something.
None	No	<p>There are a small portion of the overall demographic who are registered as disabled, therefore the number of people requiring taxis will be a similar percentage. Plus you cannot expect the taxi driver to foot the bill for upgrading their vehicles to specially adapted wheelchair friendly models at significant cost. When making car parking facilities available, you don't specify that 100% of all parking spaces should be accessible for disabled users, so why should Taxis be different.</p>	<p>Current demographics published on the Scottish Government website states that 20 % of people in Scotland have a long term physical disability. So I would say anything between 20 and 50% would be more than enough.</p>	Each taxi company would have to maintain a minimum percentage of accessible taxis or they cannot operate in the city.

	Yes			
	No	A percentage would be enough. 30 o/o ? The fares would have to go up to cater 100 o/o accessible taxis	30 o/o wich is far more that the disabled percentage	Give the taxi owners the choice. Maybe a small subsidy to help any costs of converting a taxi
Private citizen	No	I suffer from arthritis and find it very painful and difficult to access a vehicle that is not a normal car. If all taxis are made wheelchair accessible it will discriminate against people like me.	30-40 per cent at most.	That is not my area of expertise or my responsibility.
Self Employed Taxi Driver	No	Some disabled people cannot get into these cars they prefer to move from wheelchair into saloon car and don't want to be treated different.	50/50 I know there has to be wheelchair cars available for disabled people that have to use a ramp but the majority of disabled people don't need that facility.	If someone is coming into the Taxi Trade the understandings is that they have to put a wheelchair motor on the road after five years if they want they can change to a saloon car that way there will always be a high percentage of wheelchair motors .Most of the Wheelchair motors are cheaper than the saloon cars so even if they have the choice of changing to a
	No	Not everyone with a disability requires a WAV . I think at present the mix of vehicles is adequate for the people of Aberdeen	See answer above	I don't think it is discriminating it is using common sense approach and adequately serving the public in a way that is not discriminating . You could say it's discriminating the public by not giving them a saloon option at pick ups airport or ranks . All people disabled or not at these ranks would have no option other than taking what is a van and most
	No	I find some of the wheelchair accessible vehicles hard to access and would much prefer a saloon car. Surely having some vehicles available at any given time would be adequate.	10% of vehicles should be adequate at any one time	The Council will have to work that out internally with some transparent system

	No	I am 80 years of age and use taxis quite often. I had a hip replacement in 2007 which was very successful but I find boarding and exiting most wheel chair access taxis quite difficult due to the height of the steps. On occasion I have bumped my head. For me using a saloon type car is infinitely preferable Whilst I have every sympathy with provision being made for wheel chair users, the Council should be aware that there are far more Aberdeen citizens who have a variety of disabilities that make access to high vehicles difficult and, in some cases, impossible.	30per cent See reasons above	
citizen	Yes	100% requirement would mean 100% availability for someone in need of wheelchair access. Plus it is a disgrace seeing all the taxi drivers in top of the range Mercedes and BMWs, just shows people how much we get ripped off in Aberdeen for taxis.		Have a preferred supplier list of companies that can provide suitable vehicles for applicants.
Retired	No	Considering that the Scottish Government survey suggests that the ratio of severely disabled to able bodied is around 9.5%, with a further slightly disabled ratio of 8% I therefore suggest that a ratio of 25% for disabled to 75% for able bodied be considered for taxi services in Aberdeen.	Answer as above	If future applications are forced to provide an accessible vehicle to obtain a licence to trade then this will enhance the taxi fleet over time.

Personal	No	<p>There is no proven requirement for 100% dedicated wheelchair accessible taxis. There will be a case for a proportion to be wheelchair accessible based on statistics of population.</p>	<p>25% unless there is a proven need for a greater percentage being required. The taxi "fleet" in Aberdeen appears to consist of a random selection vehicles of all shapes and sizes. At some stage the City should attempt to have a taxi fleet clearly designated as authorised taxis e.g. only one colour or entirely recognisable as an Aberdeen registered taxi. A proportion of such taxis should be wheelchair accessible. I do not have access to information to show the levels of need there</p>	<p>I do not know. However the registration authority should have knowledge of the number and type of vehicles which are wheelchair accessible. The minimum percentage could be maintained on this basis by granting reduced registration fees for such vehicles.</p>
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personal user	No	<p>do not see many wheelchairs users in Aberdeen for 100% compliance As a disabled person with crutch I find it difficult to get into the higher step vehicles which are disabled friendly already .Also these vehicles sometimes have high part at back so getting say cases/ large items into boot means cases are in danger of being damaged would suggest a lower % and a list available as to who offers disabled facilities</p> <p>More serious issue is taxis from bus/railway station especially and as a regular traveller the comments in the queue especially on Sunday nights when wait is possibly 40-60 minutes -disabled people cannot stand -I only manage with trolley to lean on .Older people say never use train again /avoid Aberdeen. Business men have said similar as planes from London too dear and such hassle after 7 hours journey from London - I think I will just go back south and forget business in Aberdeen</p>	see above say 40%	are you not capable of policing a robust system on number plates ?
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N/A	No	<p>What is the proportion of users requiring an accessible taxi</p> <p>Many of these accessible taxis are uncomfortable</p> <p>Many frequent taxi users prefer to be collected in a saloon car or similar</p>	<p>proportionate to the number of users requiring accessible taxis - 30%?</p>	<p>No discrimination - allow the drivers to decide which type of vehicle they wish to utilise</p> <p>Those drivers who 'lease' a taxi may only be able to lease accessible vehicles should the % on the road be below that desired</p>
	No	<p>There is no requirement for this, I for one feel very unhappy & uneasy in this type of taxi. I have waited in many a taxi queue & allowed people to go in front of me until a saloon car taxi arrives at a rank. I have even walked the 3.5miles home rather than enter these accessible vehicles. I am not sure who has thought this idea up but they really need to think again.</p>	<p>30% would be more than sufficient , if you were to calculate the able bodied v the disabled bodied I think the % would be even lower.</p>	<p>Simple answer is that there should be a set minimum amount of accessible taxis on duty 24/7 , all taxi company accessible cars should be logged when on/off duty ,I am sure this would be very simple to monitor .</p>
	No			
Self	No	<p>There are more than enough wheelchair cars on the road.</p>	<p>50%</p>	<p>Apply for the certain type of licence. i.e. wheelchair or not.</p>
	Yes	<p>A disabled person has the right to travel just like able bodied individuals. If an accessible taxi is not available then they may not be able to make their journey. Buildings have had to adapt to become accessible so it is important that other aspects of life follow to make us an inclusive society.</p>		
Na	No	<p>There are enough of the stupid shape rattling noises things around already</p>	<p>30</p>	<p>What kind of question is that?</p>

	No	I think about 50% maybe at most there are plenty on the road as it is. Not everyone want to sit in an uncomfortable car and these disabled taxis are uncomfy. Also for the taxi drivers that have spent good money on the cars where does that leave them out of pocket and unable to work.	30% maximum 50%	
Railway	Yes	To allow free movement for all in the 21st century.		
Private	No	Having a diverse fleet suits more people, if someone requires a wheelchair accessible taxi, they can request one. I have met people who struggle far more to get into the wheelchair accessible taxis than into sedan taxis. Why discriminate against those who struggle to get into accessible taxis?	Leave this to the operators of taxis. They know what percentage of the fleet is needed for wheelchair access, and what is needed for sedans, etc. The mix that we have currently is about right I would say.	Leave the fleet type down to the companies that manage taxis. They know what percentage of the fleet is overworked, if there are always people waiting on 9 seater taxis, they will see this and increase the percentage of larger taxis, and copy this through the fleet.
	No	There is no need to have every taxi for wheel chair disabled people. This is a huge investment for taxi drivers which should not be the case the community is running good with service provided so this changes do not have to be taken	I would say around 120 which should be in place already	There would be no discrimination Service is working at this present time There is no need for change
	No	Not all wheelchair users use taxis	I think if all companies could provide at least 3 to 4 taxis for wheelchairs that would be sufficient	
	Yes			

Monitor	No	Not 100% of people are in wheelchairs, probably nearer 1%.	Go for 10%, more than enough.	Your challenge, you'd have to pay the driver their additional cost.
University	No	<p>There are enough wheelchair accessible taxis on the road.</p> <p>As a regular user of taxi's, I have learned that some drivers, with accessible cars, have has their licences for many years and never been requested to assist in a wheelchair hire.</p> <p>Most elderly people don't want to be climbing into large wheelchair accessible cars when they order a taxi and on top of that, some of the doors on them are quite heavy and difficult to open.</p> <p>I, personally prefer to travel in a saloon car when using taxi's and I think it would be discriminatory against wheelchair drivers to request a private hire vehicle in order to receive a saloon car.</p> <p>I think driver's who have been taxiing for 15-20 years should have the option - saloon car or wheelchair accessible? If you then find out there is a shortage of wheelchair cars, then make it compulsory for drivers to start going wheelchair</p>	30% accessible, 70% saloon.	<p>Make it so that from a particular day e.g. Dec 2018, that any new applicant knows that they can only become a taxi driver if they put a wheelchair car on the road.</p> <p>Make a system so that these drivers can go on a waiting list to become saloon car drivers as older drivers retire. Once a saloon car driver retires and hands back their plate, then first on the list should be given the opportunity to put a saloon car on the road within a certain time. Make it a public list so there are no discrepancies.</p>

Taxi driver	No		60 wheelchair 40 saloon cars	There should be no hiring of saloon plates from drivers who have gave up taxing or are retired , there are many ex or retired taxi drivers who still hold a yellow plate and have no intention of taxing again who get over a thousand pounds a year for there plate , you could pass your Hackney test tomorrow and hire a yellow plate and put it on a saloon car , I don't think that's fair or rite , I'm a taxi driver who is going to be 60 yeas old on my birthday and beginning to feel my age , I also need to replace my taxi soon I would love to buy a saloon car but I'm going to have put another wheelchair access car on the road that costs a lot more than a saloon , so if there was a revolving door system that would make it fairer for all drivers so when a driver retires they put there plate back and the next in line driver gets the chance
Member of the Public	No	There are enough taxis for wheel chair access , this would cause a lot of extra expense to taxi drivers in Aberdeen.	15%. Enough taxis already	Ask taxi drivers if they want cars wheel chair friendly and will council help with the cost of vehicle.
Self employed taxi driver	Yes	Sick of two tier system been in wav since 1997 told all wav by jan 2004 then goal posts moved surly doesn't t21years to decide 😞😞😞		
Public Sector	Yes	All taxis should be accessible to all members of the community at all times.		It would not.
Taxi user	No	I do think there's a high Percentage of wheelchair taxis available at present.	I think that about 50-60% taxis should be wheelchair friendly.	I think the drivers who have already this feature in their vehicle have probably done so with this in mind and would likely purchase the same version again.

	No	My Mum was in a wheelchair for years and would never go into a taxi and sit in her chair. She would refuse point blank. Her preference was to help her into the front seat of a saloon car. I am now in my 70s and absolutely HATE these wheelchair accessible boxes which they call taxis. The steps are far too high and they're not as comfortable as a saloon car. If it's not broken why try to fix it?	Perhaps around 30% to accommodate those who can't get out of their chair. Most people I know can get out with a little help.	Don't know but I'm sure you could work it out. Please consider the comfort of all taxi passengers and not just the few.
Catering	No	Are 100% of customers disabled ? Obviously not why the need to have 100% access. At the very most a 50/50 mix.I know a driver who has an accessible car he has had 1 disabled person in his car in 4 years of owning it.	50/50 and even that is too much.	50/50
Private	No	I am in my eighties and disabled but find many of the purpose built taxis unsuitable. Why not licence , say, 40% of all Aberdeen taxis to be wheelchair friendly and not inflict those of us who wish to travel in saloon cars	40% - see above.	Aberdeen City Council have full control over all licences. If they limit the non wheelchair licences to 40% they could be granted on a first come first served basis and members of the public who wish to travel in a non wheelchair vehicle would suffer discrimination by only 60%.
	Yes	Equality		

I am registered disabled	No	I am registered disabled but I cannot get into disabled taxi cabs as they are too high.I am much happier in a saloon car.I feel very strongly that I should have a choice not every disabled person uses a wheelchair.I think we all should have a choice I might be in a wheelchair one day but I most definitely would not Insist that all taxis should be wheelchair only.I hope my voice is heard don't force me into a disabled cab I don't want to have this label pinned on me.	I am sure there are more people like myself that would like to see 70/30 in favour of saloon cabs.As I have stated above not all disabled want to be pushed into disabled cabs.	I think it's discriminatory against disabled and able bodied people not to have a choice.
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member of the public only	No	<p>In the interests of equality very handicapped people should have access to wheel chair carrying vehicles but there are others who, although not so severely handicapped, have physical limitations due to arthritis, past or current injury, age related muscle weakness or smallness of stature, have difficulty in entering or exiting some vehicles because of the high entry and difficulty in operating sliding doors.</p> <p>I speak mainly from the experience of knowing such people who find transport in a saloon car easier. There is no equality if all are not catered for.</p> <p>I am also against all fleet cars being forced to become wheel chair accessible because this might lead eventually to all saloon car drivers being forced to comply similarly or be put off the road or invest in wheel chair accessible vehicles at a time when taxi drivers are finding things harder financially, especially those with no working wives. Furthermore not all taxi drivers, perhaps those with back problems, are physically capable of manoeuvring and securing a wheel chair</p>	<p>I do not know the answer to this question. The council needs to do a survey of taxi drivers and the public to see if there is an actual problem. If there isn't a clear answer, remember the saying 'If it ain't broken. leave it.'</p> <p>Keep in mind that those with wheel chair access vehicles may have a vested interest in wanting this only to the detriment of possible competitors.</p>	<p>If the council wants to change the status quo it should come up with the answer.</p>
	No		80%	

Private individual	No	<p>I feel that an all wheelchair fleet would handicap non disabled persons as for example my own wife who is 5' 0" high and is unable to climb into these wheelchair vehicles. This means we have to wait for a normal saloon type car to come onto rank. If the fleet becomes all wheelchair access it simply means we will be unable to take a taxi home after a night out. Of course the extra expense to taxi companies to change vehicles can only mean that taxi rates must rise to compensate.</p> <p>I understand that these type of vehicle are more expensive to purchase than normal saloon type cars.</p> <p>I feel that we have enough of these class of vehicles, you only have to look at the Back Wynd taxi rank to see the amount of wheelchair access vehicles already on duty. on site at present and to change to a 1 class type taxi is overkill.</p>	<p>50% would surely meet the requirements of the disabled community in Aberdeen.</p> <p>Does A.C.C. actually know the percentage at present we have of these vehicles??</p>	<p>Surely by consulting with taxi companies as to the percentage of passengers carried that were disabled and needed these type of vehicles.</p>
	No	<p>My mother is unable to enter these vehicles</p>	30%	<p>I'm sure some drivers would still like to keep their accessible vehicles</p>

	No	<p>My husband is a wheelchair user. He finds adapted taxis very difficult to access. It is much easier for him to transfer into, and out of, a saloon car.</p> <p>I would strongly request that the Aberdeen Taxi fleet should not be comprised of 100% accessible vehicles.</p> <p>Thank you 50</p>	50%, so those who find it difficult to access adapted vehicles have a choice. I'm not sure	I'm not sure how to answer this question.
Public Transport	No	Need diversity rank	Discrimination of all disabilities act 2010 and act 1998 human rights, people using wheelchairs don't always want a all wheelchair accessible rank I think it needs to be a mixed fleet for all disabilities and not discriminate any that need a saloon car also the elderly most wheelchairs are per booked and not many	50% of both saloon and 50% wheelchairs assembly seen more reusable for the public as I'm Taxi drive and see this hands on and we are the public eye
	No	It is right that there are sufficient taxis available with disabled access however there is no justification for them all to be.	25%	Large operators can provide the necessary cars as a requirement for their licence.

