

# Public Document Pack



To: Councillor Reynolds, Convener; Councillor Malik, Vice Convener; and Councillors Allan, Bell, Delaney, Henrickson, Radley, Sellar and Townson.

Town House,  
ABERDEEN 11 May 2021

## LICENSING COMMITTEE

The Members of the **LICENSING COMMITTEE** are requested to meet in **Council Chamber - Town House** on **TUESDAY, 18 MAY 2021 at 10.00 am.**

Members of the press and public are not permitted to enter the Town House at this time. The meeting will be webcast and a live stream can be viewed on the Council's website

FRASER BELL  
CHIEF OFFICER - GOVERNANCE

## BUSINESS

### NOTIFICATION OF URGENT BUSINESS

1.1 Urgent Business

### DETERMINATION OF EXEMPT BUSINESS

2.1 Exempt Business

### CONFIDENTIAL BUSINESS

3.1 Confidential Business

### DECLARATIONS OF INTEREST

4.1 Declarations of Interest (Pages 5 - 6)

## **DEPUTATIONS**

- 5.1 Deputations

## **MINUTES AND COMMITTEE BUSINESS PLANNER**

- 6.1 Minute of Previous Meeting of 16 March 2021 (Pages 7 - 12)
- 6.2 Minute of Meeting of the Licensing Sub Committee of 7 April 2021 (Pages 13 - 14)
- 6.3 Committee Business Planner (Pages 15 - 16)

## **APPLICATIONS FOR LICENCES - INCLUDING LIST OF APPLICATIONS**

- 7.1 Renewal of a Licence for a House in Multiple Occupation - 386D King Street (Pages 19 - 24)
- 7.2 Renewal of a Licence for a House in Multiple Occupation - 627 King Street (Pages 25 - 28)
- 7.3 Renewal of a Licence for a House in Multiple Occupation - 77-79 Bon Accord Street (Pages 29 - 32)
- 7.4 Taxi - Request for Exemption from Age of Vehicle Policy - Matthew Chyla (Pages 33 - 36)
- 7.5 Grant of a Street Trader Licence - Num Owen (Pages 37 - 38)
- 7.6 Grant of a Street Trader Licence - Aberdeen Bike Vending Ltd (Pages 39 - 56)
- 7.7 Grant of a Street Trader Licence - JBG Catering (Pages 57 - 88)

## **COMMITTEE REPORTS**

- 8.1 Application for Changes to the City Centre Taxi Ranks - COM/21/064 (Pages 89 - 104)
- 8.2 Taxi and Private Hire Policy Review Consultation Responses - COM/21/114 (Pages 105 - 130)

**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.**

- 9.1 Renewal of a Taxi Driver Licence (Pages 133 - 134)
- 9.2 Renewal of a Taxi Driver Licence (Pages 135 - 138)
- 9.3 Renewal of a Taxi Driver Licence (Pages 139 - 140)
- 9.4 Paragraph 11 Suspension (Pages 141 - 148)
- 9.5 Grant of a Street Trader Licence (Pages 149 - 152)

Should you require any further information about this agenda, please contact Mark Masson, tel 01224 522989 or email [mmasson@aberdeencity.gov.uk](mailto:mmasson@aberdeencity.gov.uk)

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## **DECLARATIONS OF INTEREST**

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.

## LICENSING COMMITTEE

ABERDEEN, 16 March 2021. Minute of meeting of the LICENSING COMMITTEE.  
Present: Councillor Reynolds, Convener; Councillor Malik, Vice Convener; and Councillors Allan, Bell, Delaney, Henrickson, Radley, Sellar and Townson.

The agenda and reports associated with this minute can be found [here](#).

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.

### DECLARATIONS OF INTEREST

1. Members were requested to intimate any declarations of interest in respect of the items on today's agenda, thereafter the following were intimated:-  
(1) Councillor Radley declared an interest in item 7.6 (Grant of a Street Trader Licence – Douglas Durno, Canal Street (Woodside) South Side, 25m East of Bank Street (outside No 26), by virtue of her having prior involvement at the site in terms of another role she had. She considered that the nature of her interest required her to leave the meeting and she therefore took no part in the consideration of this item.

### MINUTE OF PREVIOUS MEETING OF 19 JANUARY 2021

2. The Committee had before it the minute of its previous meeting of 19 January 2021.

**The Committee resolved:-**  
to approve the minute.

### COMMITTEE BUSINESS PLANNER

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

**The Committee resolved:-**

- (i) to note that in relation to item 4 (Taxi and Private Hire Policy Review), that officers would publicise the amended date for the report to be submitted to Committee;
- (ii) to remove item 16 (Age Policy for Private Hire and Taxi Vehicles) and item 17 (Mixed Fleet Policy Options), for the reasons outlined in the planner; and
- (iii) to otherwise note the Committee Business Planner.

## **LICENSING COMMITTEE**

16 March 2021

### **RENEWAL OF A LICENCE FOR A HOUSE IN MULTIPLE OCCUPATION - 48A FOUNTAINHALL ROAD**

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

### **RENEWAL OF A LICENCE FOR A HOUSE IN MULTIPLE OCCUPATION - FIRST FLOOR FLAT, 64 GREAT WESTERN ROAD**

5. With reference to article 6 of the minute of the previous meeting of 19 January 2021, the Committee had before it a report by the Private Sector Housing Manager, which advised that the application was before the Committee for the reason that one letter of representation had been submitted.

The applicant's agent, Ms Anna Munro, was in attendance and spoke in support of the application and responded to questions from members of the Committee.

The respondent's partner, Ms Claire O'Farrell, was in attendance and spoke in support of the letter of representation and responded to questions from members of the Committee.

Both parties summed up.

#### **The Committee resolved:-**

- (i) to defer consideration of the application until the works were completed, after which time the Private Sector Housing Manager could grant the licence under delegated powers if appropriate; and
- (ii) that the applicant be encouraged to install a floor covering system (e.g. rugs) to mitigate against footfall noise levels.

### **RENEWAL OF A LICENCE FOR A HOUSE IN MULTIPLE OCCUPATION - 386D KING STREET**

6. The Committee had before it a report by the Private Sector Housing Manager, which advised that the application was before the Committee for the reason that one letter of representation had been submitted.

The applicant, Mr Ka Wai Cheng, was in attendance and spoke in support of the application and responded to questions from members of the Committee.

The respondent, Mr Edward Robinson was in attendance and spoke in support of the letter of representation and responded to questions from members of the Committee.

Both parties summed up.



## LICENSING COMMITTEE

16 March 2021

### **The Committee resolved:-**

to defer consideration of the application until the next meeting of the Committee to allow the Private Sector Housing Manager to liaise with colleagues in the Housing Repairs Team to determine the history relating to water leaks from the HMO flat into the Council-owned flat immediately below.

### **RENEWAL OF A LICENCE FOR A HOUSE IN MULTIPLE OCCUPATION - 15 SPITAL**

7. The Committee had before it a report by the Private Sector Housing Manager, which advised that the application was before the Committee for the reason that one letter of representation had been submitted.

The applicant and his agent, Mr Duncan Love, was in attendance and spoke in support of the application and responded to questions from members of the Committee.

The respondent, Dr Jacinta Birchley, was in attendance and spoke in support of the letter of representation and responded to questions from members of the Committee.

Both parties summed up.

Councillor Townson, seconded by the Vice Convener, moved:-

to defer consideration of the application until the works were completed, after which time the Private Sector Housing Manager could grant the licence under delegated powers if appropriate, for the full three-year term.

Councillor Delaney, seconded by Councillor Bell, moved as an amendment:-

to defer consideration of the application until the works were completed, after which time the Private Sector Housing Manager could grant the licence under delegated powers if appropriate, for a one year period.

On a division, there voted:- for the motion (4) – the Vice Convener and Councillors Henrickson, Sellar and Townson; for the amendment (5) – the Convener and Councillors Allan, Bell, Delaney and Radley.

### **The Committee resolved:-**

to adopt the amendment.

### **RENEWAL OF A LICENCE FOR A HOUSE IN MULTIPLE OCCUPATION - 17 SPITAL**

8. The Committee had before it a report by the Private Sector Housing Manager, which advised that the application was before the Committee for the reason that one letter of representation had been submitted.

The applicant and his agent, Mr Duncan Love, was in attendance and spoke in support of the application and responded to questions from members of the Committee.

## LICENSING COMMITTEE

16 March 2021

The respondent, Dr Jacinta Birchley, was in attendance and spoke in support of the letter of representation and responded to questions from members of the Committee.

Both parties summed up.

Councillor Townson, seconded by the Vice Convener, moved:-  
to defer consideration of the application until the works were completed, after which time the Private Sector Housing Manager could grant the licence under delegated powers if appropriate, for the full three-year term.

Councillor Delaney, seconded by Councillor Bell, moved as an amendment:-  
to defer consideration of the application until the works were completed, after which time the Private Sector Housing Manager could grant the licence under delegated powers if appropriate, for a one year period.

On a division, there voted:- for the motion (4) – the Vice Convener and Councillors Henrickson, Sellar and Townson; for the amendment (5) – the Convener and Councillors Allan, Bell, Delaney and Radley.

**The Committee resolved:-**  
to adopt the amendment.

### DECLARATION OF INTEREST

**In accordance with article 1 of this minute, Councillor Radley withdrew from the meeting prior to consideration of the following item of business.**

### **GRANT OF A STREET TRADER LICENCE - DOUGLAS DURNO, CANAL STREET (WOODSIDE) SOUTH SIDE, 25M EAST OF BANK STREET (OUTSIDE NO 26)**

9. The Committee had before it an information sheet prepared by the Chief Officer – Governance, which advised that the application required to be determined by 29 November 2021 and that officers had yet to receive evidence of landowner consent to occupy the site.

Mr Sandy Munro, Team Leader indicated that landowner's consent had now been received but unfortunately due to an administrative error, some respondents had not been invited to attend the meeting today, and as a result, he suggested that a Licensing Sub Committee meeting be arranged to consider the application with all parties being invited to attend and participate in the proceedings if they so wish. He also advised that one of the Ward Councillors had withdrawn their objection.

**The Committee resolved:-**

## **LICENSING COMMITTEE**

16 March 2021

- (i) to note the information provided by the Licensing Team Leader regarding the administrative error; and
- (ii) to defer consideration of the application to a meeting of the Licensing Sub Committee, noting that the objection by Ward Councillor 1 had been withdrawn.

### **CONFIDENTIAL INFORMATION**

**The press and public were excluded from the meeting for consideration of the following items which contained confidential information in terms of Section 50A 3(b) of the Local Government (Scotland) Act 1973.**

### **GRANT OF A LATE HOURS CATERING LICENCE (AGENDA ITEM 8.1)**

10. The Committee were advised that the application had been withdrawn.

### **RENEWAL OF A TAXI DRIVER LICENCE (AGENDA ITEM 8.2)**

11. With reference to article 17 of the minute of the previous meeting of 19 January 2021, the Committee had before it (1) an information note prepared by the Chief Officer – Governance in respect of the application which advised that the application had to be determined by 19 January 2022; and (2) a letter of representation from the Chief Superintendent, Police Scotland, c/o North East Division dated 2 February 2021.

The licence holder's agent, Mr Tony Dawson was in attendance and spoke in support of the application.

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

Sergeant Flett and the applicant's agent both summed up.

#### **The Committee resolved:-**

to grant the renewal of the licence.

### **RENEWAL OF A TAXI DRIVER LICENCE (AGENDA ITEM 8.3)**

12. The Committee had before it an information note prepared by the Chief Officer – Governance in respect of the application which advised that the application had to be determined by 20 July 2021.

The licence holder was in attendance and spoke in support of the application and responded to questions from members of the Committee.

**LICENSING COMMITTEE**

16 March 2021

**The Committee resolved:-**

to grant the renewal of the licence.

**TAXI EXEMPTION FROM WHEELCHAIR ACCESSIBLE VEHICLE POLICY (AGENDA ITEM 8.4)**

13. The Committee had before it (1) an information sheet prepared by the Chief Officer – Governance in respect of the request for exemption from the Wheelchair Accessible Vehicle Policy; and (2) a letter dated 8 February 2021, from the Council’s Occupational Health Provider.

The licence holder was not in attendance nor represented.

**The Committee resolved:-**

to approve the exemption to the Committee Policy.

**RENEWAL OF A TAXI DRIVER LICENCE (AGENDA ITEM 8.5)**

14. The Committee were advised that the licence had been granted under delegated powers.

- **COUNCILLOR JOHN REYNOLDS, Convener**

## LICENSING SUB COMMITTEE

ABERDEEN, 7 April 2021. Minute of Meeting of the LICENSING SUB COMMITTEE. Present:- Councillor Reynolds, Convener; and Councillors Bell, Delaney, Henrickson (as substitute for Councillor Radley) and Malik.

**The agenda, reports and recording associated with this minute can be found [here](#).**

**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.**

### DECLARATIONS OF INTEREST

1. There were no declarations of interest intimated.

### **GRANT OF A STREET TRADER'S LICENCE - DOUGLAS DURNO - CANAL STREET (WOODSIDE) SOUTH SIDE, 25M EAST OF BANK STREET (OUTSIDE NO 26)**

2. With reference to article 9 of the minute of meeting of the Licensing Committee of 26 March 2021, the Sub Committee had before it an information sheet prepared by the Chief Officer – Governance in respect of the application which advised that four letters of representation had been received and that the application had to be determined by 29 November 2021.

Mr Munro, Legal Advisor, provided the Sub Committee with a verbal update on the application advising that Landowner consent had been received.

Officers circulated (on screen) a street location map for the application.

The licence holder, Mr Douglas Durno was in attendance and spoke in support of the application and responded to questions from members.

**At this juncture, Councillor Malik indicated that he had to leave the meeting, therefore he took no further part in the proceedings for this application.**

Two of the respondents, Ms Heather Wilson and Ms Sonia Scaife spoke in support of their letters of representation, which objected to the application and responded to questions from members.

All parties summed up.