None	No	<p>How many do we need? If I want to ride in a bus I'll take a bus. Why is this even a consideration?</p> <p>Generally these taxis are big bus like and some are really uncomfortably are we using the ones we have in place ?</p> <p>Is there a shortage?</p> <p>More questions than answers</p>	<p>As long as there is enough and that could be done with a survey FIRST or is there an alternative reason for this requirement ?</p>	<p>Duh NEED do we need more or do we NEED normal passenger cars</p>
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	No	<p>what a ridiculous way to ask a question. Maybe provide some objective data on which to base an opinion.</p>	<p>It would seem reasonable that the provision of vehicles that are accessible reflects the percentage of the population that use taxis and request/ require this service.</p> <p>le if 10 % of the people requesting taxis request an accessible one then 10% of the fleet available should reflect this need.</p> <p>The idea that the provision of a niche service should outstrip the demand of it is ludicrous given the implications for the current taxi drivers. I believe this would also reduce the quality of the taxis available in Aberdeen as many of</p>	<p>If a quota could be established for accessible cars. Eg minimum of 50 cars. And this was not met, any applications with an accessible car could be prioritised as there would be a clear evidence based reason for this.</p> <p>When the quota was met then it would be based on the standard decision making process.</p>
	No	<p>There is no logical reason for this as wheelchair access affects a small majority of the Aberdeen population, as long as there is a reasonable percentage of the taxis accessible to wheelchairs that is sufficient.</p>	<p>I would say approximately 20%</p>	<p>There is no need to discriminate as figure is only a guideline and can go up or down, there is no black or white. There should be a choice available.</p>

None/ retired	No	If I phoned for a taxi and requested a wheelchair friendly one the company would send one, having every taxi wheelchair friendly is completely over the top. Another daft idea from the council .	Around 20% , how many people using taxis are in wheelchairs? Do you know?	Some taxis are wheelchair friendly when manufactured, and some drivers like having them, you are just looking for excuses and trouble to push through a stupid idea.
N/a	Yes	Many frail elderly people with sticks and limited mobility find saloons nightmare to get in and out of. Also/ disabled access vital and extending numbers of vehicles available will encourage greater numbers of disabled people to use this form of travel. Also/ increasing numbers of elderly population in coming years should be reflected in fleet of taxis being more accessible.		
Public transportation	No	It would discriminate against the elderly, the none wheelchair disabled, people with mental & physical illness & also wheelchair disabled that find it easier to transfer . There is nothing positive about any kind of discrimination.	This is something, a whole the council will have to dig themselves out of as other councils will have to as disabled people's voices get heard instead of able bodied who misinterpret the equality act etc thank goodness most councillors had good	Common sense usually works best but there's not a lot of that about & employing people that are qualified for the job
Chef	No	There should be a mixed fleet. People don't like wheelchair access vehicles. Should be 50/50	50% because there should be a choice	By having a limit

	Yes	Why should one person be able to go out and buy a more comfortable to drive saloon car and also use it for his/hers private use and the next has to buy a wheelchair accessible vehicle which is less comfortable to drive so they end up buying a second car for there private use because it's more comfortable to drive. Not fair at all		Anyone that renews there public hire taxi license should have to change to wheelchair accessible vehicle.
None	No	100% of people are not disabled	30% would be more than enough given the figures of disability in this	I don't understand this question.
Shipping	No	These vehicles are not practicle for elderly users and are uncomfortable to sit in for length of journey. For the small amount of wheelchai4 users I have heard from they also do not wish to sit in the back of a vehicle like luggage. I also think it would be unfair for the taxi drivers to be expected to have to push a wheelchair into the back of their vehicle. Not all drivers are physically able to do so and could result in injury to either the driver or wheelchair user.	I cant answer how many should be accessible as I do not know the statistics of how many wheelchair users who require accessible vehicles actually use them. I do know that most wheelchair users I have met have a disability motor of their own and are capable of moving from their chair to a saloon style car with ease, and the chair then	Either lower radio fees for the owner of the accessible vehicles or some other bonus or incentive. Possibly help towards buying the vehicle.

Member of the public	No	<p>Professional taxi drivers should be allowed to decide themselves on what type of car they drive. Not forced into it by over the top regulations.</p> <p>There is a plentiful supply of wheelchair access taxis. Too many in my opinion.</p> <p>As a frequent taxi user I actually dislike the look and comfort of wheelchair access taxis. It should be my right to decide on what type of transport takes me from A to B, I am after all paying for the service.</p>	<p>No more than 10%-20%</p> <p>Someone should do a survey asking the public their opinion of disabled access taxis. Im pretty sure a majority would prefer a choice of car and agree with my comments in the previous question.</p> <p>How many wheelchair users are there in Aberdeen? How many taxis are there? How many wheelchair users use taxis?</p> <p>A very small amount is the answer. Having 100% of the fleet as</p>	<p>What exactly does that mean? Identical applications?</p>
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	Yes	<p>People in wheelchairs/with limited mobility are already faced with enough difficulties and obstacles when leaving the comfort of their own surroundings without having to then worry about how long they will need to wait for a vehicle that can safely get them home, and a driver willing to assist them to do this.</p> <p>Wheelchair users should be able to live as spontaneous lives as everyone else, meaning pre-booked accessible taxis are not always convenient. With the extra struggles of daily life these equal members of society already face, having access to suitable transport should not be another one.</p> <p>Taxi ranks are usually on side streets, and wheelchair users are already more vulnerable in society -especially if alone. The idea that they should need to wait longer outside (potentially in the dark, cold and wet weather) than an able bodied person is disheartening. If anything a wheelchair user should get priority, if they wish, of taxis as the chances are the</p>		
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	No	<p>I don't think it is necessary for the whole of the Taxi fleet to be wheelchair accessible. The reason I feel this is I am 86 years of age and although I do not require to use a wheelchair I do have some mobility problems and have to use a walking stick I find it far easier to slide into a saloon car as opposed to trying to climb into a wheelchair accessible car</p>	<p>I think a 50/50 ratio should be adequate as there are more abled body people than those who require a wheelchair and should ensure that anyone requiring a wheelchair will get one when they require one.</p> <p>I would also point out that to have the whole taxi fleet 100 per cent wheelchair accessible will put some taxi drivers out of business as with the downfall of the oil industry I know they will find it difficult to purchase wheelchair accessible cars. I also feel that we should try to keep as many of our experienced drivers who have gone through the area knowledge test a</p>	I don't understand this question
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Self employed mechanic	Yes	<p>When my father was still alive after having suffered a stroke, and was in a wheel chair i struggled to get a wheelchair adapted taxi.</p> <p>When one arrived the guy didnt have straps so he would not take us.!!</p> <p>He left and said someone else would come nobody did arrive.</p> <p>I phoned another company and someone did arrive and i asked him to take us to the beach.</p> <p>I asked for him to come back in an hour or so he said he couldmy and said just phone the cab office no.</p> <p>I did and it took a taxi 1 hr to arrive by which time my father was very cold and desperate for the loo.</p> <p>Very Bad experience that I never repeated, terrible taxi service and a disgrace to resident of Aberdeen that are wheel chair users, so get all taxis adapted and it will stop this happening.</p> <p>I am Sick of getting picked up by a guys just off the golf course in their e class mercs that dont work evenings or weekends in case their taxi gets dirty.!!</p> <p>Get them in people carriers same as</p>	N/a	Get them all adapted simple as that.
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	No	<p>I feel there is no need to have 100% accessible vehicles .I find it difficult to get into these Vehicles as I am only 5 ft tall and basically have to clamber in.</p> <p>I have heard from a lot of people that I know that they feel the same especially the elderly ones ! And I always look for a saloon car in a rank or if ordering a taxi insist on one</p> <p>Its a pity that most of the people that will be affected by this if you do go fully accessible are the ones that probably wont be able to vote on this as it is an online survey</p>	<p>I feel that around 20% of vehicles would be enough, as I don't think there that many people in wheelchairs in Aberdeen that couldn't be accommodated by that amount</p>	<p>I would think fairest way would be that the people who have been driving taxis the longest should get more of a priority , and when they retire next longest person moves up the list.</p>
	No	<p>I don't like the big vehicles and much prefer the saloon cars and I know some of the old people I know hate the wheelchair cars as they are too high and struggle to get in</p>	<p>30% should be enough I would think as I have never seen a person in wheelchair getting into taxi in a rank.</p>	<p>Don't really know ? I suppose the taxi driver that have done the job longest should be picked first</p>
	No	<p>My reason for not wishing all taxis to be wheelchair accessible is that they are all too high. I have osteoarthritis in my knees and feet. One knee has already been replaced. I find this type of taxi difficult to get in and out of. I prefer a saloon type of taxi and I am sure I am not the only customer that struggles. Not everyone with a disability uses a wheelchair.</p>	<p>25-50% would be sufficient. I very seldom see anyone in a wheelchair waiting at the taxi ranks.</p>	<p>I think some drivers may prefer one style of car to another. Perhaps when granting taxi licenses the council could offer an incentive such as a less costly licence to those that are wheelchair accessible.</p>
Member of public	No	<p>Wheelchair friendly vehicles are very difficult to access for those with other mobility problems</p>	<p>50% is a fair split</p>	<p>Lottery</p>

	Yes	Not fair on the drivers who have went to the expense of providing a wheelchair vehicle		
?	No	Have you ever gone a long trip in one of these converted vans? The ride is awful. Scotland is known for passengers sitting in front seats of taxis. The front seats in black cabs and wheelchair accessible taxis are pretty poor.	25-30%.	If somebody needs a wheelchair accessible taxi, they can surely ask for one? Same as if you want a minibus, not a mini.
Taxi Driver	Yes	<p>I had to give up my saloon car and get fitted out with a WAV before getting a yellow plate over a year ago at some expense to myself.</p> <p>If this rule gets changed would the council then imburse me to get my WAV changed back to my Saloon car? My guess is no.</p> <p>This will just cause major uproar if the ruling is changed.</p> <p>Brian</p>		

Private user	No	I strongly prefer to travel in a saloon type vehicle. At a taxi rank I will always select a taxi which is not wheelchair accessible, I simply do not like to travel in these vehicles. Whilst I recognise that it is essential that a percentage of taxis are wheelchair accessible, it is completely unnecessary for 100% of the taxi fleet to be wheelchair accessible. If a booking is being placed by telephone the type of taxi required (whether wheelchair accessible or not) can be specified at the time of making the booking. At a taxi rank, the choice is there. Why should the choice for the majority of taxi users be driven by a requirement to cater for the minority - it simply doesn't make sense.	20 to 25 percent	Don't understand the relevance of the question. 100% wheelchair accessibility is discriminating against the (able bodied) majority who would prefer not to be forced to travel in a wheelchair accessible vehicle.
Miss	Yes	so that they can get any taxi not have to wait for special ones		-
a	Yes	To make things easier for people with such difficulty		wouldn't have to discriminate if a. if calling for a taxi service if asked if a accessible taxi will be required. b. If all taxi were accessible to the disabled then there would be no discrimination against this particular situation

Taxi driver	No	<p>Although I am now a private hire driver I was a wheelchair taxi driver for over 9 years and during that time I encountered so many people that weren't able or want to enter my vehicle because it was a wheelchair car I did do many wheelchair accessible jobs some days not any at all but some days almost 10 not once in the time I was working that vehicle did I get someone requiring it for wheelchair from the rank people needing these cars tend to phone the companies so they can be collected from a convenient spot. Also the taxi ranks don't cater for these people for example my vehicle was near side loading for wheelchair access and back wynd is set up for offside entry and harden being a bit down market st and not being accessible because of the incline/decent.</p>	<p>50% there is a need for accessible vehicles but not 100% as so many frail and infirm people prefer saloon cars as easier for them or they are more accustomed to entering and exiting these vehicles.</p>	<p>Hmm that's a tricky one</p>
None	No	<p>Although there is a need for this type of car there is no need for every taxi to be wheelchair access. My 95 year old mother cannot get into one of these cars and has to book a saloon car everytime.</p>	<p>25% is more than enough. There is not enough wheelchair people to justify 100% because they are not going to all book a taxi at once.any new drivers must be wav driver for 3</p>	<p>As above</p>

Taxi driver	No	Some passengers are unable to enter wav's because of their height. Some wheelchair users actually prefer to transfer into a saloon car.	The current numbers seem to be sufficient and through natural progression of drivers retiring or leaving the trade it will lead to a full 100% wav fleet. This will only be achieved by the council bringing the managing of Hackney plates to an end.	The current policy of all new license applicants having to buy a wav should continue.
	No	There are enough wheelchair cars in Aberdeen already, my mother can't get into one as they are too high, she prefers a saloon car,	I think it should be 50-50	Make all New applicants wheelchair, and then later on they can change,
	No	I don't see why a minority group should have a full 100% allocation of taxis when it is not needed. Most wheelchair or disabled users expect to have to prebook in advance. Also where do you draw the line at making taxis accessible to all, next it will be taxis having to learn a language to cater to those users who don't speak English locally or training to make drivers able to handle users with mental disabilities. In an ideal world our taxi services would be able to cater for everybody but I have yet to see another European or Worldwide city where their taxis are 100% disabled access and I don't see why Aberdeen has to set a precedent.	25%	Put the owners on taxi companies to maintain the level of accessible vehicles as well as open it up to voluntary in the yellow plate pool.