**The Sub Committee resolved:-**

**LICENSING SUB COMMITTEE**

7 April 2021

- (i) to refuse the licence on the grounds that the location of the premises was not in a suitable location; and
  - (ii) that officers provide street maps identifying the location of all future Street Trader Licence applications being considered by the Licensing Committee and its Sub Committee.
- **COUNCILLOR JOHN REYNOLDS - Convener**

	A	B	C	D	E	F	G	H	I
1	<b>LICENSING COMMITTEE BUSINESS PLANNER</b> The Business Planner details the reports which have been instructed by the Committee as well as reports which the Functions expect to be submitting.								
2	<b>Report Title</b>	<b>Minute Reference/Committee Decision or Purpose of Report</b>	<b>Update</b>	<b>Report Author</b>	<b>Chief Officer</b>	<b>Directorate</b>	<b>Terms of Reference Number</b>	<b>Delayed or Recommended for removal or transfer, enter either D, R, or T</b>	<b>Explanation if delayed, removed or transferred</b>
3			<b>18 May 2021</b>						
4	Application for Changes to the City Centre Taxi Ranks	To alter some taxi rank locations through the Spaces for People project		Ruth Milne	Governance	Commissioning	3		
5	Taxi & Private Hire Policy Review	The Licensing Committee on 10/11/20 agreed to (1) instruct the Chief Officer – Governance to consult with the Trade and all relevant stakeholders on the proposed policy changes; and (2) report back to Committee on 16 March 2021 with the results of the consultation exercise.	Originally due at the March 2021 meeting, however Officers required sufficient time to collate the consultation results, obtain additional information where necessary and fully comply with the committee reporting procedures. Will now be reported to the meeting in May and officers have written to members of the Taxi and Private Hire Consultation Group in this regard.	Sandy Munro	Governance	Commissioning	17		
6			<b>29 June 2021</b>						
7	No reports scheduled at this time.								
8			<b>31 August 2021</b>						
9	No reports scheduled at this time.								
10			<b>26 October 2021</b>						
11	No reports scheduled at this time.								
12			<b>14 December 2021</b>						

	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	Terms of Reference Number	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
13	Annual Committee Effectiveness Report	To present the Annual Effectiveness report for the Committee.		Mark Masson	Governance	Commissioning	GD 8.5		
14			<b>TBC</b>						
15	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	7	R	This is to be consumed within the overarching report on Taxi and Private Hire Policy Review report due at the May 2021 meeting
16	Mixed Fleet Policy Options	Licensing Committee 5.03.18 (article 12). The Committee resolved to recognise that in compliance with The Equality Act 2010 that all taxi user requirements should be considered and instructs the Chief Officer Governance: (1) to prepare a report with suitable mixed fleet policy options for the split which would address all customer needs whether they are a wheelchair user, visually impaired or have other mobility requirements or other relevant disability; (2) to submit the aforementioned options to the Licensing Committee meeting by June 2022 for consideration, noting that subject to the approval in principle of the options a full consultation as outlined in section 4.2 of the report would be undertaken and the outcome reported back to the Committee; and (iv) to further recognise that in 1994 when new applications for taxi licences were required to be wheelchair accessible vehicles an exemption was allowed for existing licence holders, at that time, to retain a non-accessible vehicle and even licence a further non-accessible vehicle on renewal of the licence or replacement of such vehicle and to agree that this exemption should remain meantime and instructs the Chief Officer Governance to incorporate this exemption as an option within the proposed mixed fleet policy options to be submitted to Committee by June 2022.		Sandy Munro	Governance	Governance	7	R	This is to be consumed within the overarching report on Taxi and Private Hire Policy Review report due at the May 2021 meeting
17	Taxi Driver Training	Licensing Committee 19/2/19 agreed to instruct the Chief Officer – Governance to continue to investigate training programmes for taxi and private hire drivers and report back to the Committee in this regard as and when appropriate.		Sandy Munro	Governance	Governance	3		



<b>Application</b>	<b>Name of Applicant &amp; Agent</b>	<b>Premises of which application refers</b>	<b>Representations received</b>	<b>Date by which application to be determined (date order)</b>	<b>Proposed Meeting to Determine Application</b>	<b>Page Number</b>
HMO Application (Renewal)	Ka Wai Cheng	386D King Street, Aberdeen	One objection	3 December 2021	18 May 2021	19-24
HMO Application (Renewal)	William Miller + Geraghty-Gibb Property Management	627 King Street, Aberdeen	HMO Team, Private Sector Housing Unit	27 May 2021	18 May 2021	25-28
HMO Application (Renewal)	Aberdeen City Council	77-79 Bon Accord Street, Aberdeen	HMO Team, Private Sector Housing Unit	07 June 2021	18 May 2021	29-32
Taxi – request for exemption from Age of Vehicle Policy	Matthew Chyla		Legal	N/A	N/A	33-36
Street Trader (Grant)	Num Owen		EH/Legal	13 July 2021	18 May 2021	37-38
Street Trader (Grant)	Aberdeen Bike Vending Ltd		Public Objections x 3	24 January 2021	18 May 2021	39-56
Street Trader (Grant)	JBG Catering		Public Objections x 15	02 February 2021	18 May 2021	57-88

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## LICENSING COMMITTEE INFORMATION SHEET

18 May 2021

### Public Application

**TYPE OF APPLICATION:** HMO LICENCE APPLICATION (RENEWAL)

**APPLICANT:** KA WAI CHENG

**AGENT:** NONE STATED

**ADDRESS:** 386D KING STREET, ABERDEEN

### INFORMATION NOTE

The Licensing Committee at its meeting on 16 March 2021 considered the attached report concerning the HMO licence renewal application for No.386D King Street, and resolved:

- (i) *to defer consideration of the application until the next meeting of the Committee to allow the Private Sector Housing Manager to liaise with colleagues in the Housing Repairs Team to determine the history relating to water leaks from the HMO flat into the Council-owned flat immediately below.*

### INVESTIGATION

Following the Committee meeting, a request was made to the Council's Contract Manager at Kittybrewster to check the repairing records for the previous 10 years in relation to escape of water from the HMO flat at No.386D King Street, into the Council flat immediately below. The records show that the Council's plumbers were called out in:

- June 2014
- April 2017
- May 2017
- May 2018
- September 2018
- December 2018
- October 2019
- January 2020
- March 2020

The Contract Manager also advised that:

*"The repair system records jobs isn't particularly helpful for identifying the associated repairs however from looking it appears we have had various renewals of the damaged ceiling plasterboard, lights and décor."*

# LICENSING COMMITTEE INFORMATION SHEET

16 March 2021

## Public Application

**TYPE OF APPLICATION:** HMO LICENCE APPLICATION (RENEWAL)

**APPLICANT:** KA WAI CHENG

**AGENT:** NONE STATED

**ADDRESS:** 386D KING STREET, ABERDEEN

### INFORMATION NOTE

This HMO licence application is on the agenda of the Licensing Committee for the reason that one letter of representation/objection was submitted to the HMO Unit.

If, after consideration of the representation/objection, the Committee is minded to grant the HMO licence, it may do so under delegated powers for the reason that the necessary upgrading works & certification have not yet been completed. That position may have changed by the day of the Committee meeting, in which case I will advise the Committee accordingly.

### DESCRIPTION

The premises at No.386D King Street, Aberdeen, is an upper-floor flat contained within an ex-Council 4-flatted block. The flat provides accommodation comprising 3 letting bedrooms, one public room, one kitchen & one bathroom. The applicant wishes to accommodate a maximum of 3 tenants, which is acceptable to the HMO Unit in terms of space & layout. The location of the premises is shown on the plan attached as Appendix A.

### CONSULTEES

- Police Scotland
- Scottish Fire & Rescue Service
- A public Notice of HMO Application was displayed outside the building, alerting the general public to the HMO licence application.

### REPRESENTATIONS/OBJECTIONS

- Police Scotland – no objections
- Scottish Fire & Rescue Service – no objections
- General public – one letter of representation/objection which was received within the statutory 21-day period and must be considered (Attached as Appendix B).
- Licence-applicant – one e-mail from the applicant in response to the letter of representation/objection (Attached as Appendix C)

## COMMITTEE GUIDELINES/POLICY

All applications for HMO licences are dealt with in accordance with the Scottish Government's document:  
*'Licensing of Houses in Multiple Occupation: Statutory Guidance for Scottish Local Authorities'*

## GROUNDINGS FOR REFUSAL

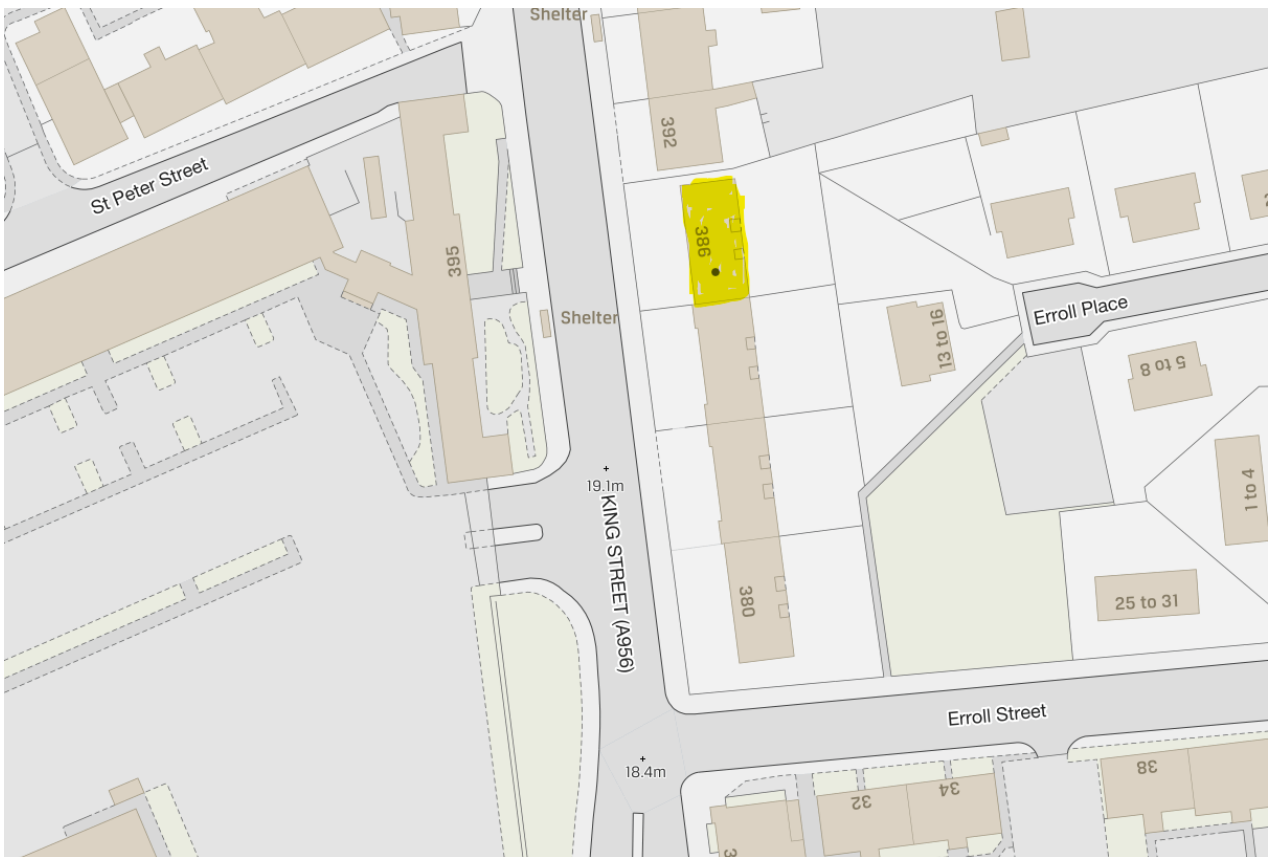
This application is being dealt with under the provisions of Part 5 of the Housing (Scotland) Act 2006, as amended. Available grounds of refusal are as follows:

- 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

## OTHER CONSIDERATIONS

- The applicant is registered as a landlord with this Council and his registration includes No.386D King Street, and another 6 rental properties.
- The Council's Anti-Social Behaviour Investigation Team (ASBIT) has no record of any complaints of anti-social behaviour involving the tenants of No.386D King Street.
- The application under consideration is a 'renewal' application. The applicant first licensed the property in April 2014.
- There are no other HMO-licensed flats in No.386 King Street.

# 'A'



'B'

MR E ROBINSON

HMO UNIT  
EARLY INTERVENTION & COMMUNITY EMP  
BUSINESS HUB 6

FIRST FLOOR SOUTH.

10 Jan 2021

MARISCHAR COLLEGE.

BROAD ST

ABERDEEN. AB10 1AB.

Dear Sir or Madam, Ref Hous 280061007  
I writing to you reference  
to the HMO ADDRESS FLAT D 386 KINK ST.  
ABERDEEN AB24 3BQ.

I have been in [redacted] since 2008 &  
when flat D was sold to Ka Vai Cheng  
Richy give me his [redacted]  
at first students up above was not  
bad then I found out its constant  
noise 24/7 when its the water down  
my bathroom walls & ceiling in the  
hall way spare room, I had the  
council out 24/7 its No its Not  
a good idea at all.

I'm sorry to say this but a family  
in flat D who care about people round  
about them. may be better.

Yours faithfully

Aberd [redacted]
Housing & Environment
DATE RECEIVED
20 JAN 2021

‘C’

I should add to the neighbour's objection, I always get the leak fixed immediately. As far as I remember, there were two "real" leaks over the last six years I own the flat, one time was from the newly installed shower and the other time was from the waste pipe connecting to the bath. The reason I say "real" is because there were several other occasions where the neighbours accused there's a leak from my flat, but in fact there's none, the bathroom (including the bottom of the bath) is completely dry. I remember I once got called from the neighbour at 5am in the morning and spent over £100 for emergency plumber to turn up at 6am to find out there's no leak in my flat at all !! That was the time where the flat was copped by a family, the woman of the family was too scared to open the door for the neighbour as he kept banging on the door, according to the woman.

I am more than happy to repair the flat and keep it in a high standard, it is of my interest to do so. I just don't see how having a family as resident would make any changes if he kept accusing there's a leak from my flat when there's none.

Regards

Ka Wai Cheng



## LICENSING COMMITTEE INFORMATION SHEET

18 May 2021

### Public Application

**TYPE OF APPLICATION:** HMO LICENCE APPLICATION (RENEWAL)

**APPLICANT:** WILLIAM MILLER

**ADDRESS:** 627 KING STREET, ABERDEEN

**AGENT:** GERAGHTY GIBB PROPERTY MANAGEMENT

### INFORMATION NOTE

At the date of drafting this Information Note, a new HMO licence cannot be granted for the reason that the applicant has not completed the work & certification requirements to bring the property up to the current HMO standard. The meeting of the Licensing Committee on 18 May 2021, is the last meeting before the one-year statutory deadline for determining this HMO licence application therefore if the property is still unsuitable for occupation as an HMO by the day of the Committee, and the Committee are minded to refuse the application, they must do so at the meeting on 18 May 2021. I will advise the Committee whether the applicant has satisfactorily completed the necessary work & certification requirements.

### DESCRIPTION

The premises at No.627 King Street, Aberdeen, is a two-storey mid-terraced house providing accommodation of 4 letting bedrooms, one public room, 2 kitchen areas & one shower-room. The applicant has requested an occupancy of 4 tenants, which is acceptable in terms of space and layout.

### CONSULTEES

- Police Scotland
- Scottish Fire & Rescue Service
- A public Notice of HMO Application was displayed outside the building for the 21-day statutory period, alerting the general public to the HMO licence application.

### OBJECTIONS/REPRESENTATIONS

- Police Scotland – no objections
- Scottish Fire & Rescue Service – no objections
- General public – no objections

## COMMITTEE GUIDELINES/POLICY

All applications for HMO licences are dealt with in accordance with the Scottish Government's document:  
*'Licensing of Houses in Multiple Occupation: Statutory Guidance for Scottish Local Authorities'*

### GROUNDS FOR REFUSAL

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

### OTHER CONSIDERATIONS

- The applicant is registered as a landlord with this Council and his registration includes 6 rental properties, one of which being No.627 King Street.
- The Council's Anti-Social Behaviour Investigation Team (ASBIT) has no record of any complaints of anti-social behaviour involving the tenants of No.627 King Street.
- The extent of the above-mentioned work & certification requirements is as follows:
  - 1) All faulty or missing lightbulbs to be replaced immediately.
  - 2) All self-closing doors to be inspected and adjusted as necessary to ensure that they fully close against their stops from all angles of swing. Particular attention to be paid to all letting bedroom doors.
  - 3) The lounge door handle and self-closing device to be refixed immediately.
  - 4) All windows to be inspected and adjusted as necessary to ensure that they open and close securely. Particular attention to be paid to the window in the mezzanine shower-room
  - 5) The microwave oven to be removed from the first-floor landing.
  - 6) The hedge at the front of the property to be cut back.