Taxi firm	No	<p>I have been an Aberdeen City Taxi driver for 8 years and every car I have driven has been wheelchair accessible. I had 2x wheelchair hires today so on that average I have had well over 5000 wheelchair hires. The service from my company for wheelchair hires is good. I am never late for customers and there is plenty within the fleet to handle the demand. Furthermore a lot of older passengers complain when I get there that my car is too high. If every taxi at a rank was wheelchair access a lot of older customers would struggle. There is plenty of cars already and there is just as much if not more of a demand for saloon cars.</p>	50% as explained above the amount already is sufficient for the demand.	<p>Not my job to figure that out but making everyone wheelchair access to avoid discrimination is not the answer. Even if I had a choice not to drive wheelchair access cars I still would because I get more wheelchair hires and extra luggage also.</p> <p>If anyone was allowed to drive other cars maybe grants, help, discounts or govt account work would encourage individuals to buy wheelchair access cars.</p>
	No	<p>It's nonsense to expect every taxi to cater for wheelchair disabilities - I would be interested to know the number of people in Aberdeen who require these modified taxis, as I'm sure it's less than 1% of the population. This is a nonsense expectation and to even consider accepting this potential cost is stupidity.</p>	Less than 5% of vehicles should be accessible, as I'm sure that the population is less than 1% who require these modified vehicles.	
	No	100% is passengers do not require these modified vehicles	Less than 5% - these modified vehicles are not suitable for everyone so should not be the only option	

Resident	No	I have mobility problems but Don't need a wheelchair & climbing into a wheelchair accessible taxi is like climbing Mount Everest as I have had 2 hip replacements & now arthritis in my knees. I am by no means alone . My husband also has difficulty & many of my friends.	50% as that still leaves wheelchair users with same choices as others.	As last answer
Aberdeen City	No	Most disabled people don't want to be labelled as disable. It is also more difficult to get into a disable taxi. They are also very polluting vehicles.	25%	You are not discriminating against anybody. Disable people don't want these taxis
Ratepayer of Aberdeen	No	The majority of less mobile or disabled persons would prefer to travel in a saloon car as the wheelchair Taxis are too high and more difficult to enter and exit. It is the councils duty to cater for all its citizens. To have a 100% wheelchair fleet would not be in the interest of most disabled passengers. It is not in the interest of passengers to not have choice.	I think 50 to 60% should be a maximum.	There could be a waiting list of drivers in wheelchair vehicles. The persons that have held a licence longest being top of the list. As a vacancy for a saloon licence occurs the driver at the top of the list is offered a saloon licence.
Houseowner Aberdeen	No	I find it very difficult to get in to a wheelchair cab. Many of my old friends have the same problem. We use a saloon car when we get a cab from the Back Wynd. I would be really annoyed if the council removes our choice of using a saloon car.	50% maximum.	A waiting list.

NHS	Yes	<p>It is often hard enough to even book a taxi in Aberdeen without having the additional challenge of booking a taxi that is wheelchair friendly.</p> <p>People using wheelchairs are already restricted using public transport (busses) as there is only one wheelchair/buggy space on each bus and the larger country busses are not at all wheelchair compatible. Leaving taxi's as a sometimes easier and more convenient option for wheelchair users, assuming they are accessible.</p> <p>On a medical note, due to advances in medical technology there are likely to be more disabled people in the city in the future than previous. This is something that needs to be anticipated and catered for.</p> <p>It makes no difference to an able bodied person to have a wheelchair accessible taxi, but would make all the difference to a wheelchair user, to not be restricted to only certain vehicles to make their</p>		
Retired	No	A variety of vehicles to suit different disabled needs.	5% to cater for people who can't get out of wheel chairs	Obviously people who really need wheelchair accessible vehicles have to book well in advance.

	No	Because it discriminates against people that can't use these vehicles.	Probably 50/50 would Be plenty to cover wheelchair hires.	Maybe an age thing and health. As drivers get older they would not be able to do wheelchair hires. Or by years of service as it is now.
	No		50	
Fitness Company	No	I have lots of disabled women who use my gym that simply they cannot get into these vehicles. They need a saloon. Also the fact that the ramps in them rattle about all the time. Not a pleasant journey at all.	I think the taxi offices should have a number of them to supply the percentage of users in town. I dont know what percent of people in aberdeen use taxis. You should maybe let us know then.	The taxi drivers in aberdeen are all self employed. It should be up to them to decide what kind of taxi they can afford to buy. Do the council have grants or incentives for them.
	No	There are probably far more elderly and infirm people whom require saloon cars than there are disabled people requiring to be seated in a wheelchair	There seems to be a reasonable balance at the moment	if the numbers were being increased, a queuing system on first come first served basis on any available licenses
Public	No	Demand for saloon cars for impaired mobility is much higher than that of wheelchair users Discrimination against one group is no way to address discrimination against another group We need to cater for All groups	50/50 or 60/40 would seem a reasonable mix This would give an ample supply for all groups of people	each application would have to be dealt with as relevant licences became available A waiting list would inevitably form just as when licences were generally capped due to the amount being too high First come first served
None	No	There aren't enough disabled people in wheelchairs looking for taxis...surely if would be better to allocate a few to each taxi organisation	20% There are less disabled people than people who don't need wheelchair access	By allowing each company to have what meets their needs
	No	Some wheelchair accessible taxis are not suitable for people with other mobility issues.	80	

none	No	I personally would be unable to access one due to osteoarthritis.	About 50% would be right, making everyone equal.	I can't see how it discriminates. 100% wheelchair accessible would.
Public	No	I am 86 and can only get into saloon cars with assistance I cannot manage the higher wheelchair vehicles	Half and half	Longest serving drivers should get priority in driving cars
None	No	I hate those rattling uncomfortable vans People should have a free choice of what they spend their money on when getting a taxi Not be forced to use something that a tiny minority want	50% would more than cover a demand of the few wheelchair using taxi customers	First come first served

none	No	<p>As long as wheelchair bound disabled people are not discriminated against, there is no need to discriminate against others, who ,either for reasons of comfort or preference or because of mobility problems though not confined to a wheelchair, want to travel by saloon cars which are much easier to get in and out of. If 100% of taxis are accessible then it will encourage drivers to abandon the taxi fleet and become private hire drivers, which will have negative consequences for taxi users. Wheelchairs are not the only disability. If a wheelchair confined person wants a taxi, they should be able to book one of the right kind from any taxi company or from the rank, including getting any necessary assistance and not expect a significant delay but they don't have the right to expect preferential treatment anymore than an old or blind person can expect to join a rank on a Saturday night and expect to get a car without a wait, so if booking by telephone or app is required , then a five minute delay to get the right car is not unacceptable. One possibility would be for</p>	<p>40% but this is based on the guess that 10% of taxi journeys actually require a wheelchair accessible vehicle. What is the actual figure?</p>	<p>make it up to taxi companies' responsibility</p>
N/A	No	<p>There is no need to have 100% of taxis to be wheelchair accessible. % of population using wheelchairs is low.</p>	<p>50% maximum</p>	<p>?</p>

N/A	No	<p>I'm a punter. Not an owner.</p> <p>I'm a punter who's very tall and uses a walking stick daily. I've had several bad sprains, shoulder injuries and two major limb breaks all largely owing to the state of Aberdeen pavements. But not let's go there shall we? I've kissed Aberdeen pavements all too often owing to falls.</p> <p>I find wheelchair accessible vehicles incredibly difficult to get in an out of. They're too high. And remember - I'm not short. And the sliding doors are difficult use. But in the case of those cabs similar to classic black cabs - let's not even start on them. Their awkwardness is both they are too high to get out of and too low maneuver inside the cab with any comfort</p> <p>Last summer I had another serious fall outside my own house getting out of a wheelchair accessible cab. That fall set off a medical condition which over six months later I'm still on medication for. Charming. Chances are if I'd been in a saloon cab, I would not have had that fall.</p>	<p>I wouldn't begin to answer this hypothetical question. Rather than the judgemental word should I would say it might be a good idea to have rather fewer 'accessible' vehicles and rather more saloon cars.</p>	<p>Don't understand the question.</p> <p>However I know increasing the number of saloon cars might enrage badge holders who obtained very expensive 'accessible' vehicles.</p> <p>Going on hearsay evidence alone, I understand that not every wheelchair user enjoys travelling in 'accessible' vehicles.</p> <p>I'd rather see more saloon cars and fewer 'accessible' ones.</p> <p>Oh yes and get the pavements fixed and make them more pedestrian and wheelchair friendly.</p>
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Community Council	No	This was discussed at the Rosemount & Mile End Community Council meeting on 20th February 2018. It was unanimously agreed and minuted that the Community Council believed a taxi fleet of mixed use was more appropriate and feasible.	A requirement for each Company to have a reasonable % available for booking on any day as part of their fleet. No % discussed by 10% would feel reasonable with a minimum one one vehicle in each companies fleet for	The responsibility should lie with Taxi firms as part of their licensing process,
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Taxi Owner	No	<p>A lot of elderly people and people with different disabilities cannot access these wheelchair accessible vehicles so this would be discrimination against these people.</p> <p>After all as this council has stated it is trying to adopt this policy in line with the Equality Act 2010 to stop discrimination. If the council can come up with a vehicle that All the traveling public can access that would solve the problem. But it is not a legal requirement to have a 100% wheelchair accessible fleet. The case with Wilson v ACC Was pre 2010 but in 2012 the saloon drivers in Aberdeen were sent letters by Aberdeen Council informing them that they were adopting a 100% wheelchair policy the council can change their policy at any time but it must be reasonable if challenged the council has made a unreasonable decision as it is not a legal requirement to have a 100% Wheelchair Accessible Fleet. This council was elected for the good of all the people in Aberdeen not just for a few. A mixed fleet</p>	<p>The percentage of Wheelchair Accessible & Saloon Type Taxis operated in Aberdeen 54/45 works well if you look at all the Ranks. Airport. Rail. & The City so why change.</p> <p>A policy that works</p>	<p>The policy for new applications should remain ie Wheelchair Accessible with a revolving system that when a saloon plate is returned that plate should be offered To a Wheelchair driver next on the waiting list.</p>
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self-employed taxi driver	No	<p>In my time as a taxi driver in Aberdeen, nearly 7 years driving a WAV, i can recall serving approximately 6-7 wheelchair passengers maximum from a rank. This is in stark contrast to the number of elderly or less-mobile passengers who have complained about their difficulty in entering via the higher side-step on WAVs.</p> <p>Although i received several wheelchair hires from taxi offices during the daytime, these offices also received many requests for saloon cars from elderly customers. As such, this placed an extra burden on the office staff, as well as leading to saloon cars travelling further to collect those passengers when other nearby cars were only WAVs. This is also an undesirable situation for both drivers and passengers, who may need to wait longer for a suitable car to arrive.</p> <p>Overall i feel that forcing 100% WAV taxis is not only unnecessary, but it also unfairly disadvantages an even larger group of less-mobile people who have difficulty in entering and exiting WAV cars.</p>	A split of between 40-60% or 50-50% WAVs-saloon cars would seem sensible.	<p>First, an opt-in list could be created, allowing current WAV drivers to voluntarily keep their WAV plates; as many of these cars will be 7-seaters, a number of drivers may be happy to stay on a WAV licence.</p> <p>To fulfil the remaining percentage, a waiting list for non-WAV plates could be maintained, requiring any new driver to work with a WAV plate for set period before being allowed a WAV plate (4-5 years perhaps).</p> <p>If necessary, there could perhaps also be a requirement for all drivers to operate with a WAV for a set period (eg 3 years in every 10).</p> <p>Finally, i believe it is important to limit the number of non-WAV plates granted to each operator down to one plate. This would serve to reduce the practice of older drivers renting out their existing saloon plates to make a profit, which is unfair on other drivers.</p>
	No	<p>I prefer to travel in a saloon car, there should be a choice for all.</p> <p>Many able bodied and elderly people find wheelchair access vehicles difficult to board.</p>		

n/a	No	I prefer to ride in a salon car which I find more comfortable.	25% would give plenty of accessible vehicles for the needs of Aberdeen	Don't understand the question
	No	I've work as a taxi driver for over and I have never had a problem with disabled people getting in and out of my cab.and as for the whole fleet being disabled vehicles I don't think necessary and a 50 50 split would be plenty.	50%	I think if you keep the system that is operating at the moment when you. Apply for a license you have to get a disabled vehicle.

Not applicable	No	People who require these types of vehicles do so by calling an office and personally requesting one.	The way the fleet is at the moment is perfectly acceptable. Why should drivers who use their taxis for work purposes aswell as personal use have to suffer by having to buy a wheelchair accessible vehicle. There are drivers who are 50, 60 years old, possibly younger who perhaps cant afford a new wheelchair accessible vehicle so why put them under pressure to do so by bringing this matter up for debate. The way the economy is at the moment due to down turn in oil, employment and general income within Aberdeen and surrounding areas, its already a struggle for the taxis on the road to make a decent living.	For the fleet to stay the same.
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	No	These vehicles are not suitable for all patrons, they can be difficult to enter and exit.	30% of vehicles would be more than adequate for peoples needs, and I feel that you would be discriminating against people who would find these vehicles unsuitable for their needs.	Unsure
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Union	Yes	<p>We have spoken to our taxi driver/operator members in Aberdeen and they believe a fully accessible fleet is the only way forward.</p> <p>Taxis are a professional public service and the accessible vehicles are fit for their purpose which is to ensure driver safety and that any member of the public can use them regardless of any accessibility needs that they might have. These purpose built taxis are fully wheelchair accessible, with a ramp, for example. Inside the cab, they have prominent yellow handles for visually impaired passengers and an induction loop for to aide hearing. The alternative is a 10 year old Vauxhall Astra with none of these features.</p> <p>Our members believe that people should have a choice and that is where private hire comes in, if a person wants a saloon car they can call for one. A disabled person at a rank does not have the choice to go into a saloon.</p> <p>Edinburgh and Glasgow work with 100% accessible vehicles and have done so for a</p>	See our answer to Question 4 above	<p>Any system where we run a “mixed” fleet opens up claims for unfairness. As explained in our answer to Question 4 - the public have a choice, if they want a saloon they can call private hire or use Uber. People with mobility issues requiring a taxi on the street don’t always have that choice so you will always be treating them unfairly if you have a mixed fleet.</p> <p>The drivers have made the change and purchased the more expensive accessible car because they were told that was the way it was going, so they embraced it. Those that said “I’m not changing no matter what the Council say” are the ones that will win from this. They haven’t changed to the more expensive car while others have; our members all drive WAV’s and have to work the longer hours to pay for their more expensive vehicle.</p> <p>The least they can expect is for the Council to back that decision.</p>
n/a	No	Not everyone requires accessible access, it should be 50% also it would require many taxi drivers having to change their vehicles	The journey for taxi's in and around aberdeen are not that long, therefore someone requiring an accessible taxi shouldn't have to	this would be up to the taxi firm to closely montior

<p>NA</p>	<p>No</p>	<p>The taxi fleet being mixed the way it is today is perfectly suitable.</p>	<p>as above, the vary in the different types of taxis at the moment is suitable for the general public, if a wheelchair user requires a wheelchair vehicle, they do so by contacting an office.</p>	<p>The way the fleet is at the moment is perfectly suitable. Why should those who use wheelchairs be treated differently. If they require one, they phone an office and ask for one. They are never turned away and i dont think those who use them would be treated differently. People who dont have disabilities can sometimes be given a wheelchair accessible car if a normal car isnt available at the time or if its booked through an office and we manage. Those who are users are more than happy to get into the car without being in the wheelchair unless physically incapable. I do not agree with the fleet being 100% what logic does that have and those who dont use</p>
<p>office work</p>	<p>No</p>	<p>I do not believe it is logical to have 100% wheelchair vehicles on the road.</p>		<p>There has been no complaints about this before, so why change something thats not causing issues. People who need a wheelchair vehicle would phone an office taxi company and order one. I dont believe the entire general public of Aberdeen should be affected by this. where do you draw the line with</p>
<p>supermarket worker</p>	<p>No</p>	<p>As a wheelchair user myself, even i dont believe that all taxi's should be changed to suit a certain percentage of us. If i have ever required a taxi i have always been given one when asking for one via rainbow or com cabs etc. Never any issues. i dont wait any longer than the normal person.</p>	<p>Im happy if the fleet stayed the same.</p>	<p>I dont believe we as wheelchair users should be given special treatment so id rather there wasnt a percenatge - 50/50 if anything but its mixed right now and its never caused any problems.</p> <p>Many thanks for your time.</p>

Member of the Scottish Parliament	No	<p>I have been contacted by a number of constituents who have raised concerns about this policy since it was first approved in 2012 and who have highlighted to me their first hand experiences of Wheelchair Accessible Vehicles (WAVs). Many older people, people with sight impairments and people with Musculoskeletal difficulties have told me that they struggle to get in and out of WAVs more so than saloon vehicles. Some went as far as to say they would feel trapped if there was a 100% WAV fleet as they would not travel in one.</p> <p>I also understand that some wheelchair users prefer to travel in a seat rather than in their wheelchair and that they too prefer saloon vehicles as they are easier to transfer in and out of.</p> <p>While there is an acceptance from many that it is not impossible for these groups to access WAVs, it is with greater difficulty. In some cases my constituents have noted that entering a WAV causes them greater pain and can be done with</p>	<p>I believe that around 50% of vehicles, similar to what is in place just now, would give the greatest likelihood of both vehicle types being available at taxi ranks thus allowing those with a requirement for one particular type of taxi to choose that. Allowing for a range, for example between 40% and 60%, would provide flexibility to a system and reflect the difficulties of maintaining a fixed quota where the number of drivers may not be fixed.</p>	<p>I would suggest that the percentage be maintained by requiring new taxi drivers to drive a WAV initially before graduating to an 'open' taxi drivers license that allows them to drive either a WAV or a saloon car. This graduation could happen either (1) after a license has been held for a set period of time or (2) after a driver's license becomes one of the longest held X% issued by the council.</p> <p>I expect that option 1 could be achieved by analysing how long licenses are typically held for. This would allow the council to set the length of time based on their preferred percentage of WAVs and their estimate of WAV usage among drivers who hold 'open' licenses. This would require monitoring and adjustment over time to maintain a desired percentage.</p> <p>Option 2 would see the percentage of taxi drivers who have held licenses for the longest periods being granted 'open' licenses. This would be simpler to administer but there may be more disparity between applications received at similar times depending on how this was managed.</p> <p>Accepting that a percentage of 'open' licenses will not be used with saloon cars but initially calculating</p>
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	No	<p>Disabilities cause a range of difficulties and requirements so it is never a case of one solution suiting all. The same applies to cars.</p> <p>I am disabled and occasionally use a wheelchair when a wheelchair accessible taxi would be required.</p> <p>The majority of the time I use crutches and a saloon would be more suitable as long as it has not too low a seat, sufficient distance between seat and door post and sufficient leg room. I can only sit in the front seat of a car and cannot get into a hackney cab as I can't step into a car.</p> <p>I hope this demonstrates why a range of types of taxis is essential.</p>	I don't feel qualified to answer this. I just wanted to give my opinion that choice is essential.	I don't feel qualified to answer this as I have no knowledge of how taxi licenses are granted.
Shipping co-ordinator	No	Stay the same.	Stay the same	
A	No	A mixed fleet can cater for all members of the public. Members of the public whether they are in a wheelchair or not are entitled to have a choice. Having a mixed fleet gives them that choice. There are those who are in wheelchairs that can only use wav. However, there are those who are in wheelchairs that use and prefer non wav.	No more than 20-25% Taking into consideration the shifts worked by different drivers also vehicles being off the road for various reasons at any given time will still be enough to cover people	All new licensed taxi drivers wanting to apply for a yellow plate must use a wav for a specific time period set down by the council. After which you may if you want to, apply to change to a non wav. The time period decided may be implemented in a way that it takes into consideration current plate holders that drive wav as well.

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WAV Consultation Responses

1. I am writing to voice my opinion on the proposal to make all taxis in Aberdeen wheelchair accessible I AM NOT IN FAVOUR FOR THE FOLLOWING REASONS
 1. This is not a mandatory requirement and we meet all present legislation.
 2. Whilst I am in favour of non discrimination of disabled persons, I am of the opinion that they are well served with the availability of disabled access taxis at present, and it has been said that the present disabled access taxis are not suitable for all disabled persons. There is a greater requirement for disabled access taxis to be called for by telephone than hailed on the street or taxi rank, and this would be easily fulfilled. Even in taxi ranks there is always a mix of taxis
 3. The added cost of providing disabled access taxis will ultimately be borne by all users just to fulfil the ruling Councils whim.
 4. The present general type of disabled access is no more than a converted van, and is generally not as comfortable a ride as a saloon car
 5. I am not a taxi driver, or close friends with such, but I feel that the added cost of selling their present saloons to buy these converted vans is a imposition that is not required and will push some drivers into hardship

I AGAIN RESTATE THAT I AM NOT IN FAVOUR OF A 100% DISABLED ACCESS FLEET OF TAXIS AND CONSIDER WHAT IS AT PRESENT IS MORE THAN ACCEPTABLE

2.
 1. We do not feel that there is a requirement for 100% of taxis to be fitted for disabled persons
 2. We feel that 50% would be a reasonable amount in the City of Aberdeen.
 3. Unsure!
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3. I do not think it necessary to impose the need for an entire fleet of WAV. There are many legal costs imposed on taxi drivers at the moment without imposing even more by way of purchasing costs and high depreciation levels of WAV vehicles. Aberdeen is already a very expensive city for taxis without making it worse.

The percentage of WAV vehicles should be calculated by the demand and or the number of complaints received from disabled customers about the lack of suitable vehicles.

In addition the council have just given a licence to UBER which will put even more pressure on the current taxi service.

Will the same WAV requirements be incorporated into the UBER licence? Make it an level playing field or give an incentive to the current fleet to introduce WAV vehicles by reducing their current high overhead costs.

4. My views on wav

All yellow plated taxis be wav and all private hire taxis stay saloon that means you stay a mixed fleet in its entirety and that would mean not one disabled person would have to wait for a wav taxi in all weathers on the rank they would have the same Service as an able bodied person,if anyone wants a saloon car as you know with technology with taxi apps now you can request a car wherever you are,as for you bending over backwards to prevent law suits from drivers because this is really what it is all about because If you where interested in disabled people you would have had something in place a long time ago. A way that would be accepted by drivers would be to go back to you're original plan and let all yellow plated saloon car drivers keep there plates until they give up taxing or have to retire because of health.

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5. I'm presently an Aberdeen City Council licensed taxi driver and have been for nearly 11 years,I've nearly always worked nightshift and in that time the amount of wheelchair users I've seen at any of the ranks at any time can be counted on two hands,there is already an over provision of WAV taxis for the percentage amount of wheelchair users that need them,also there are WAV drivers with exemptions to accepting wheelchair users so you'll never really have a 100% compliant fleet other than in type of vehicle,there's also the fact that a lot of elderly passengers prefer and find it a lot easier accessing or going into a saloon to a WAV,therefore you're discriminating against them,the existing fleet split is more than adequate and there's always the option of a wheelchair user phoning or booking a taxi/Private Hire vehicle through one of the many taxi offices who offer WAV's,albeit this does cost an extra £1 - which I'm sure you could exempt for a wheelchair user.

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6. I am in agreement with having a mixed fleet of wheelchair accessible and saloon vehicles. I prefer to use a saloon car as I can transfer into the front seat. The driver folds my chair and puts it in the boot or back seat.

Wheelchair accessible vehicles are too time consuming for the passenger to get in and out of. This is unacceptable for the passenger, when the meter is running, ends up very expensive!!! The driver doesn't stop the meter when he/she parks the taxi to assist the passenger!!!

However, on several occasions I have been charged extra for driver assistance to put my wheelchair in and out of a saloon car!! This is unacceptable and illegal!!!

7. 100% WAV fleet of taxis is not difficult to achieve. All of the largest and busiest cities in the UK are 100% WAV and it is no problem for them. Glasgow, Edinburgh, Birmingham, London etc.

The vehicles used there are accessible for all the public - regardless. They are designed with low floors and large doors so people with any disability can enter them. If Aberdeen cabbies insist on using the argument that some disabled people can't enter the current WAV fleet and need to use saloon cars, it can be countered by having a fleet of 100% London Hackney Carriage style vehicles that have been used for many years and are tried and tested for every eventuality.

The only way a person in a wheelchair can be guaranteed to get a WAV off a rank is for the total public hire fleet to be 100% wheelchair access. If there is only one taxi on the rank, the only way it can be a guaranteed WAV is if they are all WAV's.

Taxi drivers who have been forced to put WAV's on the road have had a limited choice of vehicle to choose from. Invariably more expensive and less practical for personal use than an ordinary saloon car. Although I note with interest some taxi drivers in Aberdeen use expensive German models of vehicles with impunity. Often these vehicles cost twice as much as a WAV. Whilst this does plenty to massage their ego and granted, it's a much nicer ride for any passenger, I think the council need to consider the wheelchair using public and also the taxi drivers who have needed to supply a WAV whilst their colleagues have basically stuck two fingers up and not changed their vehicle to a WAV.

8. I believe it is discrimination against the able bodied in the city forcing them to travel in adapted vehicles just for your information I am registered disabled and find it much easier with a saloon car
-

9. I have been taxiing for 22 years and this has been going on since I started. First I was told 2002 then 2012 then 2017,2018 and now 2019. I have driven 7 different wheelchair accessible vehicles since 1996 and have never had one passenger that can get into a saloon that is unable to get into my car. If the majority of other major city's in the uk can manage why can't we? All I want is a fair system and not the two tier one that is and has been used since 1994. If it's not illegal, it is definitely morally wrong. This will go on for ever until you make a definite decision and not keep putting off for another year. So either all taxis should be WAV or all saloon and give incentives to drivers to drive WAV. Eg. More expensive to license saloon. (Drivers choice). Or maybe taxi driver first licensed vehicle must be WAV. For say 5 years. Or saloons must be electric or hybrid.
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10. What utter nonsense!

There is no practical need for every taxi in Aberdeen to be wheelchair friendly. There are ample such taxis for those who need them.

I work adjacent to the taxi rank in Chapel street. In almost 20 years I have never seen anyone queueing at the rank with a wheelchair.

I see the taxis on a daily basis and more than half would appear to be wheelchair friendly. During the day in particular the rank is full with a choice of wheelchair accessible vehicles.

Whilst I acknowledge that those who are unfortunate enough to have a need for a wheelchair should be assisted where possible I think to impose such a restriction on hard pressed taxi drivers is a step too far.

I hope common sense will prevail in reaching a conclusion to this issue.

11. As a WAV driver I believe that Aberdeen should have a mixed fleet as not all of our community are wheelchair bound

And some less able bodied people struggle to get into my WAV.

To make all taxis WAV would be a mistake and realistically unfair to non wheelchair bound passengers

I realize that you may think that PH cars will fill the void for picking up less restricted passengers but this takes the choice of going to the ranks away from the general public

12. I have been a taxi driver in Aberdeen since the year 2000. When I started taxiing I was told at that time by the licensing committee that we would all be in WAV Vehicles by the year 2002 and I am not the only driver I know of at least another 10 drivers that were told the same. Keeping this in mind I decided to go yellow plate as the period of 2 years was acceptable to myself before we were all the same. Instead it is now 17 years later and I am still being discriminated against and all because ACC would not implement THEIR POLICY. Since then I have been heavily involved in helping to run wheelchair action group and the case with Jim Wilson v Aberdeen City council and we all know what happened there. At present we are still awaiting the council review to be completed and if this result is not to our satisfaction then we will instruct our legal rep to carry out a judicial review with the case Jim Wilson v Aberdeen City council with immediate effect as this is not what their q.v. intimated during court proceedings. I'm not sure why ACC won't implement their policy I think it's because certain people can't get in to the WAV cars these are the cars that ACC passed as being fit for purpose. If this is the case then ask yourself this and if possible an answer would be appreciated? How do the WAV cars manage to pick up these passengers in bigger cities than Aberdeen such as London, Manchester, Liverpool etc. I have asked this question at various meetings with the councillors but guess what they never answer it I can only assume they don't know how to. If this is true about passengers not being able to get into WAV cars answer me this question. Why are you still passing the vehicles that passengers are not able to get into? Also why are the drivers not being notified that the WAV cars that they have purchased are not fit for purpose because when I bought my 4 WAV Vehicles I presumed that my car was fully accessible because I was not told by the council that they were not. I could go on for ages talking about this but I suppose the only way we will get satisfaction is in the courts and at present the wheelchair action group is preparing for this because in my mind if the council does not get the result they want with this survey then they will just put it back for another consultation until they get the result they want.