- 7) The mould growth in the walls of the shower-room to be treated with anti-fungicidal wash then coated with anti-fungicidal paint and redecorated.
- 8) The following documentation to be submitted to the HMO Unit for inspection:
  - Notice of HMO Application – Certificate of Compliance
  - Gas Safe certificate
  - Electrical Installation Condition Report (EICR)
  - Portable Appliance Test (PAT) certificate

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## LICENSING COMMITTEE INFORMATION SHEET

18 May 2021

### Public Application

**TYPE OF APPLICATION:** HMO LICENCE APPLICATION (RENEWAL)

**APPLICANT:** ABERDEEN CITY COUNCIL (CORPORATE LANDLORD)

**ADDRESS:** 77 – 79 BON ACCORD STREET, ABERDEEN

**AGENT:** NONE STATED

### INFORMATION NOTE

At the date of drafting this Information Note, a new HMO licence cannot be granted for the reason that the applicant has not completed the work & certification requirements to bring the property up to the current HMO standard. The meeting of the Licensing Committee on 18 May 2021, is the last meeting before the one-year statutory deadline for determining this HMO licence application therefore if the property is still unsuitable for occupation as an HMO by the day of the Committee, and the Committee are minded to refuse the application, they must do so at the meeting on 18 May 2021. I will advise the Committee whether the applicant has satisfactorily completed the necessary work & certification requirements.

### DESCRIPTION

The premises at No.77 – 79 Bon Accord Street, Aberdeen, is a former homeless hostel housed in a three-storey mid-terraced building providing accommodation of 20 letting bedrooms, one public room, 4 kitchens & 5 bathrooms/shower-rooms. The applicant has requested an occupancy of 20 tenants, which is acceptable in terms of space and layout.

### CONSULTEES

- Police Scotland
- Scottish Fire & Rescue Service
- A public Notice of HMO Application was displayed outside the building for the 21-day statutory period, alerting the general public to the HMO licence application.

### OBJECTIONS/REPRESENTATIONS

- Police Scotland – no objections
- Scottish Fire & Rescue Service – no objections
- General public – no objections

## COMMITTEE GUIDELINES/POLICY

All applications for HMO licences are dealt with in accordance with the Scottish Government's document:  
*'Licensing of Houses in Multiple Occupation: Statutory Guidance for Scottish Local Authorities'*

## GROUNDS FOR REFUSAL

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

## OTHER CONSIDERATIONS

- The applicant, Aberdeen City Council, as a RSL is exempt from the Landlord Registration regime.
- The Council's Anti-Social Behaviour Investigation Team (ASBIT) has no record of any complaints of anti-social behaviour involving the tenants of No.77-79 Bon Accord Street
- The extent of the above-mentioned work & certification requirements is as follows:
  - 1) All faulty and missing lightbulbs to be replaced immediately.
  - 2) All self-closing doors to be inspected and adjusted as necessary to ensure that they fully close against their stops from all angles of swing. Particular attention to be paid to the door in bedroom 3.
  - 3) All windows to be inspected and adjusted as necessary to ensure that they open and close securely. Broken window handles must be replaced.
  - 4) The mechanical extract fan in the annexe shower-room to be repaired or replaced as necessary.
  - 5) The mould growth in the walls and ceiling of the annexe shower-room to be treated with anti-fungicidal wash then coated with anti-fungicidal paint and redecorated.

- 6) The refurbishment of the shower-room on the second floor to be completed.
- 7) The decoration throughout the building requires attention.

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**LICENSING COMMITTEE INFORMATION SHEET**

**18 May 2021**

**Matthew Chyla**

**INFORMATION NOTE**

Mr Chyla is seeking an exemption to the Committee Policy that states any saloon vehicle that is to be licensed as a taxi or private hire car must be no older than 5 years old from the date of registration.

Mr Chyla is seeking to licence a saloon vehicle first registered in 2013.

Should the Committee be minded to grant the exemption Mr Chyla is aware that he will be required to submit an application.

Mr Chyla's letter of explanation is attached to the papers for your information.

**COMMITTEE GUIDELINES/POLICY**

Licensing Committee policy states that any saloon car that is to be licensed as a taxi/private hire car should be no more than 5 years from the date of registration.

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Aberdeen City Council  
Licensing & Governance  
Marischal College  
1<sup>st</sup> Floor South  
Broad Street  
Aberdeen  
AB10 1AB

Matthew Chyla

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]

**02/03/2021**

**REQUEST FOR EXEMPTION FROM CURRENT VEHICLE CRITERIA, MK63KPR**

Dear Aberdeen City Council Licensing Department, I would like to request exemption from the current criteria relating to vehicle age at first license. As per guidance by Aberdeen City Council the current age for a Vehicle to be considered for license as a Taxi or Private Hire Car is 10 Years from Date of Registration for Wheelchair Accessible or 5 Years for a non-Wheelchair Accessible.

My current vehicle is an Audi A8 Sport Executive TDI Quattro registration: MK63 KPR, At present this vehicle fails to meet the age requirements set out by Aberdeen City Council on the first registration date of Taxi and Private hire Vehicles.

This vehicle is currently licensed and inspected by Aberdeenshire Council and has never failed an inspection due to condition.

My reason for relicensing in the Aberdeen City area is to offer my current clients a wider range of services and also to enable me to work along side Booking offices located in the City as I am a city resident.

**The reasons for my exemption request are:**

**Current Climate**

The Financial climate relating from COVID 19 has led to some harsh trading times for everyone. Personally this has led to any cash reserves set aside for vehicle replacement being used to live day to day. This has made it impossible for me to be able to change the vehicle as I would have ideally like to a compliant vehicle of a similar quality.

**Replacement Vehicle Costs**

To be required to replace a perfectly usable tool in a business with a tool that is going to carry out the same job in exactly the same manner with no benefit or gain to the end user and of great cost financially to myself is Wasteful and uneconomical.

The Value of my vehicle in late 2019 was close to £17,000 today the value of the vehicle is less than £10,000. Should I wish to replace my vehicle like for like with a younger model from 2016 the Cost would be in excess of £19,000, Should I wish to go for a newer vehicle around 2019 with vastly less miles the cost would exceed £45,000.

As you can see from the figures that I have quoted I would have to secure funding for £10,000 or £36,000 in order to replace the vehicle with no benefit to myself or the end user.

## **Customer Experience**

My current customer base has been conquered over time from other companies that are unable to provide vehicles that meet the standard they demand. They also feel comfortable recommending me to family/friend not just due to the service they received but due to the quality of vehicle. This in 2020 has led to carrying out the transport for weddings. I feel that having a vehicle of the standard on the Aberdeen City fleet would be highly beneficial and I would be proud to operate a service within the city.

In Summary the current uncertain climate that Aberdeen faces financially due to Covid-19 makes me unable to secure funding for a replacement vehicle combined with not receiving any SEISS grant and I still will not be able to claim SEISS in the 4<sup>th</sup> and 5<sup>th</sup> cycles.

I hope you will look favourably upon this request to enable me to return to a career that I i passionate about.

Kind Regards,

Matthew Chyla

## LICENSING COMMITTEE INFORMATION SHEET

18 May 2021

### APPLICATION FOR THE RENEWAL OF STREET TRADER LICENCE

LICENCE HOLDER: Num Owen

#### DESCRIPTION

The application requires to be determined by 13/07/2021

#### CONSULTEES

- Police Scotland
- Environmental Health

#### OBJECTIONS/REPRESENTATIONS

- Environmental Health – There is no certificate of compliance in respect of food hygiene.

#### COMMITTEE GUIDELINES/POLICY

N/A

#### GROUNDS FOR REFUSAL

Members should note the terms of Section 39 of the Civic Government (S) Act 1982 which states that the committee must refuse the application unless there is produced to them a certificate by the food authority (for the purposes of section 5 of the Food Safety Act 1990) stating that the vehicle, kiosk or moveable stall complies with the requirements of any relevant regulations made under that Act.

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## LICENSING COMMITTEE INFORMATION SHEET

18 May 2021

### APPLICATION FOR THE GRANT OF STREET TRADER LICENCE

**LICENCE HOLDER:** Aberdeen Bike Vending Ltd

#### DESCRIPTION

- Application submitted: 25/01/2021
- Determination Date: 24/01/2022

Location:

1. Beach Esplanade, East Side 50m South of Beach Boulevard
2. Beach Esplanade, East Side 825m South East of King Street
3. Seaton Park, Car park, East Side
4. Seaton Park, 305m North of St Machars Cathedral
5. George Street, East Side, 50m North of Loch Street
6. Westburn Park, Grass Area, 37m South of The Pavilion
7. Victoria Park, North Western Corner, 20m East of Entrance
8. Beach Esplanade, East Side 150m South of Links Road

Monday - Sunday  
10.00 – 20.00 hrs

The Selling of crepes and ice cream on a portable bike vending stand.

#### CONSULTEES

- Police Scotland
- Environmental Health
- Roads
- Parks

#### OBJECTIONS/REPRESENTATIONS

- Members of the Public x 3

#### COMMITTEE GUIDELINES/POLICY

N/A

## GROUNDINGS 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

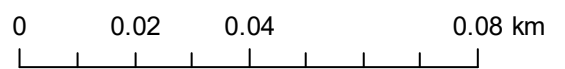
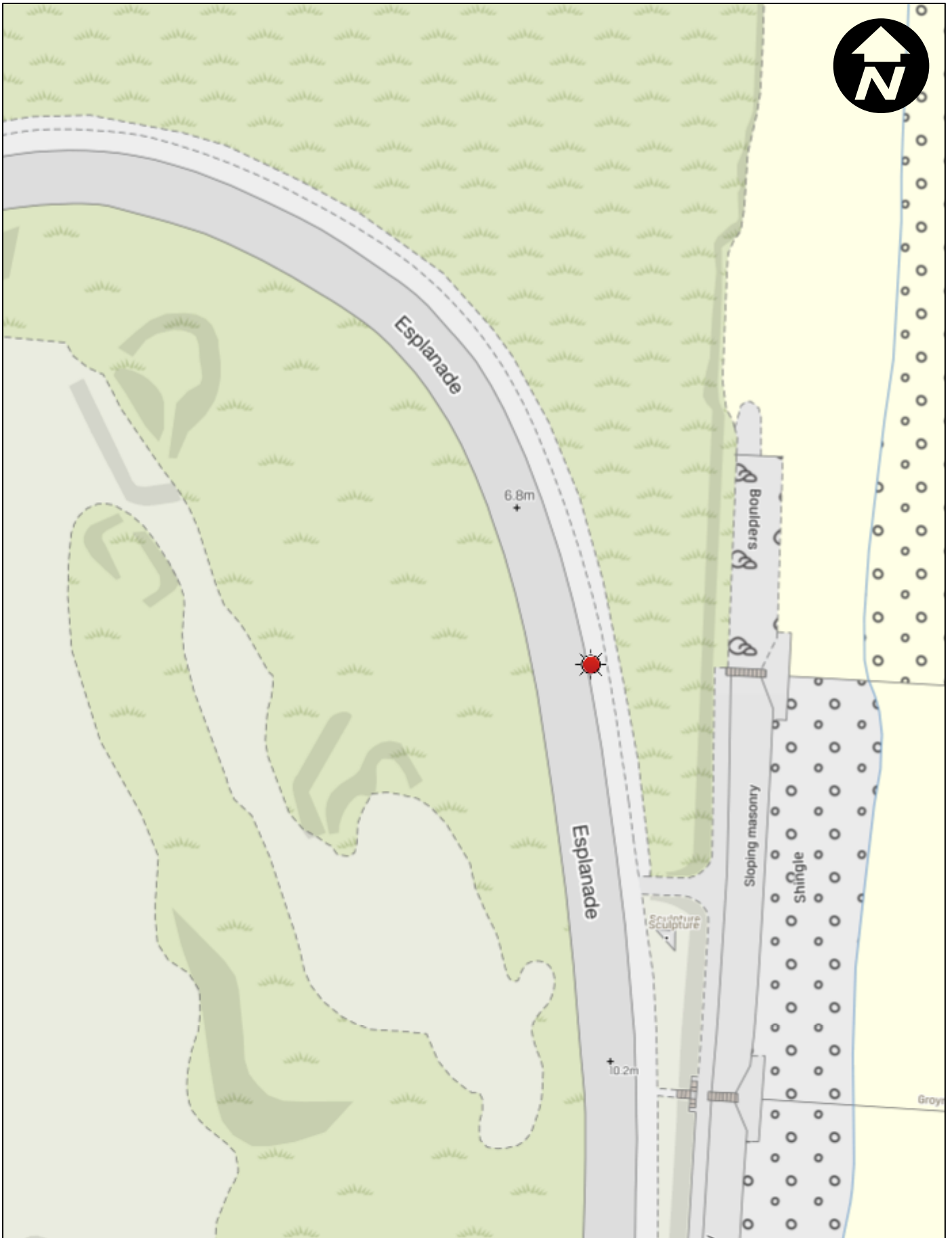
(d) there is other good reason for refusing the application;

**and otherwise shall grant the application.**





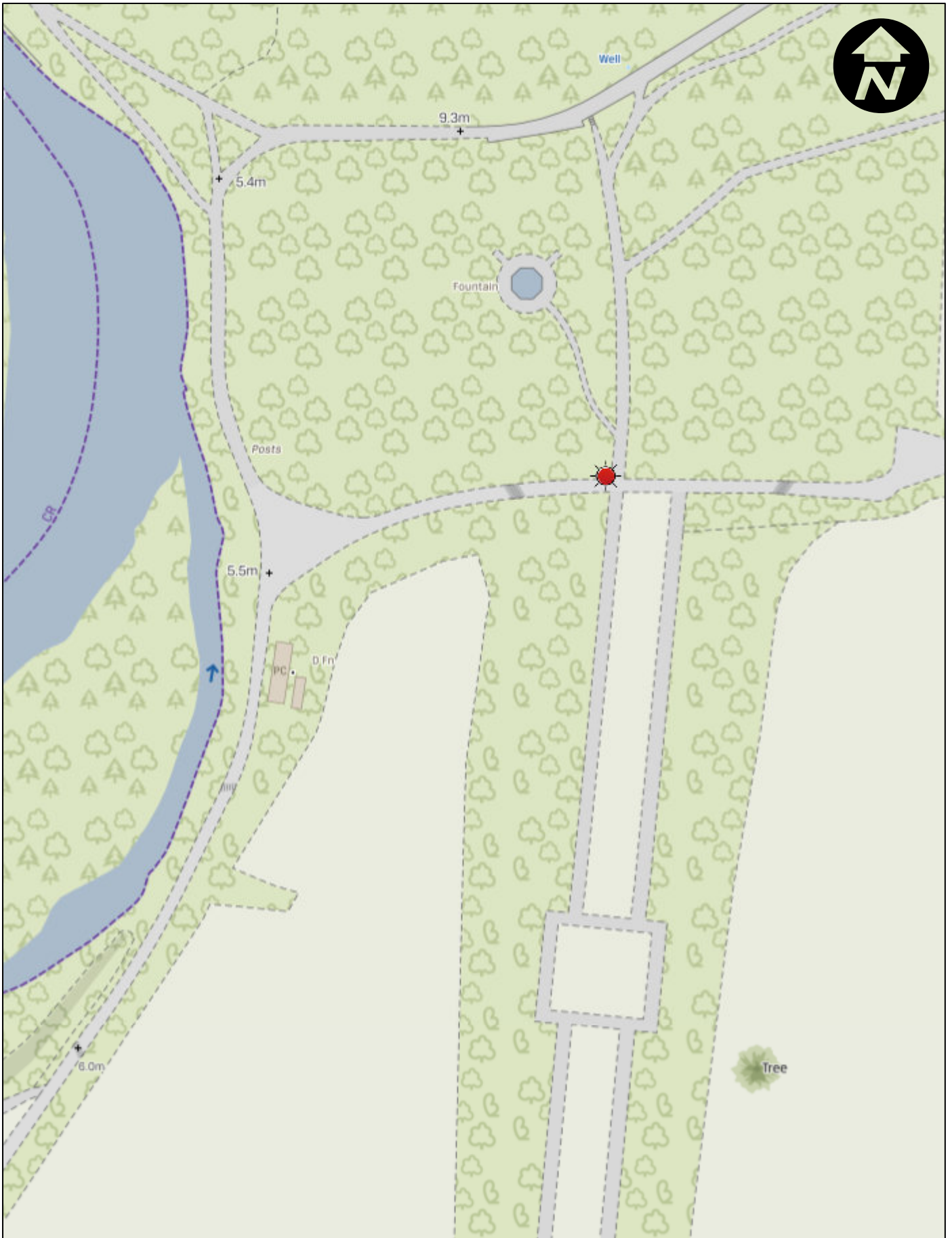
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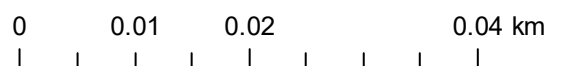
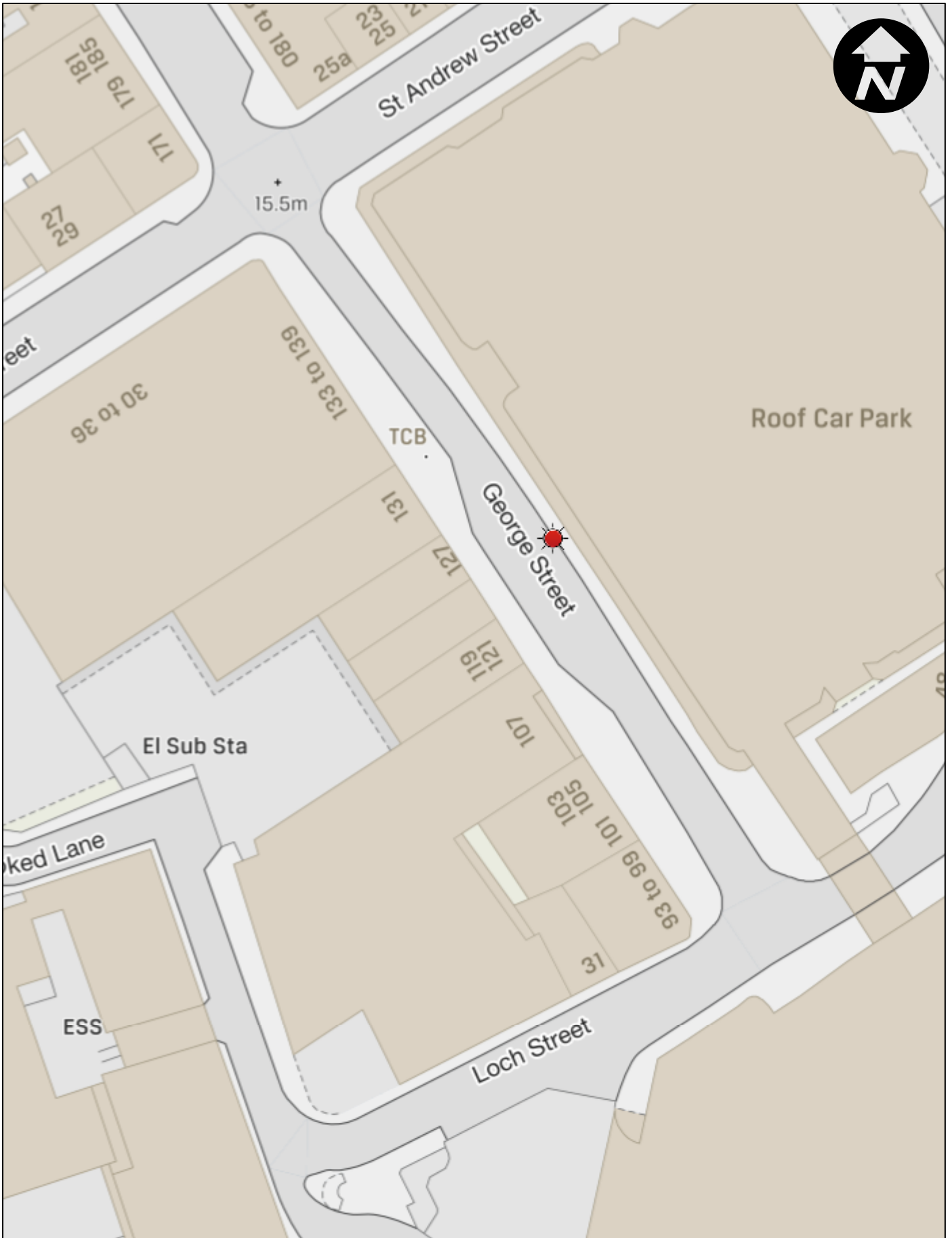


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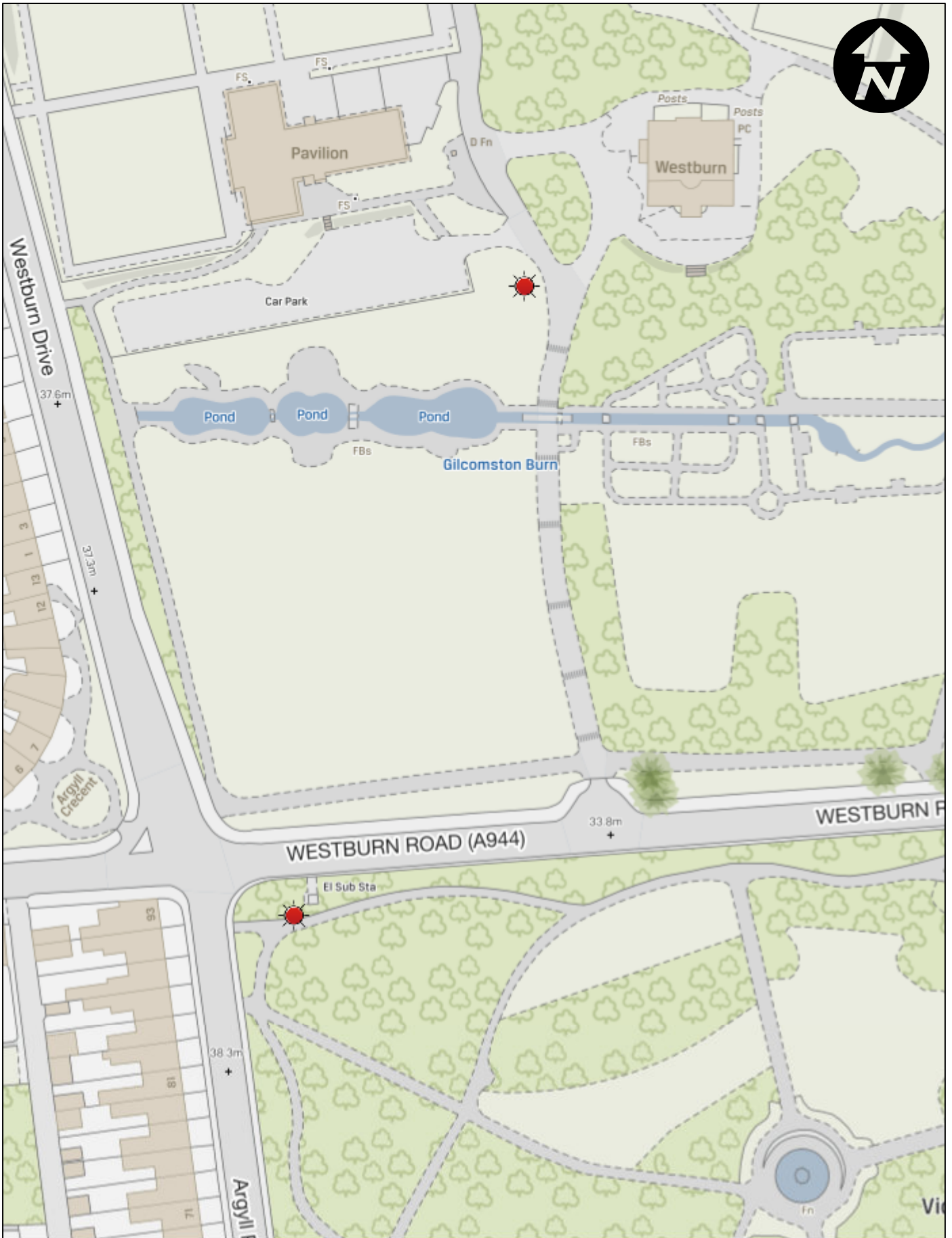


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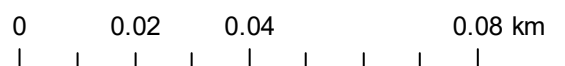




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## Public Objection 1

Dear Sir / Madam

I write in relation to the recent application of Aberdeen Bike Vending Ltd to site catering facilities on Aberdeen Beach Front. It is of concern that Aberdeen Beach Promenade has already enough Burger van catering units and similar.

I own the lease for unit 1 which myself and my son operate and also unit 2, currently sublet to (Sanddollar café). So I am concerned for myself and Sanddollar Ltd.

If the applications in question are granted then I feel I may have to make my own applications for similar mobile type outlets at the beach.

I speak regularly with all the other beach café owners and we are all of the same mind about the situation regarding these pop up businesses. We as café owners operate everyday come rain or shine and are paying rent and rates contributing to council funds. We also all employ full and seasonal part time staff.

The thoughts of all the operators I speak to are that, although we do not want to prevent someone starting up in business but if we could have an exclusion zone of say, From Burger King to the Junction of the Beach Boulevard / Beach Esplanade?

Many thanks

And kind regards for your time considering my Objection to this application.

## Public Objection 2

Dear Sir / Madam

I write in relation to the recent application of Aberdeen Bike Vending Ltd to site catering facilities on Aberdeen Beach Front. It is of concern that Aberdeen Beach Promenade has already enough Burger van catering units and similar.

As a Café operator and a Council Tennant Paying Rent and Rates To the City Council I feel that the more stand alone mobile catering units there are the harder it will be to keep up the standard that we are at now. My café was very dilapidated when I bought the lease from the previous owner and I have invested a considerable amount of capital into the property itself which, is council owned. If the applications in question are granted then I feel I may have to make my own applications for similar mobile type outlets at the beach.

I speak regularly with all the other beach café owners and we are all of the same mind about the situation regarding these pop up businesses. We as café owners operate everyday come rain or shine employing full and part time regular staff.

The thoughts of all the operators I speak to are that, although we do not want to prevent someone starting a business but if we could have an exclusion zone of say, From Burger King To the Junction of the Beach Boulevard / Beach Esplanade?

Many thanks

And kind regards for your time considering my Objection to this application.

### Public Objection 3

Dear sir/madam,

I am writing to you today regarding the Aberdeen bike vending ltd application in the city and the beach front food license I am against this being approved at the beach front as with cafes and restaurants and other places we all pay rents and rates provide jobs for the local community all operating on a level playing field with all of the restaurants shut down with the cov 19 it's going to be very hard to keeping everything going staff and everything wise their has been an over provision of burger vans and other things .

Kind regards



## LICENSING COMMITTEE INFORMATION SHEET

18 May 2021

### APPLICATION FOR THE GRANT OF STREET TRADER LICENCE

**LICENCE HOLDER:** JGB Catering LLP – The Wood Fired Kitchen

#### DESCRIPTION

- Application submitted: 03/02/2021
- Determination Date: 02/02/2022

Location:

1. Bervie Brow Car Park (East) North Side, 10m West of Marchmont Street
2. Doonies Farm Car Park, North Side 200m North of Doonies Farm
3. Coast Road, Easy Side, Layby North End, 120m North East of Burnbank Village entrance
4. Wellington Circle Northern Spur, East side, 25m North of Wellington House car park entrance
5. Wellington Road (Old), Northerly End, West side, 75m North of Entry/Exit to Wellington Road

Monday - Sunday

11.00 – 23.00 hrs

Food prepared in the catering Trailer. Mostly Pizza but as well other hot or cold take away food.

#### CONSULTEES

- Police Scotland
- Environmental Health
- Roads
- Parks

#### OBJECTIONS/REPRESENTATIONS

- Roads
- Parks
- Community Council
- Members of the Public x 14
- Late Objection x 1

## COMMITTEE GUIDELINES/POLICY

N/A

### GROUNDINGS 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

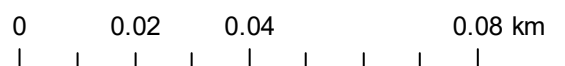
(v) public order or public safety; or

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

**and otherwise shall grant the application.**



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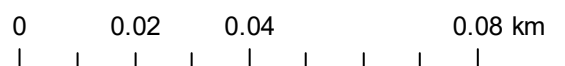
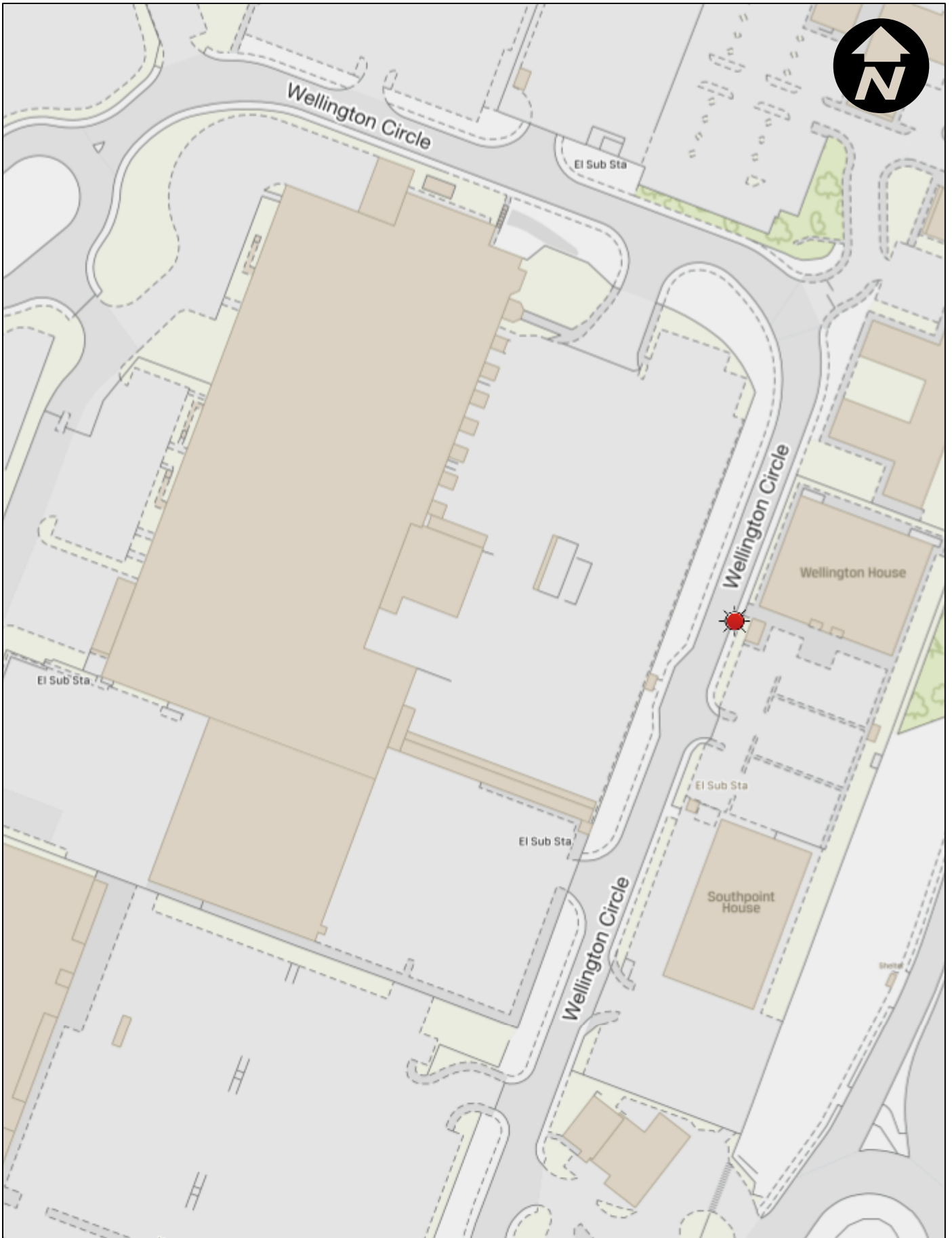