The position of way is clear we do not intend to get involved with the consultation process as there was nothing wrong with the previous consultation carried out but the answer didn't suit some councillors hence we are in this ridiculous situation of stalling for time the council did not even listen to their own legal team but make no mistake the wheelchair action group did. After this process is complete we intend to re evaluate the position and do whatever is required to get fairness delivered to our members no matter what the cost one thing I do know this will not go away until we achieve no discrimination has been achieved.

13. I read in the press about a consultation regarding wheelchair accessible taxis. I totally appreciate the need for these but as a disabled person, though non wheelchair user, I find the type of vehicle needed to cater for wheelchairs extremely difficult to access. For me and I'm sure many elderly people or those who have other mobility difficulties ordinary saloon cars are much easier to access. If ever using a taxi rank I always forgo a wheelchair taxi in preference for an ordinary saloon. The saloon car doors are never so awkward to handle and these vehicles feel much much easier to sit into and get out of.

Just as it is wrong to have no wheelchair accessible taxis it is wrong to have only wheelchair accessible taxis. Discrimination works two ways and therefore there should be a sensible proportion of both types of vehicle.

I feel this is a topic which greatly affects me, as a resident of Kingswells where we have no proper bus service, taxis are very necessary.

It was by pure chance I read an article in the Evening Express but there was no mention there of where to send comments. I looked on the internet and found this site and can only hope this reaches the appropriate group or person.

14. this all depends on what the definition of 'accessible' is. If we are just talking about wheelchair accessibility then this excludes many people who struggle getting in and out of wheelchair accessible vehicles so I agree all cars should be 100% accessible to all disabilities and people with restricted mobility. Also taxi drivers/companies have had since 1994 to change their cars so they should not be able to make excuses now for not changing over.
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15. 1. No. If all the taxis were designed for disabled people, they may be unsuitable (like a van, less comfortable, less safe than a car) or too expensive for poorer people to use. Better to have a % provision by taxi operator. Disabled people would by definition almost always order taxis from home or from a taxi rank. They are not likely to be hailing a passing taxi in the street.

2. 25%

3. The taxi operator would do that. Taxis are regulated.

16. Even though I'm driving a wheel chair vehicle with annoying rattling noise, I don't agree with full wheel chair Fleet . It has to be mixed .but I want to make few points

1. Drivers who got the medical certificate to avoid doing wheel chair hires need to be checked Hard since are they doing this deliberately
 2. Airport fleet Need more Luggage space not wheel chair vehicle, so number of wheel chair vehicle can be reduced
 3. There are drivers Renting saloon plates from retired Drivers or some other not working drivers . It has to be stoped. Need to be given to OR swap for Drivers .
-

- 17.
1. Many of our clients (older people and people with disabilities) have difficulty in using 100% accessible vehicles for various reasons this type of vehicle is not suitable for all disabilities.
 2. 75% accessible – as per above comment
 3. I am assuming that this would have to be monitored by yourselves based on actual numbers and %
-

- 18.
- I am writing in response to your consultation paper regarding whether our Aberdeen taxi fleet should be 100 per cent wheelchair accessible. This is being sent as an email as I had some difficulty writing on your consultation form.

Yes I believe our taxi fleet should be 100% wheelchair accessible.

We must protect the most vulnerable in our society. Equality can only be achieved with a fully wheelchair accessible taxi fleet. Having carried wheelchair bound people in my taxi I have seen first hand the problems they face.

WAV driver/operators must not be financially disadvantaged in a mixed fleet scenario where licensed for a yellow plate to only operate a WAV while other driver/operators are to be allowed any type of vehicle including saloon type cars. This is illegal under current trading law. Since 1994 drivers have spent millions of pounds out of their own pockets on the adaptation of vehicles to WAV standard. This does not include the cost of the cars that were converted. Five years should have been enough time for our council to formulate a solution and offer fair trading for all taxi drivers, instead of making new drivers, the most defenceless, pay for its WAV policy.

- 19.
- While I totally agree that we need wheelchair access in some taxis, I do not agree that all taxis require wheelchair access.

I am only 5ft. have scoliosis, spondylitis, osteoporosis and not full use of my arms and find it extremely difficult to access and egress from these minibus type of taxis.

Surely Aberdeen City Council should take into account that there are many people who do not require wheelchairs, but find trying to climb in and out of minibus taxis causes problems and can be painful.

I would be most obliged if you could please take the above into consideration when deciding on future policy.

20. At their meeting of Wednesday 31 January 2018 the consensus of the Disability Equity Partnership was that 'One size does not fit all'. If Aberdeen Council were to implement the proposed strategy, some disabled people in the city would be served, but this will be to the obvious detriment and disadvantage of other disabled users. We recommend a common-sense mix of vehicle types as the best policy to ensure that service is fully accessible to the widest diversity of users within our community. Additionally, were Aberdeen Council to knowingly implement such a restrictive ruling, this may well expose them to a challenge of discrimination under current Equalities Legislation, under Access to Goods & Services; in that they are openly treating some people less favourably.
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21. 1. Do you think the taxi fleet should be comprised of 100% accessible vehicles?

Of the persons in attendance, 10 % voted Yes, 90 % voted No.

Reasons for this answer: Whilst improving accessibility for wheelchair users, the increased height of the chassis and doors above the kerb / road makes access more difficult for non wheelchair users with mobility issues. The level of comfort for non wheelchair users is less. The level of in cabin noise is higher for all, including the driver.

2. If "No", what percentage of vehicles should be accessible vehicles, and why?

No more than 25%, this seems more the adequate for perceived (to those present) need to WAV vehicles.

3. How would that percentage be maintained without discriminating against identical applications?

The meeting had no view, or suggestions, to offer with regard to this question.

22. I am a frequent business user of taxis in Aberdeen and travel from outside the city to the airport every time I travel. I always request a saloon car for simple comfort reasons. This topic always come up with the taxi driver during the journey.

1. There are simply enough voluntary wheelchair accessible vehicles on the road. If this becomes to be a critically low level, incentivise it!

2. Non all wheelchair users wish to use a wheelchair accessible vehicle

3. Many Non wheelchair users do not like to travel in wheelchair accessible vehicles.

23. I am 57 with arthritis and I do feel that Aberdeen City needs to be 100% wheelchair access as I personally find getting into someone of the bigger vans quite daunting to access. I also feel it is quite an undignified process to get into the vehicle. I would like to add that I do use the taxi rank frequently and find the taxi drivers to be very helpful.

24. Whilst I am not altogether against wheelchair accessible taxis, I find that there are more than enough of them on the road at present.

As a fairly young 60 year old and in town regularly on a Saturday, I always take a taxi home at night and much prefer a saloon car as I have arthritis in my leg and find the wheelchair cars hard to get in and out of and they are also very uncomfortable. When possible I wait in the queue for a saloon car to take me home.

My mother (who died a few years ago) would have found it impossible to get in and out a wheelchair accessible car as she was so stiff.

I must say I have very rarely (if ever) seen a person in a wheelchair at the ranks.

25. I can't see why all taxis need to be wheelchair accessible when there is a small number of people disabled in the city. There seems to be a trend that the minority Rules the majority nowadays. I have travelled in a wheelchair accessible taxi and it is not the most comfortable for passengers. Please be realistic and not one size fits all . No one is denying there are a need for a small minority which there is already in the city and it has worked well for years .

26. Firstly I would like to comment on this website that is intentionally designed to mislead people away from voting on major council issues so that the voting is isolated to council members only, why advertise in local newspapers regarding the vote on wheelchairs and if every car needs to have this access installed.

In my opinion we have more taxis already fitted with this facility than we need, in future I will not use a taxi with this facility, it is my choice, I am not alone, thousands of people are tired of paying good monies to ride long distances in taxis that rattle over our goat tracks you call roads.

I will ride in a decent saloon car, not a modified van, therefore I will vote NO for further taxis to have this facility installed.

27. Whilst I agree that some taxis should be wheelchair accessible I do not agree that this should be the case for all licensed taxis in Aberdeen

We already have one of the highest costs of fares in Scotland and I am sure that the cost of purchasing taxis that are wheelchair accessible would end up passed onto the customers.

Have you researched the percentage of the public that would need a wheelchair adapted taxi?

Our transport system in Aberdeen is woeful, the bus service is also one of the most expensive and after 5pm the service is shocking. We have no trams, no real local service and now I fear you will price taxis out of the equation and you wonder why the roads in Aberdeen are congested.

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28. Discrimination is unacceptable. It should not be tolerated or even worse still facilitated. It is preventable!

Aberdeen City Council is on the brink of tackling this scourge within our society, albeit in a small way, by taking a significant and positive step. The opportunity to stop treating our wheelchair user residents like second class citizens is in the Council's hands & minds at this moment. Our wheelchair resident's should be no less important within our community in Aberdeen than anyone else, and mustn't be treated as such either. They are every bit as valuable a member of our Aberdeen family.

Wheelchair users should be able to easily access and use the first taxi in any of our city's taxi ranks, just like anyone else. It is unacceptable for them to be expected to wait outdoors in the elements, whilst unsuitable taxis pick up others, until a suitable taxi eventually turns up. That's disgraceful!

Wheelchair accessible vehicles may not be as popular with some of the public, but the option of calling for a Private Hire Saloon vehicle is available to all, should it be preferable.

We mustn't allow the desire from some people for personal comfort & luxury to stand in the way of equality and fairness.

Aberdeen City Council must now do the right thing. Power to their elbow. The time for change, fairness and equality is now!

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29. Having a mixed fleet can accommodate all walks of life why you making this unlawful act on just one disability wheelchair?.how can you get a scooter in a WAV as it's don't have a boot space? Plus not having headrest for the wheelchair in those cabs . It don't look safe incase of an accident,some children in pushchairs are loaded inside without getting into a real seat, do you check the intercom on a council test as it's very important to talk with the customer? I hope you understand all disabilities and not one sizes fits all, be right lawful and safe and keep the saloon car
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30. I am a wheelchair user and my view is that not all taxis should be wheelchair accessible. What would be preferable is a mixture of wheelchair accessible along with ordinary saloon cars but with a proportion of wheelchair accessible cars being available at any given time. What we found was that so many of the accessible cars are the bigger vehicles and the drivers work Friday and Saturday nights as they can charge larger fees for taking more passengers. That is the nights most people are going out in larger groups but this meant that either none or very few wheelchair accessible vehicles were available at weekends through the day. Not everyone can get into these larger vehicles and not all wheelchair passengers wish to travel in their chairs so this can cause difficulties. Also many drivers got their licences to drive taxis through having an accessible car but then got exemption certificates to say they were unable to take wheelchairs usually due to a back problem. This distorts the figures of how many wheelchair vehicles are on the road at any time and would still cause difficulties if all taxis were accessible. Some wheelchair people are unable to stand so cannot transfer while others are capable of transferring and prefer to do so. Disabled people are not all the same and many have complex needs which means that different transport is required rather than one size fits all approach.

31. There is absolutely no need to have all the taxis in the city with wheelchair access, certainly there should be a percentage of the fleet suitable for disabled people. Being a relatively active senior citizen when I was faced with trying to get into a taxi which was deemed suitable for disabled I found it awkward to get in and out of the taxi and more or less fell into the seat so you really need to give consideration to the more mobile of us who do not need a wheelchair access car. Surely it is sensible to make the fleet a 50/50 split so those of us who do not require a special car do not land up injuring ourselves when being forced to use a disabled car when we don't need one. There are plenty of disabled friendly taxis, you can phone a request one - I know because my mum did this on a regular basis. Please for a change use some commonsense - surely some of you have some.

32. Has anyone at the council considered the fact that a change to the taxi licensing laws regarding 100% wheelchair accessible vehicles is not going to serve the needs of many disabled and elderly users. This is simply because there are many who cannot enter a wheelchair accessible vehicle due to difficulties actually being able to get on board.

If they call for a private hire saloon vehicle it will cost them an extra £1 before they even start. This question has come up on various occasions and no one seems to be willing to address it. There was a petition started. What happened to it? I have written this on behalf of the service users I encounter everyday in my line of work.

33. Requiring all taxis to be wheelchair accessible seems like the proverbial sledgehammer to crack a nut.

What percentage of journeys is taken by wheelchair users?

This seems like a sure way of increasing journey prices for everyone.

Can we not provide a minimum number of accessible vehicles to cover the normally expected wheelchair traffic with a sensible margin?

34. I am writing to you regarding the ongoing debate about the possibility of having all yellow plated hackneyed taxis 'Wheelchair accessible' in Aberdeen City. At the moment I believe the Aberdeen taxi fleet is almost a 50/50 between Wheelchair accessible and saloon cars.

The reason for me writing this is because a friend of mine has a wheelchair. When he orders a taxi he asks for a saloon car because he finds it near impossible to access a wheelchair accessible taxi (it is too high for him).

This is not a problem when he has to order a taxi from home because he will get a saloon car eventually coming for him. The problem is when he is out and about. If he is in town for a night out just now he can go to the taxi rank or flag a saloon car down. He gets into the saloon car, the wheelchair goes into the boot and all is fine. The same happens when he flags a saloon car on the street. If there was just wheelchair cars available on the street / rank he would have to get rolled in on his wheelchair which could be on a busy main road.

The big concern here is what happens if there are no yellow plated saloon cars to be had in the rank or to be hailed on the street. Another problem is that he could wait for hours on the street in adverse conditions if he had to call for a taxi during peak times.

I have had this conversation with Taxi drivers of both Saloon cars and wheelchair accessible vehicles, both sets of drivers see the need for a diverse fleet.

Wheelchair accessible cars were made mandatory for new taxi drivers with yellow plates from the mid 1990's. Now when taxi drivers retire or leave the trade the saloon plate (yellow) goes only to be replaced with a yellow one for a wheelchair vehicle. This will mean eventually there will be no more saloon plated taxis to be hailed or picked up at ranks. When this happens then there will be an outcry from people who need this service.

Apart from younger people with limited mobility, a lot of older people have great difficulty accessing cars / taxis that are 'higher' off the ground than the saloon car, my mother being one of them.

Most taxi companies in Aberdeen have said there are more people asking for saloon cars, my friend included.