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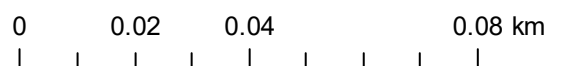


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## Objection 1 - Roads

Coast Road, Easy Side, Layby North End, 120m North East of Burnbank Village entrance – I object to this location on the grounds of road safety as there is not a formal layby or safe waiting areas for customers.

## Objection 2 - Parks

The team and I agree that the site is not suitable so unfortunately it is a no from us.

The car park is small and already has a litter problem. The access in and out of the car park is not great, the entrances are quite narrow and visibility is poor so if there was more traffic coming and going there is an increased risk of accidents.

Thanks

## Objection 3 - Community Council

Dear Mr Bell

**Ref: JBG Ltd – The Wood Fired Kitchen – Application for site Licenses  
Trading hours 11 am – 23.00 hours**

Cove and Altens Community Council would make the following comments on these site applications: -

1. Bervie Brow – RS McColl Car Park, owned by Aberdeen City Council.
  - This car park has limited spaces and serves an already busy local shop which receives deliveries from lorries going through the car park to their back door.
  - There is the associated risk of larger vehicles, which already park up on Langdykes Road to access the shop, causing road safety issues particularly close to and at the pedestrian crossing and bus stop opposite.
  - The car park is in a residential area, partly surrounded by senior citizen housing. There is the potential loss of amenity eg smell, litter and the extended hours of trading attracting unwanted noise in the evening and at night.
2. Doonies Farm Car Park owned by Aberdeen City Council - Road Safety
  - access and egress onto the busy Coast Road from this site are tight and would not be suitable for larger vehicles, with the potential for customers parking up on the roadside causing a road safety issue.
  - This is a busy road and will become busier in time.
3. Verge on Coast Road at Burnbanks – Presumed to be owned by Aberdeen City Council.
  - The site is the verge on a bend with no officially formed layby.

- It is at the access to the Coastal Path, a residence and to fields used to keep cattle by the local farmer. There is little to no space for customer parking and would cause a significant safety hazard.

#### 4. Wellington Circle

- This site is in the Nigg Community Council area.

#### 5. Old Wellington Road – rough verge – ownership not known

- This site is on the spur of Old Wellington Road where it meets the Wellington Road dual carriageway south bound. There is a sharp single vehicle turn left off Wellington Road into this old road which we believe would not be suitable for HGVs.
- There is the consideration that children make their way to school down this spur and there is no footpath.

Any of these sites, unless properly supervised, has the potential to cause a litter problem.

#### Objection 4 – Public

Dear Mr Bell,  
 I wish to object to the application by JBG CATERING LLP regards the "HOT FOOD" VANS.  
 In Particular, the location at BERVIE BROW CAR-PARK which is surrounded by pensioners houses.  
 The opening hours, 7 days per week until 11 PM will inevitably create noise, not to mention an increase in litter which is already a major problem as the area has no "PICKER UP" and has R.S. MCOLLS, A CHINESE

all within a stores throw  
all in all, a ridiculous  
location for such a  
business.

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Fraser Bell  
Chief Officer, Governance  
Licensing, Legal Services ,Governance  
Aberdeen City Council  
Marischal College  
Business Hub 6 L1S  
Broad Street  
Aberdeen, AB10 1AB

Dear Sir,

COAST ROAD, EAST SIDE, LAYBY NORTH END, 120 METRES NORTH EAST OF  
BURNBANKS VILLAGE ENTRANCE

This is my objection to the application by JBG Catering LLP ("The Wood Fired Kitchen) for a  
licence to operate a hot food service at the above location on the following grounds:

1. The site is not an official layby
2. The site is on a dangerous bend in a road that is not wide enough for a business to accommodate passing trade
3. The site is directly opposite and close to people's homes, and the smell of cooking would easily permeate those homes. Any appliance would be clearly visible to those homes
4. Doubtless litter would increase in this area.
5. There are no public toilets or litter bins close by
6. The site is also access to Aberdeen Coastal Path and should therefore be kept clear for emergency vehicles such as the Coastguard, etc.
7. The site is used on on occasions by the Police traffic monitoring van
8. The site is also access to a house and business sited on the cliffs nearby which need safe access for their delivery vehicles and any emergency vehicles if necessary
9. The site is also used by Doonies Farm which needs clear and safe access to farmland
10. The site is also used on occasions by railway maintenance engineers

Yours faithfully

Signed:

  
.....

(Name in print)

  
.....

Date:

.....24.03.21.....



Fraser Bell  
Chief Officer, Governance  
Licensing, Legal Services, Governance  
Aberdeen City Council  
Marischal College  
Business Hub 6 L1S  
Broad Street  
Aberdeen, AB10 1AB

Dear Sir,


COAST ROAD, EAST SIDE, LAYBY NORTH END, 120 METRES NORTH EAST OF  
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4. Doubtless litter would increase in this area.
5. There are no public toilets or litter bins close by
6. The site is also access to Aberdeen Coastal Path and should therefore be kept clear for emergency vehicles such as the Coastguard, etc.
7. The site is used on on occasions by the Police traffic monitoring van
8. The site is also access to a house and business sited on the cliffs nearby which need safe access for their delivery vehicles and any emergency vehicles if necessary
9. The site is also used by Doonies Farm which needs clear and safe access to farmland
10. The site is also used on occasions by railway maintenance engineers

Yours faithfully

Signed:

  
.....

(Name in print)

  
.....

Date:

29/3/2021  
.....



Fraser Bell  
Chief Officer, Governance  
Licensing, Legal Services ,Governance  
Aberdeen City Council  
Marischal College  
Business Hub 6 L1S  
Broad Street  
Aberdeen, AB10 1AB

Dear Sir,

COAST ROAD, EAST SIDE, LAYBY NORTH END, 120 METRES NORTH EAST OF  
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11. The site is also used on occasions by railway maintenance engineers

Yours faithfully

Signed:

(Name in print)

Date:

25/3/2021

PS – why do people who own these hot food vans not operate them in front of their own homes?  
It would be interesting to see what their neighbours would have to say!



Fraser Bell  
Chief Officer, Governance  
Licensing, Legal Services ,Governance  
Aberdeen City Council  
Marischal College  
Business Hub 6 L1S  
Broad Street  
Aberdeen, AB10 1AB

Dear Sir,

COAST ROAD, EAST SIDE, LAYBY NORTH END, 120 METRES NORTH EAST OF  
BURNBANKS VILLAGE ENTRANCE

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Signed:

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(Name in print)

.....  
.....

Date:

.....  
..... 25/3/21 .....

Objection 9 - Public

Fraser Bell Chief Officer,  
Governance Licensing,  
Legal Services, Governance,  
Aberdeen City Council,  
Marischal College,  
Business Hub 6 L1S,  
Broad Street,  
Aberdeen

AB10 1AB

24<sup>th</sup> March 2021

Dear Sirs

**The application by JBG Catering LLP- The Wood Kitchen Licensing of Street Traders who operate a hot food service**

I would like to object to **PART** of the application, namely paragraph -3 for one of the proposed sites at the Layby 120m North East of Burnbanks Village.

We are very keen to help businesses recover however, the Burnbanks Village location is not a suitable stopping point.

It is a dangerous bend, two Road Traffic Accidents have struck house number 21 over the years and there was a recent case where a young driver ended up in the field operated by Doonies farm by taking the bend too quickly. Thankfully he wasn't hurt.

The layby is often packed with cars from fisherman, cliff climbers and walkers but the proposed opening hours of up to 11PM are too late and too close to residential houses. Noise from generators, additional traffic and late night movements would be unwelcome. Access to the Salmon Fishing Station which is a residence and place of business and to the field for the Doonies farmer needs to be clear.

The layby is not an official stop, no road markings, signage or tarmac. Even though there is supposed to be a 30MPH zone passing there, the actual speeds of many passing motorists is way in excess of this. Quite often a police safety van sits there and seems to do very well.

Safe access and egress to Burnbanks Village will be affected by increased vehicle movements and parking.

Another point to consider is littering next to the railway line. The residents of Burnbanks are constantly picking up litter from the car park south of the village and even though the business may be conscientious in picking up any litter they generate, they could not be responsible for all people attending their van.

Being so close to the dangerous road and bends, can't be safe for their staff. Their cooking and preparation areas will be sprayed by speeding motorists on rainy days.

I wish the applicant the best of luck with their business but a safe location is very important for them.

Fraser Bell  
Chief Officer, Governance  
Licensing, Legal Services, Governance  
Aberdeen City Council  
Marischal College  
Business Hub 6 L 1 S  
Broad Street  
Aberdeen AB10 1AB



24<sup>th</sup> March 2021

Dear Sirs

Objection to application by JBG Catering LLP – Wood Fired Kitchen – NE of Burnbanks Village

I object to the recent application, above, for the following reasons.

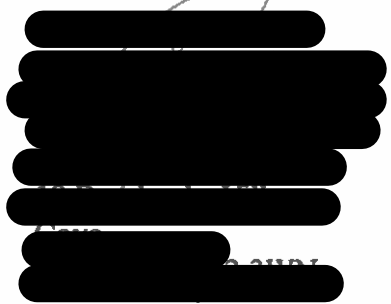
The location, 120 metres north of the entrance to Burnbanks Village, is a well used roadside parking area, not a layby, which is popular with walkers, fishermen, kayakers and local residents. It is also used, for access to the cliffs, by Network Rail, Coastguard, Police and emergency services. Access to farmland and fields here is also well established and necessary for harvesting and for feeding of cattle and sheep.

This area already has more than enough problems with litter, traffic noise and speeding. Coast Road is not wide enough for any business, especially on this bend, to accommodate passing trade and operate safely. There are no toilet facilities or litter bins nearby; we have often witnessed drivers stopping at the railway bridge and using the area as a public urinal – not very pleasant for adults, and especially young children, to see. All of this is a few metres from our homes. This is a residential area, not a business park. There are many more suitable locations in the nearby industrial estates where this business could operate safely, although wood burning should be actively discouraged by any Licensing authority. When wood is burned, it releases harmful pollutants, including tiny particles known as PM2. 5 which are easily inhaled and can enter the bloodstream. Of all pollutants, this particulate matter has the most significant impact on our health, linked to heart disease, strokes, dementia and cancer.

[https://www.parliament.scot/gettinginvolved/petitions/PE01600-PE01699/PE01685\\_BackgroundInfo.aspx](https://www.parliament.scot/gettinginvolved/petitions/PE01600-PE01699/PE01685_BackgroundInfo.aspx)

I do not, therefore, want to see any wood burning business so close to my home as this would be hazardous to my family's health, would create a horrible smell from burning wood, emit noxious fumes and undoubtedly prevent us from drying our washing in our garden.

Yours faithfully,





Fraser Bell  
Chief Officer, Governance  
Licensing, Legal Services ,Governance  
Aberdeen City Council  
Marischal College  
Business Hub 6 L1S  
Broad Street  
Aberdeen, AB10 1AB

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Yours faithfully



Signed:



(Name in print)



Date:

22/3/21.



Fraser Bell  
Chief Officer, Governance  
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(Name in print)

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Date:

..... 22-03-21 .....





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Chief Officer, Governance  
Licensing, Legal Services ,Governance  
Aberdeen City Council  
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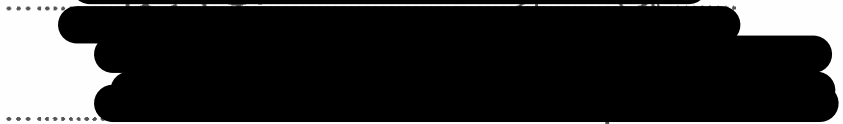
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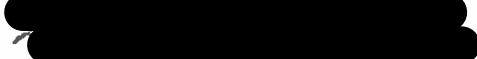
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22/3/21



Fraser Bell  
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Yours faithfully

Signed:

(Name in print)

Date:

[Redacted signature and name]

Mon 22<sup>nd</sup> March 2021



Fraser Bell  
Chief Officer, Governance  
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Date:

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Signed:

  
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(Name in print)

  
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Date:

21-03-21  
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Dear Licencing Team,

In response to objections raised 1,2 and 5, there seem to be an assumption that our business will be supplied by larger Heavy goods vehicle. This will not be the case. We will deliver supplies to our trailer with a small van or normal size family vehicle.

Also our trailer itself is small. It is less long and wide than a family car with 1.99m as maximum width and 4.45m in length. It fully fits within a standard parking space.

With respect to smell; our business generate some light smoke which is exactly comparable to the chimney of a house. We do not burn coal but only dry wood which make it a less aggressive smell than a coal stove. Therefore we truly believe it will make insignificant difference to the vicinity in terms of smell. Please note there is no oil frying activity and no smells such like a fish and chips shop.

With respect to littering, we do not believe there will be a significant level of littering because our business model is that people order their pizza by phone and come and pick them up. Pizzas are delivered in cardboard box but customers drive back home with their pizzas. We will not provide soft drinks. We do not envisage customers will stay around to eat their pizzas. As far as the litter generated by the business we will fully adhere to the Conditions applicable to a street trader licence (attached here) and particularly conditions 11 and 12 which make the licence holder responsible for cleaning up the site.

We hope that the above will be able to address some of the concerns and we are looking forward to receive news with respect to our application.

Regarding objection 1 on Bervie Brow car park, we also wish to add the below and attached clarifications.

Our shift of operation will be evening shift with core selling activities taking place between 4pm and 9pm and we do not target the lunch hour and therefore this will likely not come at same time as the shop's deliveries.

The occupancy of the car park is low to very low as can be seen on pictures taken over the past three days at random times.

We would kindly request that the Bervie Brow site is being granted. Our business has sourced a brand new trailer which design is modern, specific for pizza making, easy to move around and non invasive (photograph may be seen in the attachment). It is critical for JBG Catering to be authorised to start trading and be in a position to generate revenue.

We are committed to do so responsibly and respecting the Cove community.

Please do not hesitate to be in touch if we can bring any further clarification in support of our application.

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	Licensing Committee
<b>DATE</b>	18 May 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Application for changes to the City Centre Taxi Ranks
<b>REPORT NUMBER</b>	COM/21/064
<b>DIRECTOR</b>	Steve Whyte
<b>CHIEF OFFICER</b>	Fraser Bell
<b>REPORT AUTHOR</b>	Ruth Milne
<b>TERMS OF REFERENCE</b>	3.

### 1. PURPOSE OF REPORT

- 1.1 To report the outcome of the formal consultation on the proposal to make changes taxi ranks due to current access restrictions on city centre streets through the Spaces for People (SfP) programme.

### 2. RECOMMENDATION(S)

That the Committee :-

- 2.1 consider the responses received to the formal consultation, on the proposal for changes to taxi ranks in the city centre, in terms of Section 19 of the Civic Government (Scotland) Act 1982.

- 2.2 agree to make the changes as detailed:

#### (a) Full Time ranks - Suspension

- **Hadden Street:**  
Westbound feeder rank 7 No. stances – as shown in Appendix A
- **Back Wynd:**  
Southbound rank 15 No. stances – as shown in Appendix B

#### (b) Full Time ranks – Appointment. which will operate 24 hours per day, 7 days a week

- **Exchange Street:**  
Northbound 7 No. stances - as shown in Appendix C
- **Rosemount Viaduct:**  
Eastbound 12 No. stances – as shown in Appendix D
- **Exchequer Row/Shiprow:**  
Northbound 10 No. stances – as shown in Appendix E
- **Union Row**  
Southbound 4 No. stances – as shown in Appendix F
- **Justice Mill Lane**  
Westbound 3 No. stances – as shown in Appendix G

### 3. BACKGROUND

3.1 The Licensing Committee at their meeting on 19 January 2021 considered a report from the Spaces for People (SfP) programme to make changes to the taxi ranks in the city as a result of the temporary restrictions being implemented in the city centre and resolved:

(i) to approve the request from SfP programme for these changes: and

(ii) to instruct the Chief Officer Governance to undertake the formal consultation on the proposal for a new permanent taxi rank at TECA, in terms of Section 19 of the Civic Government (Scotland) Act 1982 with

- Persons or organisations appearing to be representative of taxi operators in the area, ie. the Taxi and Private Hire Consultation Group.
- The Chief Constable, Police Scotland.
- The Public, by way of notice of the proposal in an advertisement in at least one newspaper circulating in the area giving 28 days for any objections or representations.
- Aberdeen City Council as the Roads Authority.

(iii) to instruct the Chief Officer - Governance, if no objections received through the statutory process, to implement the suspension and appointment of these taxi ranks with the associated number of spaces at the locations detailed in 2.1 allowing the appointments to operate 24 hours a day, 7 days a week.

(iv) to instruct the Chief Officer - Governance to report back to a future meeting of the Licensing Committee on the outcome of formal consultation if objections are received through the statutory process.

3.1.1 Plans illustrating the proposed new changes to the taxi ranks are attached to this report (Appendices A to G).

3.2 The Public Consultation was undertaken by way of a public notice appearing in the Evening Express newspaper on Wednesday 27 January 2021, a copy of which is attached to this report at Appendix 1, inviting comments by 24 February 2021.

3.2.1 One response was received to the public consultation and the detail of this response is attached to this report in Appendix 2.

3.3 The following responses to the formal statutory consultation on the proposed changes to the taxi ranks in the city have been received:-

3.3.1 Aberdeen City Council as Roads Authority commented that “They are content with the proposals and have been involved with these changes”.

3.3.2 Police Scotland commented that:

“We have shared this consultation with our Roads Policing Team and the Local Policing Inspector and the only observation, made by the Local Policing Inspector, related to the rank outside HMT and its proximity to bridges and he asked that the local authority considers measures to ensure public safety in that

regard.”

#### 4. FINANCIAL IMPLICATIONS

- 4.1 With reference to paragraph 5.1.2 below, any costs for signage or lining these ranks in the city have been included in the Spaces for People funding through Sustrans, and there will be no additional cost to Aberdeen City Council as a result of these changes.

#### 5. LEGAL IMPLICATIONS

##### 5.1 Changes to Taxi Ranks

Section 19 of the Civic Government (Scotland) Act 1982 authorises a licensing authority to appoint, after consultation, stances for taxis for the whole or any part of a day in any road within their area or on any land owned by the authority or, with the consent of the owner, on any land owned by him. A licensing authority may also from time to time, after consultation, vary the number of taxis permitted to be at each stance and alter the position of such stances or revoke the appointment thereof.

- 5.1.1 Section 19 further allows a licensing authority to erect and illuminate signs, and cause lines or marks to be made on roads; indicating the limits of taxi ranks.

#### 6. MANAGEMENT OF RISK

	Risk	Low(L) Medium(M) High(H)	Mitigation
Financial	The costs of implementing the recommendations and/or the cost of the signs and lining a rank exceed the budget provision available.	L	Close monitoring of the costs committed to the work and the budget available. The cost of the signs and lining the ranks are mitigated by prior agreement.
Legal	As per paragraph 5 above.	L	Compliance with the statutory requirements
Employee	There is no risk to employees arising from the recommendations of this report.	L	N/A
Customer	The proposal for changes to the taxi ranks in the city will consider the provision of ranks for the customers and citizens of Aberdeen whilst the SfP restrictions	L	The proposal and consultation on the changes to the taxi rank in the City will be of interest to the citizens of Aberdeen to help improve taxi services

	are in place in the city centre.		whilst the SfP restrictions are in place.
Environment	There is no risk to the environment arising from the recommendations of this report	L	N/A
Technology	There is no risk to technology arising from the recommendations of this report.	L	N/A
Reputational	As a licensing authority there would be a reputational risk to the Council if it failed to undertake its legal duty to carry out the statutory procedure in section 19 of the Civic Government (Scotland) Act for consideration and consultation on any proposed changes to taxi ranks.	L	As this report is recommending that the Committee consider the responses from the statutory formal consultation and public notice procedure in order to determine the proposal for these changes to taxi ranks, any risk will be mitigated.

## 7. OUTCOMES

COUNCIL DELIVERY PLAN	
	Impact of Report
<b>Aberdeen City Council Policy Statement</b>	<p>Changes to the taxi ranks in the city centre will allow the taxi trade to continue to offer a good level of service to residents and visitors to Aberdeen mitigating the effects of traffic management measures put in place throughout the city centre as part of the Spaces for People Programme to enable pedestrians to physically distance.</p> <p>In addition to responding to the current public health emergency and the easing of lockdown requirements, the wider Spaces for People programme of temporary Covid19 public health measures supports the delivery of;</p> <p><b>Economy Policy Statement 4;</b> Increase city centre footfall through delivery of the City Centre Masterplan, including the redesigned Union Terrace Gardens,</p> <p><b>Place Policy Statements 2;</b> Support efforts to develop the Energetica corridor,</p> <p><b>Place Policy Statements 3;</b> Refresh the local transport strategy, ensuring it includes the results of a city centre parking review; promotes cycle and pedestrian routes; and considers support for public transport,</p> <p><b>Place Policy Statements 5;</b> Commit extra funding to resurface damaged roads and pavements throughout the city.</p>

	The temporary Covid-19 public health measures actively support and encourage active and sustainable travel, in and across the City Centre and support maintenance and safe operation of the strategic road network enabling people to comply with physical distancing requirements.
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	The programme of temporary Covid-19 public health measures supports the delivery of; <b>Stretch Outcome 1</b> – 10% increase in employment across priority and volume growth sectors by 2026, and <b>Stretch Outcome 2</b> – 90% of working people in living wage employment by 2026 by supporting the lockdown easing measures which will enable the economy to recover and people to get back to work where they cannot work from home. The temporary Covid-19 public health measures will enable people to move around by walking and cycling where possible, while protecting access to public transport and enabling compliance with physical distancing requirements. The temporary Covid-19 public health measures will also support businesses re-opening by providing additional space for customers and create space, where possible, for outdoor seating and leisure activities.
Prosperous People Stretch Outcomes	The Spaces for People programme of temporary Covid-19 public health measures support the delivery of; <b>Stretch Outcome 11</b> – Healthy life expectancy is five years longer by 2026. The temporary Covid-19 public health measures actively support and encourage active and sustainable travel and help reduce environmental pollutants which are harmful to human health. The temporary Covid-19 public health measures are also designed to enable physical distancing while moving around, thereby minimising the risk of Covid-19 transmission and the likelihood of a third wave of the disease.
Prosperous Place Stretch Outcomes	The temporary Covid-19 public health measures support the delivery of; <b>Stretch Outcome 14</b> –Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate, <b>Stretch Outcome 15</b> - 38% of people walking and 5% of people cycling as main mode of travel by 2026. The temporary Covid-19 public health measures improve and/or create active and sustainable travel infrastructure.
Regional and City Strategies	The temporary Covid-19 public health measures support the delivery of the Regional and Local Transport Strategies, Strategic and Local Development Plans, Regional Economic

	<p>Strategy and Action Plan, Health and Transport Action Plan, Local Outcome Improvement Plan, Air Quality Action Plan and Powering Aberdeen. This is done by encouraging more people to walk and cycle to work, and to health care services, other services and to other destinations and, as a result of the public health emergency, to be able to do this whilst also complying with physical distancing requirements. This is particularly important with lockdown easing which will see more people travelling to work and other destinations and as businesses start to re-open. Although bus travel will remain significantly reduced for some time, the temporary Covid-19 public health measures also help to ensure that this mode can still be used safely too.</p>
<p><b>UK and Scottish Legislative and Policy Programmes</b></p> <p>The Civic Government (Scotland) Act 1982 - Section 19</p>	<p>The measures directly contribute to Public Health and Scottish Government requirements and legislation relating to the Covid-19 Pandemic, and in particular support physical distancing in public spaces. They will also support businesses as they start to re-open in accordance with the lockdown easing phases. The temporary Covid-19 public health measures will also contribute towards the delivery of the Scottish National Transport Strategy (NTS 2), the UK and Scottish legislation on Air Quality Standards and Objectives, and Climate Change Acts.</p> <p>This legislation requires a formal consultation process to be undertaken before taxi ranks can be altered. This includes consulting with representatives of taxi licence holders in the City, members of the public or other interested bodies, including potential customers and users of taxis. Any proposed changes are consulted upon by way of an advertisement in the local press. The Licensing Authority also requires consultation with the Roads Authority and Police Scotland. The Licensing Authority requires to consider all responses to the consultation before making a final decision, and therefore all relevant views have been sought and will be considered before any rank is altered.</p>

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
<p><b>Equality &amp; Human Rights Impact Assessment</b></p>	<p>Completed and not required</p>
<p><b>Data Protection Impact Assessment</b></p>	<p>Not required</p>
<p><b>Duty of Due Regard /</b></p>	<p>Not applicable</p>

## **9. APPENDICES (if applicable)**

- 9.1 Appendices A - G – Plans – Taxi Rank changes and locations  
Appendix 1 – Public Notice in Evening Express 27 January 2021  
Appendix 2 - Responses to Public Consultation

## **10. REPORT AUTHOR CONTACT DETAILS**

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Appendix A – HADDEN STREET (Suspension)

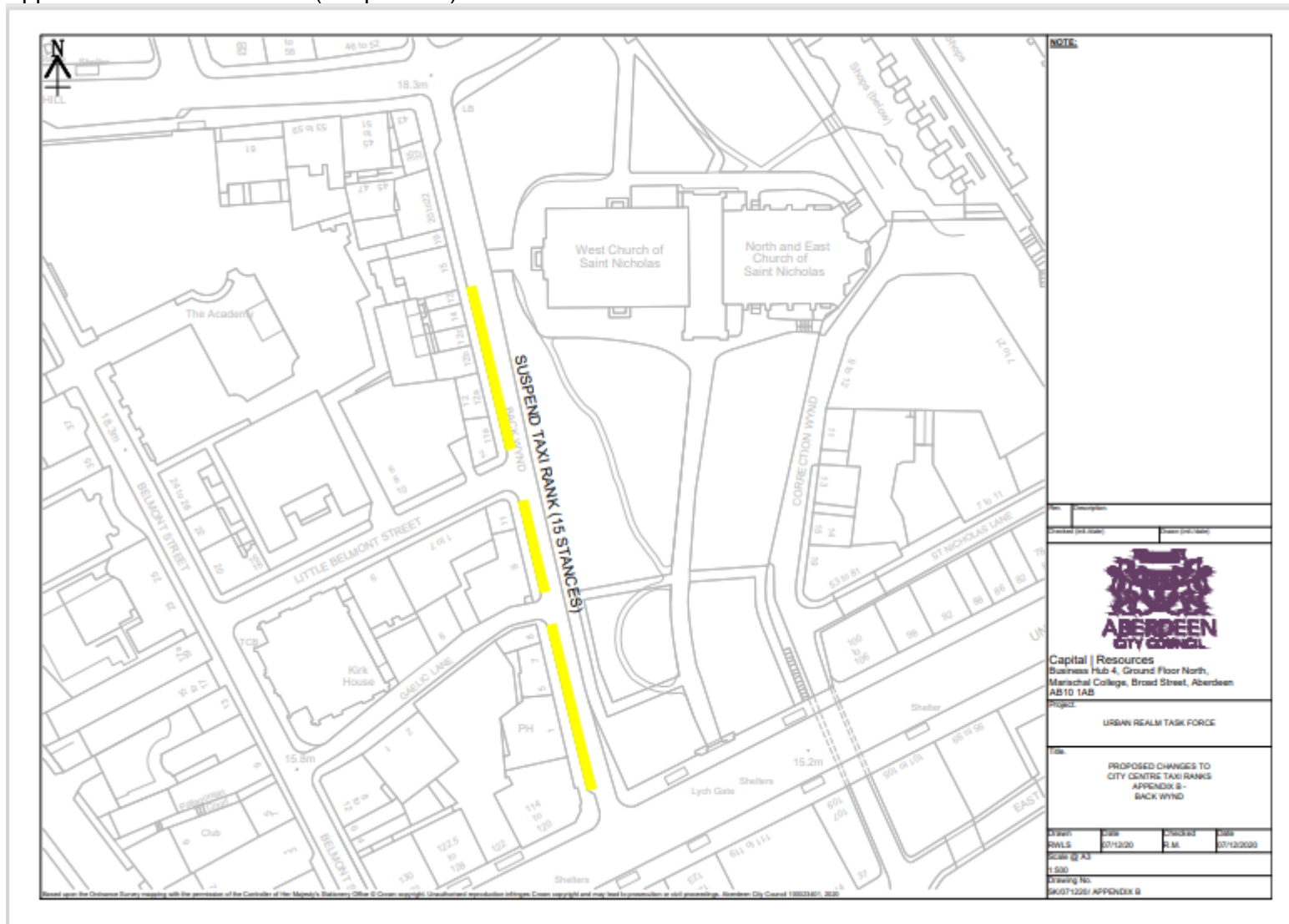


<b>NOTE</b>			
 <p><b>ABERDEEN CITY COUNCIL</b></p>			
Capital   Resources Business Hub 4, Ground Floor North, Mansel College, Broad Street, Aberdeen AB10 1AB			
Project: URBAN REALM TASK FORCE			
Title: PROPOSED CHANGES TO CITY CENTRE TAXI RANKS APPENDIX A - HADDEN STREET			
Drawn: R.V.L.S.	Date: 07/12/20	Checked: R.M.	Date: 07/12/2020
Scale: A3			
1:500			
Drawing No: SH/071220/ APPENDIX A			