It is time for common sense to prevail here and continue to have a diverse fleet of taxis (like the City of Dundee have) to service our streets and cater for the people on them. Please, in this day and age do not discriminate against people who for no fault of their own cannot manage or are unable to access these higher vehicles.

Many people have their views on this subject but ultimately its the people with limited mobility who can only use saloon cars are the ones being effected by this on the ranks and the streets of our City.

My friend would not want all yellow plated taxis being saloon cars, just because he needs to use them....he knows that would be unfair.

I ask yourselves at the licensing / the council to please keep this avenue of being able to choose which type of taxi they use in a rank or hail on the streets of Aberdeen.

These people like my friend really need your help here.

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35. I am not a wheelchair user nor am I registered disabled. However I fall somewhere in between that and being able bodied. I have mobility problems and have a need to use taxis.

Gone are the days when taxi drivers get out of their vehicles to open doors and help you in and out. I find wheelchair accessible vehicles very difficult to cope with. The steps are too high, the doors are heavy, awkward and difficult to open and shut – despite instructions being shouted from the driver. Arthritis, many other conditions or just being elderly make these things a problem. Although I believe I have a right to choose a vehicle from the rank, taxi drivers don't seem to agree and insist you use the first taxi in the queue whether suitable for your needs or not. It's a bit like insisting a wheelchair user uses a saloon car. So I tend to let the person behind me go ahead of me and wait for a saloon car to arrive. I am sure there are a large amount of people, both young and elderly, who experience the same problems as myself and I dread the thought of a totally wheelchair accessible vehicle rank. In a way it's discriminating against which, I would imagine, is a large group of citizens in Aberdeen whose needs aren't met by WAV's.

It would be interesting to know what proportion of people picked up from ranks are wheelchair users. The policy should be equitable and realistic for all users and common sense applied.

In summary, I am happy that more wheelchair accessible vehicles are now available in the city but feel that taxis should cater for all needs, not just one specific group. I hope my views are taken into account when the decision is made. I know I am far from alone in my views but am probably in the minority taking the time to register them.

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36. I am writing to oppose the proposal of making all taxi vehicles in Aberdeen wheelchair accessible. I care for an MS sufferer who does not require a wheelchair – he struggles to get in and out of the wheelchair accessible taxis already and we witness elderly people amongst many others suffering from the same issue regularly. There are already enough wheelchair accessible vehicles to cater for user's needs.

Please consider those who are considered disabled but do not require a wheelchair and do not put this proposal into effect.

37. I am sending this in response to your proposals on the possibility of making all the taxi fleet in Aberdeen wheelchair accessible or having a mixed fleet to include saloon cars.

I have held a taxi licence for more than 25yrs and in that time I have experienced many disabled people walking by wheelchair accessible taxis because they find it very difficult to access these kind of vehicles and prefer a saloon car as they are easier to enter.

I have spoken to other colleagues in the ranks with longer service than me and they confirm what I'm saying. If you pass your proposal many elderly taxi drivers may be forced off the road as they are not in a position to purchase one of these vehicles owing to their age.

38. I would like to state that I do not agree with all the taxis in Aberdeen having disabled access.

My first point is that I and an awful lot of other people would like the choice of having a saloon vehicle especially when dressed up and going to a wedding for example.

My second point is that I have two friends that would struggle to get into the disabled cars. Although they use walking sticks they wouldn't find it easy to access or get out of these cars as they are considerably higher and have very narrow seats.

Please pass my points.

39. I write to express my concern over Aberdeen City Councils (ACC) plan to implement a 100% Wheelchair Accessible Vehicle taxi fleet.

My concern is raised due to the fact that the whole reason why 'accessible' taxis were introduced in the 1st place was to prevent discrimination of wheelchair users and prevent their inability to pick up a vehicle suitable to their needs from a taxi rank. For the council to go ahead with the implementation of their 100% Wheelchair Accessible Vehicle Policy, which would result in the removal of ALL saloon cars from taxi ranks across the city, the council would only be shifting their discrimination from one user group to another and they would find themselves discriminating against the non wheelchair using disabled people and wheelchair users who choose to transfer, that live in or travel through the city.

I believe that a number of disabled people, along with representatives of disabled groups, have already written to the council to express their concerns over the implementation of this policy. I also believe that if ACC go ahead with its implementation they could find themselves facing charges of discrimination in the future. According to the Scottish Governments Taxi and Private Hire Car Licensing: Best Practice for Licensing Authorities,

Second Edition, April 2012, responsibility for accessibility legislation for Taxis is primarily a matter reserved for the UK Government however under Chapter 4 - Accessibility and The Equality Act 2010 point 4.3 acknowledges that a number of authorities have adopted policies increasing the availability of accessible vehicles whereby only accessible taxis will be acceptable for licensing purposes however point 4.3 also highlights the importance of recognising ALL taxi users requirements within an area and adopting a suitable policy to address customers needs whether they are a wheelchair user, visually impaired or have other mobility requirements etc. Personally I feel that by proceeding with the implementation of this policy ACC are in breach of the Scottish Governments Best Practice.

Aberdeen City Council as a local authority have a duty stemming from the Equality Act 2010 to meet the different needs of individuals. Clearly, disabled people are a very diverse group with many differing needs, not all disabled people are in wheelchairs, in fact of the 8.6 million people registered as disabled in the UK only 5% are actually wheelchair users and of those most would prefer to transfer into a saloon vehicle as it makes them feel safer. The Equality Act 2010 states under taxi accessibility regulations that disabled people have the right to get in and out of taxis safely. If ACC do not include saloon cars within their taxi fleet many disabled people, particularly those with conditions effecting lower limbs/hip joints etc will have no option but to try and struggle to get into the other types of vehicles, risking their safety. Even when a step is provided to assist with the entry/exit of a Wheelchair Accessible Vehicle the individual does not feel safe. I am aware of one lady, who I believe has previously written to the council to express her concerns with regard to the implementation of the Wheelchair Accessible Vehicle Policy, has in the past got stuck trying to enter/exit a Wheelchair Accessible Vehicle which resulted in her feeling very scared and highly embarrassed over the whole situation. Of course there is an argument that individuals who require a Saloon car could call and book a Private Hire Saloon however they should not have to make a call and pay the £1 extra incurred for making a booking. These types of vehicles should be available for them to pick up at a taxi rank or be flagged down. Of course these are principally the very reasons why the whole Wheelchair Accessible issue arose in the first place, as ALL taxi users no matter what their mobility should have the choice of picking up a taxis from a rank or to be able to flag one down.

I sincerely hope that full consideration is given to the needs of ALL taxi users within Aberdeen City and that the taxi fleet in Aberdeen does not become 100% Wheelchair Accessible Vehicles. I do appreciate that there is a requirement for some Wheelchair Accessible Vehicles in order to provide equality for all and perhaps a split of say 60/40 in favour of Wheelchair Accessible Vehicles would be a more realistic figure in order to meet the needs of ALL disabled users no matter what their disability may be.

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40. I would like a few points regarding making all taxis having disability access. I certainly don't agree with this and as a taxi driver of 40 years with Aberdeen City Council I don't feel that not all customers want this either.

Being an Airport driver I come across a lot people bypassing the wheelchair accessible cars to get a saloon car. Some people say they are not so comfortable especially if they are going on a longer journey. I get compliments on the comfort of my car on many occasions and customers quite often comment on Aberdeen having some of the best taxis in Britain.

Another thing which I think is important is that we have seen customers phoning out of city firms in order to get a saloon car.

I also have a friend with walking sticks and she finds it very difficult to get in and out of the wheelchair accessible cars because they are a lot higher than a saloon car.

In conclusion I think that a split ratio for Aberdeen would be far fairer to taxi drivers and customers alike.

Please forward my comments to the relevant person.

41. 1. No. Accessible vehicles are very difficult to climb into by persons similar to my build ie small in stature. I do have disabilities which makes it all the more difficult to enter into yet I do not use a wheelchair, the similar condition to many users of taxis.
2. In my opinion each company/owner should be given the choice of 50% each of accessibility and saloon to be fair not forced to 100% without choice.
3. Why are companies not given a choice with the condition that there should be at least 30% of wheelchair accessible taxis.
-

42. This is a reference to the announcement that Aberdeen Council is still going ahead with turning all the taxis in the city into WAVs. I am disabled and I am not in a wheelchair being disabled and getting discriminated against is something you get used to.
- For ACC to discriminate against non-wheelchair disabled is something I find totally disgusting, would it not make more sense to have a percentage of taxis as WAVs as if they are all WAVs myself and thousands like me will be unable to get a taxi. And to put it plainly that is not fair.
-

43. I strongly oppose the idea of all vehicles (taxis) to be wheelchair friendly and the vote should be hundred per cent against it.
- I am seventy three years old severely arthritic and have difficulty getting in and out of these vehicles. Saloon cars are far more accessible on entry and exit.
- I speak with good experience having had three hip replacements, knee replacement, broken leg three places and broken right and left wrist. Continuing arthritic problems.
- Firstly it is a very high step and you have to hold both handles, lever yourself up and lower your head to get in. Turn round to get seated. Very low seating. On leaving you have to pull

yourself up from a low seat. Can only use one handle. Lower your head to come out and your body weight is badly distributed.

Any error in balance on narrow step you would fall head first. Should you have driver assist may leave driver open to blame.

Should the taxi not be close to the pavement then the above movements are more difficult.

Seating in a saloon car permits easier movement on entry and exit. Place bottom on seat, swivel body in and likewise on exit. Lower feet to ground and stand up. Much safer.

No other city in Scotland desire 100% disabled access. Please use common sense and continue the service as it is.

Should you have any doubt on what I have written I invite you to travel with me on a disabled access taxi.

44. I read in the press about a consultation regarding wheelchair accessible taxis. I totally appreciate the need for these but as a disabled person, though non wheelchair user, I find the type of vehicle needed to cater for wheelchairs extremely difficult to access. For me and I'm sure many elderly people or those who have mobility difficulties ordinary saloon cars are much easier to access. If ever using a taxi rank I always forego a wheelchair taxi in preference for an ordinary saloon. The saloon car doors are never so awkward to handle and these vehicles feel much, much easier to sit into and get out of.

Just as it is wrong to have no wheelchair accessible taxis it is wrong to have only wheelchair accessible taxis. Discrimination works two ways and therefore there should be a sensible proportion of both types of vehicle.

I feel this is a topic which greatly affects me, as a resident of Kingswells where we have no proper bus service, taxis are very necessary.

It was by pure chance I read an article in the Evening Express but there was no mention there of where to send comments. I looked on the internet and found this site and can only hope this reaches the appropriate group or person.

45. I am writing in response to the consultation taking place before a proposal to make all Aberdeen taxis Wheelchair Accessible Vehicles (WAVs) by June 2019.

I should like to see a mixed fleet of saloon cars and WAVs for the following reasons:

1. I have had a hip replacement, two knee replacements and walk with a stick. I find Wheelchair Accessible Vehicles extremely difficult to get in and out of, and much prefer a saloon car, as do many frail elderly people who do not have any specific mobility problems.

2. My adult daughter has Down's Syndrome, Autism and a phobia about getting on busses and minibuses. She refuses to get into a Wheelchair Accessible Vehicle because the seats are higher than in a saloon car.

We often use taxis in Aberdeen to access hospital appointments, and always request a saloon car for the above reasons.

-
46. We believe that the Council is considering whether to retain mixed types of taxis such as saloons and wheelchair access vehicles or to opt for the latter only.

With so much emphasis today on ensuring that the obviously physically handicapped are not disadvantaged in terms of access and transport, we can understand that a council might worry about its caring image, feel pressure to be up to speed, as it were, and make all taxis wheelchair accessible particularly if some other council has done so.

However, opting for wheelchair accessible taxis alone would be disadvantageous for and discriminatory towards those members of the public who are not obviously physically handicapped.

We would make two points. Firstly, there are those elderly people who are small and/or stiff, who find it difficult to enter and exit wheelchair accessible taxis because of the side high step. Secondly, it is also more difficult to open and close a sliding door. Entry into and exiting from a saloon and its door handling are definitely easier.

What is our evidence for this? We who are in our eighties but pretty mobile personally find it so. Also this is the experience of fairly physically active friends and acquaintances. Where does that leave even less physically strong or supple people? Their needs have to be met.

We believe the sensible thing to do is have both types of taxi on the road to provide for people who need wheelchair access and for those who, while not immobile or chair bound, are less agile or strong.

47.
 1. Yes. A purpose built vehicle could accommodate able bodied and disabled people.
 2. N/A
 3. People in wheelchairs would not have to wait for a taxi as all purpose built taxis can accommodate all and make everyone equal.

-
48.
 1. Yes. Wheelchair users should be able to hire a taxi on the same level as everyone.
 2. N/A

3. If the taxi fleet are all wheelchair accessible there would be no discrimination as all taxi drivers would be trading equally and the public would benefit.

ABERDEEN CITY COUNCIL

COMMITTEE	Licensing Committee
DATE	5 June 2018
REPORT TITLE	Taxi Fare Review
REPORT NUMBER	GOV/18/019
DIRECTOR	Fraser Bell
REPORT AUTHOR	Karen Gatherum
TERMS OF REFERENCE	No 3

1. PURPOSE OF REPORT

- 1.1. To provide the Committee with evidence from a consultation that will allow it to reach an informed decision on any changes to be made to the current taxi fare tariff and comply with its duty to review taxi fares under section 17 of the Civic Government (Scotland) Act 1982

2. RECOMMENDATION(S)

That the Committee:

- 2.1. Considers the report and any representations made by members of the taxi trade and the public to the consultation (Appendix 3) and:
- 2.2. Agrees to either Option A **or** Option B as the proposed scales to be advertised for the taxi fare review in terms of section 17 of the Civic Government (Scotland) Act 1982;
- 2.3. Instructs Chief Officer-Governance to amend the fare card at surcharge 5 to reflect the holiday dates for 2019 and 2020; and
- 2.4. Instructs the Chief Officer of Governance to advertise the proposed scales agreed in a newspaper circulating in its area for at least one month together with the general effect of the proposed scales and the date when it is proposed that they will take effect.
- 2.5. To amend the previous decision of 17 April 2018 and to instruct the Chief Officer Governance to submit a report to the special meeting of the Licensing Committee on 9 July 2018 on the outcome of the consultation on the proposed scales and seeking a final decision on the future taxi fare levels to be adopted from 22 July 2018.