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Appendix B – BACK WYND (Suspension)



Appendix C – EXCHANGE STREET (Addition)



<b>NOTE:</b>			
Rev:		Description:	
Created (y/m/d):		Drawn (y/m/d):	
 <b>ABERDEEN CITY COUNCIL</b>			
Capital   Resources Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB			
Project:			
URBAN REALM TASK FORCE			
Title:			
PROPOSED CHANGES TO CITY CENTRE TAXI RANKS APPENDIX C - EXCHANGE STREET			
Drawn	Date	Checked	Date
M.V.L.S	07/12/20	J.L.M.	07/12/2020
Scale: A3			
1:500			
Drawing No:			
SK/071220/APPENDIX C			

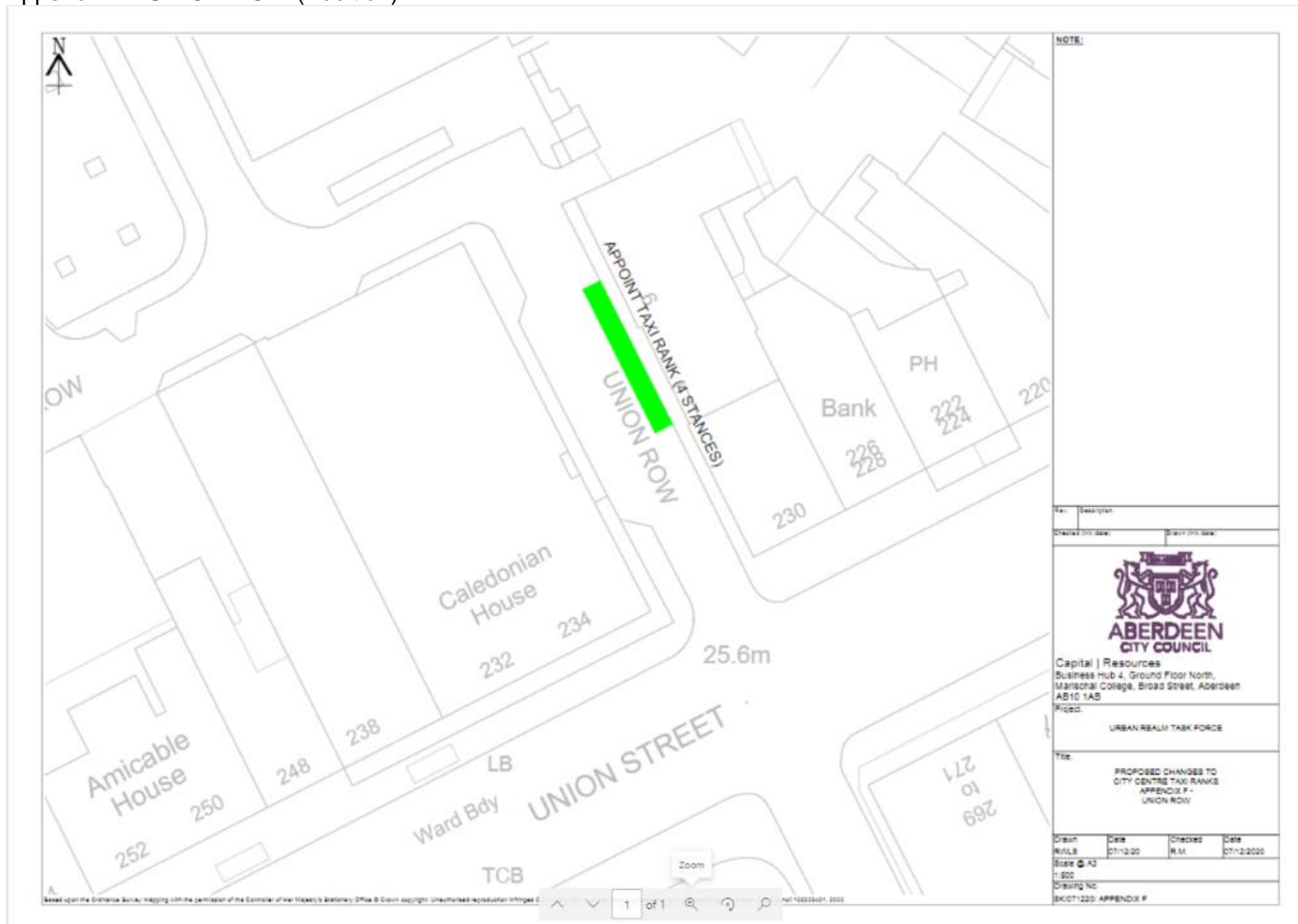


Appendix E – EXCHEQUER ROW/SHIPROW (Addition)

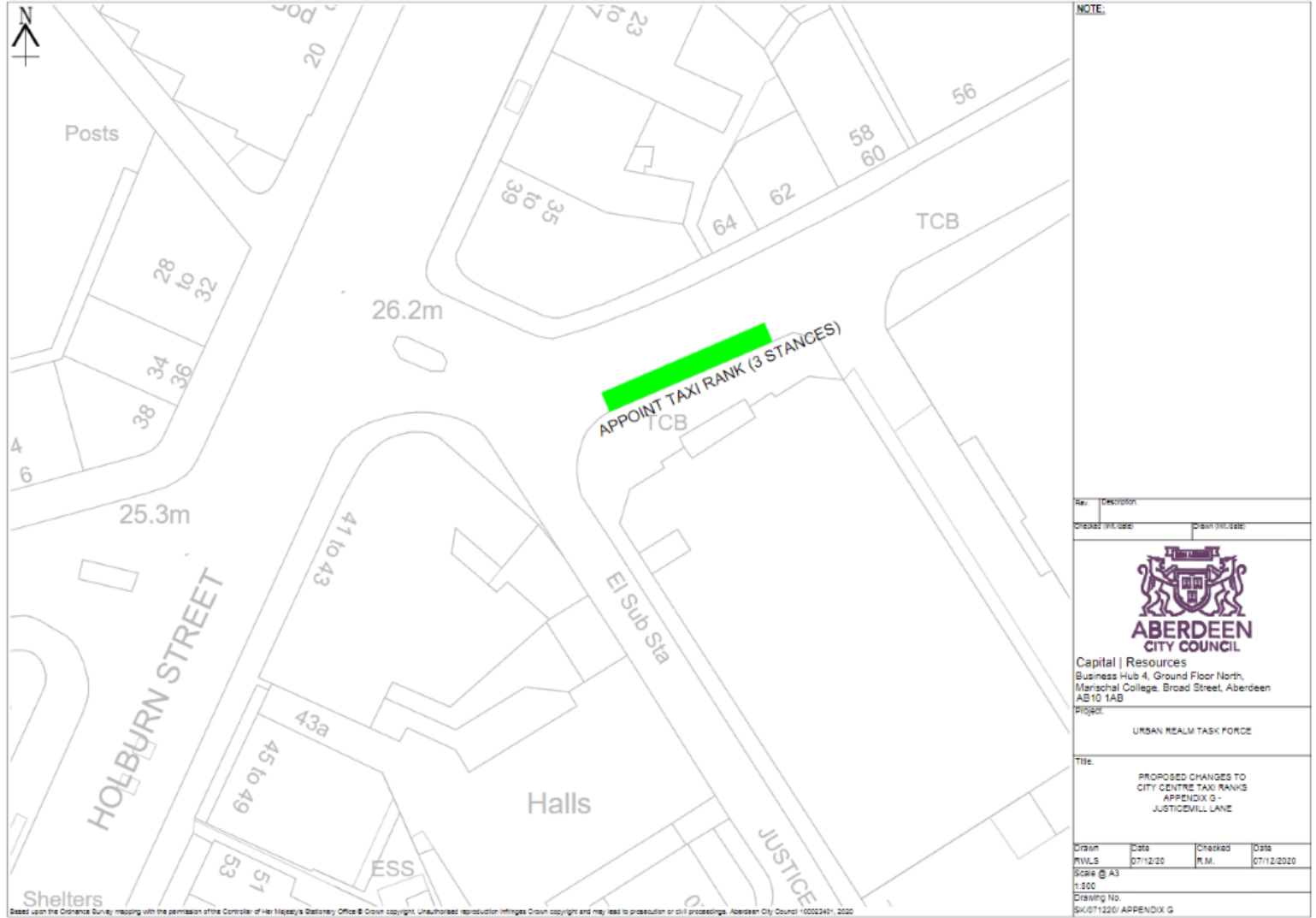


<b>NOTE:</b>			
 <p><b>ABERDEEN CITY COUNCIL</b> Capital   Resources Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB</p>			
Project: URBAN REALM TASK FORCE			
Title: PROPOSED CHANGES TO CITY CENTRE TAXI RANKS APPENDIX E - EXCHEQUER ROW/ SHIP ROW			
Drawn	Date	Checked	Date
R.V.L.S	07/12/20	R.M.	07/12/2020
Scale: @ A3			
1:500			
Drawing No: SIC/071220/APPENDIX E			

Appendix F –UNION ROW (Addition)



Appendix G – JUSTICE MILL LANE (Addition)



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**Aberdeen City Council**  
**PROPOSED CHANGES TO TAXI RANKS**  
**Civic Government (Scotland) Act 1982**

Aberdeen City Council, as Licensing Authority in terms of Section 19 of the above Act, intends to review as a temporary measure, the location and capacity of the taxi ranks within the city as noted below-

**Suspension- Full Time Ranks**

- **Hadden Street- Partial**  
South Side, Westbound Feeder Rank all (7 stances)
- **Back Wynd**  
Entire Rank (15 stances)

**Appointment- Full Time Ranks**

- **Exchange Street**  
West Side, Northbound (7 stances) from No2 Exchange Street to No 14 Exchange Street
- **Rosemount Viaduct**  
North Side, Eastbound (12 stances) from St Marks church to Western edge of Bus shelter
- **Exchequer Row/Shiprow=**  
East Side, Northbound (10 stances) from No 7 Shiprow to No 3 Exchequer Row with a gap on the corner at No 7 Exchequer Row
- **Union Row**  
East Side, Southbound (4 stances) at No 6 Union Row
- **Justice Mill Lane**  
South Side, Westbound (3 stances) opposite No 64 Justice Mill Lane

**Any person wishing to comment with regards to the above consultation for consideration by the Licensing Authority should submit this in writing to the Licensing Team, Aberdeen City Council, by email only to [licensing@aberdeencity.gov.uk](mailto:licensing@aberdeencity.gov.uk) no later than Wednesday 24th February 2021**

## Appendix 2 - Response to Public Consultation

### **OBJECTION 1**

#### ***Suspension of full time taxi ranks***

##### Back Wynd.

*No credible reason why this rank cannot be reinstated. Back Wynd ,Little Belmont Street, Belmont Street. Easily accessible for the public and central for taxi routes. No consultation with public or taxi drivers. Apart from the selected few.*

##### Hadden Street

*This rank managed to work since lock down last year. Why suspend it now.*

#### ***Proposal full time ranks.***

##### Exchange Street

*7 Spaces. Away from the main access for the public. Not easily seen or known by the public. Not accessible for elderly or infirm. Cobbled streets all the way. Plus public cars always park on it.*

##### Rosemount Viaduct

*12 Spaces. Absolute nonsense. Too far from centre of town. Not accessible for people with heavy shopping to walk. Again elderly and infirm would struggle. Plus nobody would know a rank is there. Reinstatement Back Wynd.*

##### Exchequer Row/Shiprow

*10 Spaces. How do you expect public to know it exists. Too far from town centre for people to walk. On a steep hill, quite narrow, and cobbled. Hidden from view.*

##### Union Row

*4 Spaces. Always been there. Rarely used*

##### Justice Mill Lane

*3 Spaces. Where has this stupid proposal come from. Obviously not a taxi driver and I would doubt it came from a member of the public.*

*In my opinion a driver could sit there all day and never get any work. Nonsense.*

*Obviously this is my comments regarding these ludicrous proposals. I even doubt if the public has seen it in the paper as I struggled to find it.*

*Hopefully sense will prevail and these proposed catastrophic changes will not be implemented.*

*Regards*



## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	Licensing Committee
<b>DATE</b>	18/05/2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Taxi and Private Hire Policy Review Consultation Responses
<b>REPORT NUMBER</b>	COM/21/114
<b>CHIEF OFFICER</b>	Fraser Bell
<b>REPORT AUTHOR</b>	Sandy Munro
<b>TERMS OF REFERENCE</b>	17

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### 1. PURPOSE OF REPORT

- 1.1 To provide the Committee with the results of the public consultation on the proposed changes to the Taxi and Private Hire Policies.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 note the results of the consultation exercise detailed in Appendices 1, 2 and 3;
- 2.2 approve in principle the amendments to policy; and
- 2.3 instruct the Chief Officer – Governance to report back to the committee on 31 August 2021 with proposed policies for approval.

### 3. BACKGROUND

- 3.1 At the meeting on 10 November 2020 the Committee instructed the Chief Officer – Governance to consult with the trade and public on the proposed changes to the taxi and private hire policies.
- 3.2 An online consultation was run from 21 January 2021 until 26 February 2021. A link to the consultation document was publicised via social media, sent to all licensed drivers for whom we had an email address and circulated to the Taxi & Private Hire Consultation Group for wider circulation to the trade.
- 3.3 A total of 149 responses were received. A summary is attached as Appendix 1 and a copy of all responses is attached as Appendix 2.