3. BACKGROUND

- 3.1. At the Licensing Committee on 17 April 2018, the Committee resolved:
 - 3.1.1. to approve for consultation, the fare review options set out at section 4 of the report subject to the options: which were to clearly state which surcharges were third party charges and the retention of the wording (non-airport taxis only) at Surcharge 8;
 - 3.1.2. Instructed the Chief Officer - Governance to conduct a consultation as outlined in section 5 of the Fare Review Report GOV.18.001; and
 - 3.1.3. Instructed the Chief Officer - Governance to submit a report to the Licensing Committee on 5 June 2018 on the outcome of the fare review proposal consultation and to seek a final decision on the future fee levels to be adopted from 26 June 2018.
 - 3.1.4. Legal Requirement
 - 3.1.5. In terms of Section 17 of the Civic Government (Scotland) Act 1982 (“The Act”) the Council, as the licensing authority for taxis is obliged to regularly review and fix the scales for fares and surcharges so that they take effect within 18 months beginning with the date on which the previous scales came into effect. The Local Authority last reviewed fares in December 2016 and the tariff and surcharges took effect on 23 January 2017. Therefore, the review must be completed, and the scales fixed no later than 22 July 2018.
 - 3.1.6. When reviewing fares and surcharges, the licensing authority may alter them or fix fares and other charges at the same rates. In carrying out the review, the licensing authority must first consult with persons or organisations appearing to them to be, or to be representative of, the operators of taxis operating within their area.
 - 3.1.7. Following consultation, the Committee must review the existing scales and propose new scales in relation to fares and surcharges. This is what is recommended in terms of this report. Thereafter, the licensing authority must publish those proposed scales in a newspaper circulating in its area setting out the proposed scales, explaining the effect of the proposed scales, proposing a date on which the proposed scales are to come into effect, and allowing a period of at least one month for written representations on the proposals. A further report is then brought before the Committee who consider any representations to the proposals before fixing the tariff and the date from which it is to take effect.
 - 3.1.8. Any person who operates a taxi in the area or any person or organisation appearing to the Traffic Commissioner to be a representative of such taxi

operators can appeal against any decision the Local Authority makes in respect of fares and surcharges. Any appeal is made to the Traffic Commissioner for the Scottish Traffic Area. An appeal to the Traffic Commissioner may be made within 14 days of notice being given by the licensing authority to taxi operators and representative taxi organisations of the agreed fare scales

3.2. Matters to Be Taken Into Account When Undertaking a Fare Review.

3.2.1. The Scottish Government's Taxi and Private Hire Car Licensing: Best Practice for Licensing Authorities issued April 2012 states that authorities are advised as best practice to pay regard to advice contained in paragraphs 2.34-2.37 of Scottish Development Department Circular 25/1986. It states that, "in fixing fares, authorities will want to pay primary regard to the costs incurred by the trade, having regard to the capital costs (including interest payments) of the vehicles, the costs of maintaining and replacing them to a standard of the licensing authority, of employing drivers and the prevalent level of wages and costs in related road transport industries. The public interest is best served by ensuring the maintenance of an adequate taxi service by giving the trade a fair return rather than depressing fares for social reasons, however understandable."

3.3. Taxi Fare Formula

3.3.1 A change index is used to calculate the percentage change in costs since the fares were last reviewed. The index used is the outcome of advice received in April 2013 by the Committee from consultants engaged for that purpose and is based on two component parts: operating costs and average earnings.

Change Index = Change Costs + Change Earnings.

3.3.2 The formula assumes an average annual mileage of 25,786 miles, which is the figure, arrived at after sampling 10% of the fleet. It also assumes a vehicle life of five years. At present, the fleet comprises 52 % saloon cars and 48% wheelchair accessible vehicles. The vehicle cost is based on the weighted average costs of a typical saloon car (Toyota Avensis) and a typical accessible vehicle (Peugeot Partner Premier). Prices are based on the basic diesel model for each. To calculate the annual cost, it is assumed that each have a lifecycle of five years. Parts, tyres, labour and fuel costs are obtained from the annual table of running costs for diesel vehicles from the AA (most up to date being 2014). Discussions are required to nominate a more up to date source of information for future fare reviews. The figures for earnings are obtained from the Office of national Statistics (ONS), Annual Survey of Hours and Earnings (ASHE) and use the UK annual mean earnings for full time employees.

3.4 Index Cost Calculations

3.4.1 The table below shows that using the above formula costs have increased since the last review took place.

Component in Index	Annual Cost 2016	Annual Cost 2018	% Change
Vehicle cost	£3700	3,819	3.22
Tyres	£403	£403	0.00
Garage and servicing- Labour	£579	£552	-4.69
Fuel	£2459	£2630	12.21
Insurance	£931	£1,150	15.23
Miscellaneous	£360	£390	8.43
Total Operating Costs	£9,156	£9,552	5.86
Average National Earnings	£33,689	£35,423	5.15
National Insurance	£146	£146	0.00
Total Index Costs	£42,991	£45,123	5.09%

3.5 Demand for Taxis

3.5.1 A taxi demand survey was undertaken in 2014 and a report on its findings was before the Committee on 25 November 2014. It found that drivers appeared to have significant scope of when they wished to work and that these choices were impacting on the levels of service available. There was also evidence that the standard of the current fleet is high from which it can be inferred that remuneration, at that time, was sufficiently high enough to enable the trade to sustain this. The survey found that there was significant unmet demand for taxis in Aberdeen that required addressing, particularly that provided from mid-afternoon Friday until through to the early hours Sunday morning and as a result of this the Committee agreed to an additional thirty taxi licences bringing the maximum number of taxi licences to 1079.

3.5.2 The Committee is obliged to review any limit it fixes on taxi licences. The Licensing Committee have instructed that a further survey should be carried

out and this survey will be available by August 2018 for this purpose. It is recognised that the downturn in oil and gas activity in the city is likely to have impacted on the operation of the fleet and the demand for taxis as a whole. Presently the number of licensed taxis in the fleet is approximately 929, short of the limit of 1079. In addition the 2018 demand survey will incorporate an overprovision assessment of private hire vehicles and a review of taxi rank provision in the City.

3.6 Tariff and other charges

3.6.1 There are two issues which should be considered; the complexity of the current tariff structure and the level of charges.

3.6.2 The tariff charges operated in Aberdeen are complex and not easy for customers to follow. The tariff charges of some other licensing areas appear to be simpler and more transparent for the customer than that in use in Aberdeen. It would be beneficial to look at a simpler arrangement which would be easier for the customer to understand and would be simple to operate.

3.6.3 The relationship of the tariff structure and the level of individual charges should be considered together if there is to be a change to the tariff structure as they impact on the return to the trade.

3.6.4 It would be beneficial to engage with trade representatives and taximeter providers to explore the ways in which the tariff charges could be restructured without detriment to the trade whilst being simplified for members of the public to understand.

3.6.5 So far as the charges themselves are concerned, implementation of the change index shows that there has been a 5.09% increase in costs since the last review. If the current tariff surcharges are to remain unchanged for this fare review then taking account of the cost data it is recommended that the basic tariff be increased by 5%.

3.6.6 The current tariff is attached as Appendix 1.

4. **OPTIONS**

4.1. **Option A:** Agrees to increase the current basic tariff by 5%; (See Appendix 2)

OR

4.2. **Option B:** Agrees to maintain the basic tariff at its current level; (see Appendix 1)

5. CONSULTATION

- 5.1. Section 17 of The Act requires the licensing authority, when carrying out a fare review, to first consult with persons or organisations appearing to them to be representative of taxi operators in their area. The members of the Taxi and Private Hire Car Consultation Group were identified as persons who are representative of operators of taxis in the City and the fare formula was sent to them on 1 March 2018 for discussion at the meeting of the Consultation Group on 13 March 2018.
- 5.2. At the meeting of the Taxi and Private Hire Car Consultation Group on 13 March 2018, the trade representatives provided an initial view on both options A and B as detailed in this report. They considered that the fare surcharges should stay the same. This reason for this is because if it was agreed to keep the fares the same/status quo or even increase the fares by 5% and the surcharges were to be removed, this would actually result in a fare decrease, which would not be acceptable to the trade. Although the trade appreciated that it was never a good time, in relation to the public, to ask for an increase in the tariff, they were generally happy with the two options proposed. The trade representatives agreed to arrange to meet and further consult their members on whether to back option A or option B or indicated they could propose a higher increase to be considered by the Licensing Committee at their meeting on 17 April 2018.
- 5.3. A representative of the Aberdeen Taxi Group, representing the trade, addressed the Committee on 17 April 2018 with a deputation. This stated that after further consultation with the trade they were in agreement to an increase of 5% on the tariff.
- 5.4. A representative of Aberdeen International Airport addressed the Committee on 17 April 2018 with a deputation, with an update on the change in the taxi operation within the Airport Zone.
- 5.5. The further consultation agreed by Committee on 17 April 2018 was widely sent to the Trade and the Public via the press, social media and highlighted on Aberdeen City Council's website from 20 April 2018 until 9 May 2018. The responses to the consultation are attached at Appendix 3
- 5.6. Once the Committee has undertaken the Consultation with the Representatives of Taxi Operators in their area, reviewed the scales and agreed on proposed new scales they require to carry out a formal public consultation on the proposals. Steps will also be taken to consult with current licence holders. Consultation will take place by press advertisement and will commence as soon as practicable following the Committee meeting on 5 June 2018. Responses will be invited to be made by 5 July 2018. The Council's Corporate Communications team will be asked to issue a press release and details of the consultation will be made available on the licensing pages of the Council's website. Social media will also promote this consultation.

- 5.7. Following the consultation, it is proposed that a report summarising the responses received would be submitted to the special meeting of the Licensing Committee on 9 July 2018. At that time the Committee will be invited to make a final decision on any changes to the fare scales.
- 5.8. After the last taxi fare review in 2016 the Team Leader of Licensing was instructed by the Committee to undertake a review of the taxi fare formula including surcharges, explore the restructure of tariff charges and explore ways any future increase in airport access charges could be mitigated by the Council. Prior consultation with the Taxi and Private Hire Car Consultation Group and representatives of the taxi trade has already taken place regarding these issues and they are again to be addressed prior to the taxi fare review report in January 2020 after the Team Leader of Licensing has contacted the formula developer for updates to the sources used.
- 5.9. As a result of the meeting of the Taxi and Private Hire Car Consultation Group meeting on 13 March 2018. The taxi trade representatives advised that:
- 5.9.1. The formula requires to be revisited and suggested that the licensing authority look at how more up to date data can be used in the formula, for example the information from the Automobile Association website.
- 5.9.2 They appreciated that the licensing authority could not achieve this reassessment of the formula in relation to the current fare review but requested this be incorporated in the next review.
- 5.9.3 The wording of the surcharges on the tariff card should be as follows,
- 5.9.4. In relation the airport charge that it be changed to read “the current airport barrier charges”, and
- 5.9.5 That the surcharges for the airport and railway station have “third party charges” written next to them to show customers that these reflect charges imposed by a third party on the operation of the taxi and are not additional charges imposed by the driver.
- 5.9.6 However, some of these matters may/will need to await the final outcome of the Taxi Demand Survey in order to be fully addressed. It is intended that the survey will be available for consideration by August 2018 for this purpose. Any further proposals to amend the fare formula, surcharges, tariff structure, airport charges etc. could then be fully consulted upon and included in the next taxi fare review which requires to be concluded by January 2020.

6. FINANCIAL IMPLICATIONS

- 6.1 The approval of the recommendations will require:

- 6.1.1 All licence holders, members of the Taxi and Private Hire Car Consultation Group, the public and the Chief Constable, Police Scotland to be consulted and invited to attend a further special meeting of the Licensing Committee;
- 6.1.2 After fixing the new scales, the licensing authority must give written notice to all taxi licence holders and the persons and organisations consulted during the review, setting out and explaining the effect to the scales fixed, the date they are to come into effect and their rights of appeal to the Traffic Commissioner.
- 6.1.3 Copies of the new Taxi Tariff Card to be produced and issued to all taxi and private hire licence holders to be displayed in their vehicles, approximately 1,230 this will be funded from the Taxi licensing budget;
- 6.1.4 Staff costs of the fare review and meter calibration will be contained within existing approved budgets.
- 6.1.5 There will therefore, be a financial cost to the Licensing Team, Governance in consultation advertisements, producing and issuing the above documentation. These costs will be met within existing taxi licensing budgets.

7. LEGAL IMPLICATIONS

- 7.1. In terms of Section 17 of the Civic Government (Scotland) Act 1982 the Council, as the licensing authority for taxis is obliged to review and fix the maximum scale of fares and surcharges so that they take effect within 18 months beginning with the date on which the previous scales came into effect.
- 7.2. Operators of taxis or any person or organisation appearing to the Traffic Commissioner to be a representative of such taxi operators can appeal against any decision the Local Authority makes in respect of fixing fares and surcharges. Any appeal is made to the Traffic Commissioner for the Scottish Traffic Area within 14 days of notice being given by the Licensing Authority.

8. MANAGEMENT OF RISK

	Risk	Low (L), Medium (M), High (H)	Mitigation
Financial	As per paragraph 6 above.	L	
Legal	As per paragraph 7 above	L	
Employee	There is no risk to employees arising from the recommendations of	L	

	this report		
Customer	Implementation of Option A will increase the cost of a taxi/private hire journey for the customer/citizen of Aberdeen	L	
Environment	There is no risk to the environment arising from the recommendations of this report	L	
Technology	There is no risk to technology arising from the recommendations of this report	L	
Reputational	As a licensing authority there would be a reputational risk to the Council if it failed to undertake its legal obligation and not carry out the review.	M	As this report is introducing the review for consultation within the statutory time period any risk is mitigated.

9. OUTCOMES

Design Principles of Target Operating Model	
	Impact of Report
Customer Service Design	The option to increase the basic taxi fare may however impact on the people of Aberdeen by restricting the affordability of a taxi journey to certain members of the public. The option not to increase the basic taxi fare or surcharges will ensure that taxi journeys remain affordable for a wider customer base.
Partnerships and Alliances	Currently we anticipate there will be no impact on the taxi trade arising from the implementation of Option A or B. However the Committee has instructed that a Taxi Demand Survey be undertaken and the results of this are expected to be reported in August 2018. This Demand Survey may disclose relevant economic implications for the City and the Taxi Trade

10. IMPACT ASSESSMENTS

Assessment	Outcome
Equality & Human Rights Impact Assessment	Completed and not required
Privacy Impact Assessment	Not required
<u>Children's Rights Impact Assessment/Duty of Due Regard</u>	Not applicable

11. BACKGROUND PAPERS

11.1 None

12. APPENDICES

12.1. Appendix 1- the Current Taxi Tariff Card

12.2. Appendix 2- the amended Taxi Tariff Card illustrating the proposed 5% increases.

12.3. Appendix 3-consultation results.

13. REPORT AUTHOR CONTACT DETAILS

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NOTICE TO BE PROMINENTLY DISPLAYED IN VEHICLE



ABERDEEN
CITY COUNCIL

CITY OF ABERDEEN
LICENSING OF TAXIS AND PRIVATE HIRE CARS
MAXIMUM CHARGES APPLICABLE TO HIRE OF TAXIS AND PRIVATE HIRE CARS FITTED WITH TAXI METERS – WITH EFFECT FROM 23 JANUARY 2017

Basic Tariff

(A)	For the FIRST 950 yards	£2.40
(B)	For every additional 180.5 yards (Time Locked in Meter)	£0.20

Extras

(A) **Waiting**

A sum calculated at the rate of £23.00 per hour.

(B) **Surcharges**

(NB: Surcharges 1 to 6 and 8 to 11 apply to all taxis and private hire cars fitted with a meter. Surcharge 7 applies only to hires commencing at the airport for taxis zoned to operate there).

(1) For each hiring between 10pm on Mondays to Thursdays inclusive and 8am the following day. (Time Locked in Meter) **£1.00**

(2) For each hiring between 10pm on Friday and 8am on the following Monday. (Time Locked in Meter) **£1.00**

(3) For each hiring between 2am and 5am on Saturday and Sunday mornings. (Time Locked in Meter) **£2.00**

(4) For each hiring pre-booked. **£1.00**

(5) For each hiring on the Spring, May Day, Midsummer and Autumn holidays as follows: - **£1.00**

Spring- Monday following third Sunday in April (if such Monday falls within the week in which Good Friday falls, then the following Monday)
Mayday-first Monday in May
Midsummer-second Monday in July
Autumn –fourth Monday in September

(6) For each hiring between 10pm on 24 December and 5am on 27 December and between 10pm on 31 December and 5am on 3 January. (Time Locked in Meter) **Add 50% to basic tariff**

(7) For each hiring commencing at the Airport. **£1.00**

(8) For each hiring dropping passengers at the inner forecourt of the airport (Non-airport zoned taxis only) **£2.00**

(9) For each hiring commencing at Aberdeen Railway Station. **£0.50**

(10) A charge of £50 per incident of fouling a taxi.

(11) Where more than four passengers carried. **Add 50% to basic tariff plus surcharges (excluding surcharges 4,7 and 8)**

Head of Legal and Democratic Services

EXPLANATORY NOTES.

1. The Council is required to set a maximum amount that can be charged for journeys in Taxis and Private Hire Cars fitted with Taximeters which it licences. Fares are reviewed at regular intervals to take into account of the operational costs of the vehicle and the driver's time, to allow the operator to make a reasonable return and to encourage the operation of taxis. Comparisons are made with taxi fares in other areas of the UK. There is opportunity for the public and trade to participate in the setting on the levels of fares proposed and taxi operators have the right to appeal against the Tariff set down by the Council before it comes into operation.
2. Please note that a taxi driver is not required to take you on a journey ending outside the city boundary. Typical Destinations in the City – Aberdeen Airport, Bridge of Don, Cove, Dyce, Kingswells and Peterculter. Outwith the City – Banchory, Blackburn, Ellon, Kemnay, Kintore, Inverurie, Oldmeldrum, Portlethen, Stonehaven and Westhill. If the driver does agree to take you outwith the city, these maximum fares do not apply and it is up to you to reach agreement with the driver as to the fare. You should do this before you start.
3. If you have booked a taxi to arrive at a particular time and keep it waiting, the driver can start the meter running once he has made his presence known to you and you can be charged at the maximum Waiting Time Rate shown on the Tariff.
4. The taximeter contains an electronic clock and calendar and calculates the correct fare based on the date, time of day and distance travelled. If the vehicle's speed falls below a predetermined speed, the taximeter will automatically switch over from calculating the fare based on the distance travelled to a calculation based on the time spent in the vehicle. You will be able to see the fare mounting up on the taxi meter as the vehicle goes along.
5. The driver is required to take you to your destination by the shortest practicable route.
6. The maximum fare you are required to pay is the sum calculated in accordance with the Tariff overleaf.
7. Please note that - (1) The fare payable may differ for the same journey on different days if the taxi has been held up in traffic and (2) a very short journey may be relatively expensive, due to the way the meter works. The fare will also vary depending on whether the trip was during the evening, early Saturday or Sunday morning or during certain public holidays.
8. If you are asked to pay VAT on the fare, please ask for a proper VAT receipt.
9. It is up to you to decide whether you wish to give the driver a Tip.
10. It is a criminal offence for you to take a taxi journey without having the money to pay for it.

Website: For explanatory notes about the tariff & other taxi/private hire car information see aberdeencity.gov.uk.

Complaints: Any complaints should be made to the Licensing Department by telephoning 01224 522879 or 522878 or by email to licensing@aberdeencity.gov.uk . Complaints can also be made to any police station or on the non-emergency police number 101. The licence number of the vehicle or its driver and the name of the company should be quoted.

NOTICE TO BE PROMINENTLY DISPLAYED IN VEHICLE



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**CITY OF ABERDEEN
LICENSING OF TAXIS AND PRIVATE HIRE CARS
MAXIMUM CHARGES APPLICABLE TO HIRE OF TAXIS AND PRIVATE HIRE CARS FITTED WITH TAXI METERS – WITH EFFECT FROM 23 JANUARY 2017**

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Extras

(A) **Waiting**

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(B) **Surcharges**

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(8) For each hiring dropping passengers at the inner forecourt of the airport (Non-airport zoned taxis only) **£2.00**

(9) For each hiring commencing at Aberdeen Railway Station. **£0.50**

(10) A charge of £50 per incident of fouling a taxi.

(11) Where more than four passengers carried. **Add 50% to basic tariff plus surcharges (excluding surcharges 4,7 and 8)**

Head of Legal and Democratic Services

EXPLANATORY NOTES.

1. The Council is required to set a maximum amount that can be charged for journeys in Taxis and Private Hire Cars fitted with Taximeters which it licences. Fares are reviewed at regular intervals to take into account of the operational costs of the vehicle and the driver's time, to allow the operator to make a reasonable return and to encourage the operation of taxis. Comparisons are made with taxi fares in other areas of the UK. There is opportunity for the public and trade to participate in the setting on the levels of fares proposed and taxi operators have the right to appeal against the Tariff set down by the Council before it comes into operation.
2. Please note that a taxi driver is not required to take you on a journey ending outside the city boundary. Typical Destinations in the City – Aberdeen Airport, Bridge of Don, Cove, Dyce, Kingswells and Peterculter. Outwith the City – Banchory, Blackburn, Ellon, Kemnay, Kintore, Inverurie, Oldmeldrum, Portlethen, Stonehaven and Westhill. If the driver does agree to take you outwith the city, these maximum fares do not apply and it is up to you to reach agreement with the driver as to the fare. You should do this before you start.
3. If you have booked a taxi to arrive at a particular time and keep it waiting, the driver can start the meter running once he has made his presence known to you and you can be charged at the maximum Waiting Time Rate shown on the Tariff.
4. The taximeter contains an electronic clock and calendar and calculates the correct fare based on the date, time of day and distance travelled. If the vehicle's speed falls below a predetermined speed, the taximeter will automatically switch over from calculating the fare based on the distance travelled to a calculation based on the time spent in the vehicle. You will be able to see the fare mounting up on the taxi meter as the vehicle goes along.
5. The driver is required to take you to your destination by the shortest practicable route.
6. The maximum fare you are required to pay is the sum calculated in accordance with the Tariff overleaf.
7. Please note that - (1) The fare payable may differ for the same journey on different days if the taxi has been held up in traffic and (2) a very short journey may be relatively expensive, due to the way the meter works. The fare will also vary depending on whether the trip was during the evening, early Saturday or Sunday morning or during certain public holidays.
8. If you are asked to pay VAT on the fare, please ask for a proper VAT receipt.
9. It is up to you to decide whether you wish to give the driver a Tip.
10. It is a criminal offence for you to take a taxi journey without having the money to pay for it.

Website: For explanatory notes about the tariff & other taxi/private hire car information see aberdeencity.gov.uk.

Complaints: Any complaints should be made to the Licensing Department by telephoning 01224 522879 or 522878 or by email to licensing@aberdeencity.gov.uk. Complaints can also be made to any police station or on the non-emergency police number 101. The licence number of the vehicle or its driver and the name of the company should be quoted.

APPENDIX 3

Comments received on taxi fare review consultation.

1. I wish to comment on the taxi fare tariff proposals for 2018 and vote for Option B - maintain the scales at current rates. The taxi fares in Aberdeen city are already high and I struggle to see an additional 5% being justified.

2. I don't believe that any increase in fares can be considered until the issue of credit card acceptance is addressed. It's 2018. Yesterday, at midday, I had to walk past 10 cards on the back wind rank before I found one that would take a card payment. This antiquated attitude is an embarrassment to the city, especially visitors arriving for the first time, and is completely out of touch with the way that people pay for goods and services in 2018. The cost of acquiring card facilities is £20-30, and the fees are around 1.75% at most, i.e. 17.5 pence per £10 - less than one click of the meter. There is simply no excuse. It seems incredible that you'd consider a 100% wheelchair fleet for the 1% of the population that use a wheelchair, but not a 100% card payment acceptance when 76% of transactions no longer use cash. Until the industry drags itself into the 21st century, you cannot consider raising prices.

3. It was of interest that you sought your consultation fares and charges for the hire of Taxis and Private Hire Cars, Please see my feedback:
 - the rates are significantly high considering the geographical nature of Aberdeen in that it's on the margin of a rural area meaning that significant distances are often travelled i.e. in excess of 12 miles.
 - Car prices, Inflation, fuel, national minimum wages hasn't risen by 5% this fiscal year therefore why is a 5% increase mandated,
 - Rates should be comparable to those of Renfrewshire Council, unless Aberdeen city council can demonstrate a different cost of living in the area.
 - The high rates have a prohibitive and restrictive effect on tourism, hotels and licensed establishments.

4. I have held a City of Aberdeen taxi license since July 2007 and have worked as a licensed taxi driver since that year, at this moment in time I don't think it is the right time to increase the taxi tariff so I'd like to lodge my objection to the proposed increase as I feel also that the ATG who proposed the increase don't represent enough of the taxi trade having only 8 members including one who has a very vested interest in a meter change exercise that his company profits from.

5. With regards to increase, I would be in favour.

6. The following things would be better for the people of Aberdeen:
 1. 5% off for students at NESCOL, RGU, UoA during term time only to and from any listed campuses
 2. 10% off for the elderly
 3. No charge for pre booking
 4. Disability awareness cards for people who are disabled and using taxis
 5. Meter should stop when in traffic so you only pay for the time your moving
 6. Taxi booking apps should give you an estimate Fare and Destination arrival time

7. I wanted to give my feedback on the consultation.

I Feel ripped off every time I use a taxi in Aberdeen. Visitors cannot believe how expensive it is and further increases do not help Aberdeen as a city.

The cost for hiring the radio / GPS systems, minimum fares etc all add up to an expensive journey.

Glasgow, London, Manchester etc are all cheaper to get around. They all have better public transport and cheaper also.

Uber would help reduce and lower fares would encourage more people to use taxis rather than their won cars or getting lifts and causing more journeys.

Don't price Aberdeen out of future growth for short term financial targets.

-
8. I do think that it is about time that the tarriff was raised although Aberdeen has had a downturn in oil industry taxi costs have contiued to rise as has household costs , e.g. rent ,electricity,gas food etc.
I do think that the rise should stay away from the use of coppers we carry a lot of change as it is and this will make even more difficult working conditions especially at night.
Would it not be possible to have starting price at £2.50 and still going up by .20p but adjust the distance travelled for our 5% increase.
Thanks for giving me the oppportunity to express my views.

9. REF: Tariff increase 2018

Whilst I agree with proposal option A, there are certain parts of this proposal that need to be refined as it would be incomplete and impossible to work in it's current format as detailed below.

1) The working environment of a taxi driver is of very limited space and for this reason carrying 1p and 2p coins would/will in itself cause difficulty for the drivers operating these vehicles. (even the coin dispensers used by over 90% of drivers do not have sections for coins less that 10p). For this reason amongst others to follow we need to keep the initial increments ending in (0).

2) The flagfall (basic tariff A) proposed at £2.52 over 950 yards.

The 5% increase is achievable at £2.40 and reduce the initial distance to 904.7 yards. (reason for this explained in operation of taximeters below)

3) Distance (basic tariff B) proposed at £0.21 over 180.5 yards.

The 5% increase is achievable at £0.20 by reducing the distance to 171.9 yards. . (reason for this explained in operation of taximeters below)

4) Waiting time. There appears to be no increase in the waiting time. Whilst I understand there is no increase on surcharges or extras the waiting time very much falls into the category of basic tariff and for a true 5% increase the waiting time needs to be adjusted as well. A slight variation would be required to achieve this.

The current waiting time is £23.00ph, add 5% will give £24.15. In order to keep the increments changing at £0.20 on the taximeter I would suggest reduce the increase on the waiting time to 4.35% thus giving £24.00ph. This then allows the meter to calculate at 20p every 30 seconds and keeps the zero.

OPERATION OF TAXIMETERS

The taximeter is a very complex calculator but has limited ability in certain aspects of it's operation. The taximeter has no ability to calculate fractions of pennies as would fall foul of the current proposal in various areas without imposing changes suggested above.

IE: Basic tariff B = 21p increment, add surcharge (11) add 50% = 31.5p , add surcharge (6) add 50% = 47.25p

In any case the distance on a taximeter can be adjusted in order to achieve certain percentages which allows the ability of keeping the zero on the end whilst adding the required percentage to the tariff.

1. The operator of the vehicle has no ability to do this, it must be programmed into the meter by the local agents.
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10. The main point that I would like to raise is that the distance is adjusted to meet the increase instead of making the charges include 1 & 2 pence pieces. I did mention this at the TCG meeting but was advised that it was “glossed” over and not put in the minutes.

It really would not be best practice for the taxi driver to carry coppers with them as it makes the float awkward and likewise for the public.

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