- 3.4 Question 1 – Proposal to introduce minimum dimensions for the passenger compartment with regard to seat width, legroom and height clearance as well as minimum boot capacity.
- 3.5 97 of the 149 responses were in favour of this amendment. Some queries related to more detail on the dimensions which will be provided in the wording of the policy. Some respondents suggested a list of approved vehicles would be preferable, but such a list would need to be updated when newer models of vehicles were released. A list of simple dimensions would allow licence holders or applicants to check with the retailer that the vehicle complies prior to making any purchase.
- 3.6 Question 2 – Proposal that the owner/registered keeper of the licensed vehicle requires to be the licence holder.
- 3.7 110 of the 149 responses were in favour of this amendment. Some respondents suggested a licence holder should only hold one licence but if an individual or company own a number of vehicles there is nothing to stop that individual or company holding the operator licence for each of those vehicles. The suggested exemption would only relate to a vehicle leased from a leasing company or on hire purchase, not a vehicle leased from another licence holder. The reason for that is the leasing or finance company would remain the owner of the vehicle.
- 3.8 Question 3 – Proposal that vehicle licences are granted for 3 years in line with other Civic Government (Scotland) Act licences.
- 3.9 106 of the 149 responses were in favour of this amendment. However, whilst the overall cost would be lower to the licence holder it would result in a larger upfront fee and a number of respondents were of the opinion that this would not be appropriate in the current climate. It is suggested that whilst this is approved in principal the implementation date is postponed until circumstances warrant.
- 3.10 Question 4 – Proposal to abolish the separate zones and simply have one licence for the Council's area.
- 3.11 101 of the 149 responses were in favour of this amendment. The main opponent to this change is from the airport itself and a copy of their letter is enclosed as Appendix 3. They have summarised their main issues as follows:
- It will compromise the high levels of site-specific safety and security measures
  - It will compromise Customer Service levels at AIAL for all arriving passengers at the terminal and heliports.
  - It will damage the sustainability of the current City Vehicles
  - There is no evidence to support that it would be of any benefit to any drivers on either Green or Yellow plates.
- 3.12 It should be noted however that the rank at the airport is a private rank and access to it would remain in the control of the airport, as is the case for the rank at the railway station. It would be within their remit to require availability of vehicles at certain times as part of the conditions of access to the rank.

Similarly, the number of taxis currently licensed is considerably below the limit imposed by the committee.

- 3.13 Question 5 – Proposal that the updated policy provides minimum specifications for CCTV systems but does not restrict to particular makes or models.
- 3.14 111 of the 149 responses were in favour of this amendment. This was merely a simplification of the specifications. There is no suggestion of CCTV being made mandatory nor are the specifications themselves changing.
- 3.15 Question 6 – Proposal to introduce a dress code for taxi and private hire car drivers.
- 3.16 112 of the 149 responses were in favour of this amendment. Most were in agreement with the suggested dress code, with some making alternative suggestions, the most common of which was that polo shirts be an acceptable alternative to a dress shirt or blouse.
- 3.17 Question 7 – Proposal to allow medical evidence to be provided in advance by all applicants.
- 3.18 100 of the 149 responses were in favour of this amendment. The change would be that all drivers would require to be medically certified to DVLA Group 2 standards, but that certification could be obtained by the applicant in advance and submitted with the application. Alternatively, the applicant would be referred to the Authority's Occupational Health provider. The fee for the latter would be higher to cover the additional costs of the medical referral.
- 3.19 Question 8 – Proposal that driver licences are granted for 3 years in line with other Civic Government (Scotland) Licences.
- 3.20 135 of the 149 responses were in favour of this amendment. There were some comments regarding the guideline fees but the final fees will require to ensure that the Authority recoups the costs of operating the licensing regime from the fee income.
- 3.21 Question 9 – Proposal to introduce a requirement for all vehicles to be alternative fuelled vehicles by a set date.
- 3.22 60 of the 149 responses were in favour of this amendment. Most of the comments on this topic related to the uncertainty involved with the cost and availability of such vehicles, the necessary infrastructure required being put in place and the availability of WAV vehicles that would meet the criteria. All of these points would need to be considered to ensure that all supporting infrastructure was in place prior to the implementation date.
- 3.23 This policy originates in the context of the Council's decision to develop a Net Zero Transition Plan. The Chief Officer – Governance was instructed by full Council on 3<sup>rd</sup> March 2020 to report to the Licensing Committee with proposals to consult with the taxi and private hire trade on options for transition to

alternative powered vehicles. The purpose of the question is to establish a realistic timeframe by which petrol or diesel vehicles will no longer be accepted as taxi or private hire vehicles in order to contribute to the Council's plan to meet the Scottish Government targets of reducing emissions by 75% by 2030 and to be net zero by 2045.

#### 4. FINANCIAL IMPLICATIONS

- 4.1 Officer time will be required to finalise policy wording, however this will be met from existing budgets

#### 5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from this report but the adoption of a policy on alternatively fuelled vehicles would contribute to the Council's obligations under the Climate Change (Scotland) Act 2009 and the Environmental Assessment (Scotland) Act 2005.

#### 6. MANAGEMENT OF RISK

Category	Risk	Low(L) Medium(M) High(H)	Mitigation
<b>Strategic Risk</b>	N/A		
<b>Compliance</b>	N/A		
<b>Operational</b>	N/A		
<b>Financial</b>	N/A		
<b>Reputational</b>	Implementing policy changes without adequate consultation may result in reputational damage.	L	Full consultation has been carried out and the results attached to this report for consideration.
<b>Environment / Climate</b>	Failure to approve the alternatively fuelled vehicle policy may have an adverse impact on the authority's climate targets.	M	Approval in principle is recommended in the report with further details to be acquired prior to finalisation of the policy.

## 7. OUTCOMES

- 7.1 The proposals in this report have no direct impact on the Council Delivery Plan but the adoption of a policy on alternatively fuelled vehicles would contribute to outcome 14 in the LOIP, namely addressing climate change by reducing Aberdeen's carbon emissions and adapting to the impacts of our changing climate.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Full impact assessment not required
Data Protection Impact Assessment	Not required

## 9. BACKGROUND PAPERS

N/A

## 10. APPENDICES (if applicable)

- 10.1 Appendix 1 – Consultation response summary  
10.2 Appendix 2 – Full consultation responses  
10.3 Appendix 3 – Letter from Aberdeen Airport

## 11. REPORT AUTHOR CONTACT DETAILS

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## Taxi Policy Consultation

<https://consultation.aberdeencity.gov.uk/corporate-governance/taxi-policy-consultation>

This report was created on Monday 01 March 2021 at 13:58

The consultation ran from 21/01/2021 to 26/02/2021

Responses to this survey: **149**

**It is proposed to introduce minimum dimensions for the passenger compartment with regard to seat width, legroom and height clearance as well as minimum boot capacity.**

### Do you agree with this proposal?

#### Question 1

There were 149 responses to this part of the question.

Option	Total	Percent
Yes	97	65.10%
No	52	34.90%
Not Answered	0	0.00%

**It is proposed that the owner/registered keeper of the licensed vehicle requires to be the licence holder.**

### Do you agree with this proposal?

#### Question 3

There were 149 responses to this part of the question.

Option	Total	Percent
Yes	110	73.83%
No	39	26.17%
Not Answered	0	0.00%

**8: It is proposed that vehicle licences are granted for 3 years in line with other Civic Government (Scotland) Act licences. Tests will be required every 6 months. An additional condition will be added to the licence stating that where a vehicle does not have a current test pass certificate the vehicle may not be used as a taxi or private hire vehicle.**

**Do you agree with this proposal?**

**Question 4**

There were 149 responses to this part of the question.

<b>Option</b>	<b>Total</b>	<b>Percent</b>
<b>Yes</b>	106	71.14%
<b>No</b>	43	28.86%
<b>Not Answered</b>	0	0.00%

**It is proposed to abolish the separate zones and simply have one licence for the Council's area.**

**Do you agree with this proposal?**

**Question 5**

There were 149 responses to this part of the question.

<b>Option</b>	<b>Total</b>	<b>Percent</b>
<b>Yes</b>	101	67.79%
<b>No</b>	48	32.21%
<b>Not Answered</b>	0	0.00%



**It is proposed that the updated policy provides minimum specifications for CCTV systems but does not restrict to particular makes or models.**

**Do you agree with this proposal?**

**Question 5**

There were 149 responses to this part of the question.

<b>Option</b>	<b>Total</b>	<b>Percent</b>
<b>Yes</b>	111	74.50%
<b>No</b>	38	25.50%
<b>Not Answered</b>	0	0.00%

**It is proposed to introduce a dress code for taxi and private hire car drivers.**

**Do you agree with this proposal?**

**Question 6**

There were 149 responses to this part of the question.

<b>Option</b>	<b>Total</b>	<b>Percent</b>
<b>Yes</b>	112	75.17%
<b>No</b>	37	24.83%
<b>Not Answered</b>	0	0.00%

**It is proposed to allow medical evidence to be provided in advance by all applicants.**

**A 2-tier fee system is suggested, whereby applicants who provide their own medical evidence that they meet DVLA Group 2 standards with their application would pay a lower fee than those who require assessment by the Council's Occupational Health provider.**

**Do you agree with this proposal?**

**Question 7**

There were 149 responses to this part of the question.

<b>Option</b>	<b>Total</b>	<b>Percent</b>
<b>Yes</b>	100	67.11%
<b>No</b>	49	32.89%
<b>Not Answered</b>	0	0.00%

**It is proposed that driver licences are granted for 3 years in line with other Civic Government (Scotland) Licences.**

**Do you agree with this proposal?**

**Question 6**

There were 149 responses to this part of the question.

<b>Option</b>	<b>Total</b>	<b>Percent</b>
<b>Yes</b>	135	90.60%
<b>No</b>	14	9.40%
<b>Not Answered</b>	0	0.00%

**It is proposed to introduce a requirement for all vehicles to be alternative fuelled vehicles by a set date.**

**Do you agree with this proposal?**

**Question 7**

There were 149 responses to this part of the question.

<b>Option</b>	<b>Total</b>	<b>Percent</b>
<b>Yes</b>	60	40.27%
<b>No</b>	89	59.73%
<b>Not Answered</b>	0	0.00%

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What is your organisation?	It is proposed to introduce minimum dimensions for the passenger compartment with regard to seat width, legroom and height clearance as well as minimum boot capacity. Do you agree with this proposal? - Question 1	Suggested dimensions are as follows: maximum ground clearance 175mm; minimum rear legroom 700mm; minimum rear head room 900mm; minimum boot capacity 450litres; minimum rear seat width 1200mm. Do you have any comments on the proposed dimensions? - Question 2	It is proposed that the owner/registered keeper of the licensed vehicle requires to be the licence holder. Do you agree with this proposal? - Question 3	It is proposed to exempt vehicles leased or on hire purchase from this policy. Do you have any comments on the policy and the suggested exemption? - Answer	It is proposed that vehicle licences are granted for 3 years in line with other Civic Government (Scotland) Act licences. Tests will be required every 6 months. An additional condition will be added to the licence stating that where a vehicle does not have a current test pass (certificates the vehicle may not be used as a taxi or private hire vehicle). Do you agree with this proposal? - Question 4	Currently the fee for a vehicle licence is £395.00 and an annual renewal fee of £215.00. It is proposed that the fee for a 3 year licence including 6 tests be set at £550.00. Do you have any comments on the policy or proposed fee? - Answer	It is proposed to abolish the separate zones and simply have one licence for the Council's area. Do you agree with this proposal? - Question 5	Separate zones are no longer considered necessary. The Airport Management Company have direct control over the ranks on their land. Only approved vehicles are permitted to utilise the main rank at the terminal building, controlled via camera-controlled barriers. There are no zones specific to any of the other major airports in Scotland. This would also result in administrative savings to both the Council and licence holders.	It is proposed that the updated policy provides minimum specifications for CCTV systems but does not restrict to particular makes or models. Do you agree with this proposal? - Question 5	Only CCTV or Dashcam systems that meet the following specification shall be included on the licensing authority's approved list. *Wiring of the CCTV/Dashcam system must be compliant with current British Standards. *CCTV/Dashcam cameras must be permanently wired and turned on and off by the ignition only. They cannot have a switch to be turned on or off manually, or be powered by a dashboard cigarette lighter.	It is proposed to introduce a dress code for taxi and private hire car drivers. Do you agree with this proposal? - Question 6	A suggested dress code would be a plain shirt or blouse, dress trousers or skirt and shoes and the explicit prohibitions from wearing jeans, t-shirts, trackuits (tops or bottoms), trainers and football type attire. Company badges or branding would be permitted on the shirt or blouse. A company logo or motif would also be permitted. Do you have any comments on the policy and the suggested dress code? - Answer	It is proposed to allow medical evidence to be provided in advance by all applicants. A 2-tier fee system is suggested, whereby applicants who provide their own medical evidence that they meet DVLA Group 2 standards with their application would pay a lower fee than those who require assessment by the Council's Occupational Health provider. Do you agree with this proposal? - Question 7	It is proposed to allow applicants to obtain evidence from their own medical professional that they meet DVLA Group 2 standards. Applicants will have the option to obtain the evidence via the Council's Occupational Health Service if unable to obtain it from another medical professional. Do you have any comments on this proposal? - Answer	It is proposed that driver licences are granted for 3 years in line with other Civic Government (Scotland) licences. Do you agree with this proposal? - Question 6	It is proposed that the fee for a 3 year licence is £110.00 if your own medical evidence is provided with the application or £230.00 if assessment is required from the Council's Occupational Health Service. Do you have any comment on the policy or the proposed fees? - Answer	It is proposed to introduce a requirement for all vehicles to be alongside other policies such as the WAV policy and that on age of vehicles. The timescale will be partly dependent on the provision of suitable infrastructure to make the policy viable. Do you have any comments on the policy, a suggested timescale and how the policy may interact with the other policies mentioned above? - Answer	Do you have any other comments? - Answer		
Ph taxi	Yes	No	Yes	All should have same rules	Yes	That's ok	Yes	No	Yes	No	Yes	Needs to be enforced	Yes	No	Yes	No	No	No	No	No
Taxi	No	No	Yes	No	No	No	No	No	Yes	No	Yes	No	Yes	No	Yes	No	No	No	No	No
N/A	Yes	No	Yes	No	Yes	It should be transferrable as Vehicle may change during the 3 years.	Yes	No	No	no	Yes	Do not agree with proposal as too restrictive. Jeans should be acceptable	Yes	No	Yes	No	Yes	WAV has never been fully implemented so interested to see this initiative progressing.	No	No
Rainbow City Taxis	Yes	N/a	Yes	Agree	Yes	Better value per year is a good thing but many drivers won't be able to pay £550.00 in one transaction. Will there be an option to pay this up eg. 3 payments over 3 months of £183.00?	Yes	Na	Yes	Na	Yes	Sounds okay	Yes	Na	Yes	Na	No	Na	Na	Na
Taxi driver	Yes	agree	Yes	No	Yes	High price for some drivers to pay in one go especially in current times	No	No	No	I think the drivers would need a grant to meet with the price	Yes	I think a shirt is a bit OTT surely a polo shirt with trousers and shoes is enough	No	No	No	Ok price	Yes	I've looked at an electric car and I doubt there is many that meets with this new minimum size that you are looking to introduce	I'm hearing of a lot of passengers being over charged by some drivers. That is bad for us law abiding drivers a feel a strongly worded email goes out. I don't know if I have received complaints about this but passengers I've had said they don't know who to contact. Surely nowadays it should be straight forward to make a complaint.	No
N/A	No	No	No	No	Yes	No	Yes	Does this mean any taxi can pickup at the airport rank.	Yes	Why can't we just use dashcams?	Yes	No	Yes	No	Yes	No	No	No	No	No
Taxis	Yes	No	Yes	As long as the hp or lease company own the plates on the vehicle rather than managing them for someone else I don't see a problem	Yes	No	Yes	No	Yes	For cctv in the car I agree with all that but for dash cams facing out the car with sound turned off for the drivers peace of mind and possible insurance purposes I think normal dash cams should be permitted	Yes	No I would always expect a smartly dressed driver	Yes	No	Yes	No	No	No	No	No
Self Employed	Yes	Ok	Yes	No	Yes	Ok	Yes	Ok	Yes	It's a basic deterrent security system for the driver why go for expensive systems	Yes	Agree	No	Why does it have to be group 2 standards	Yes	No comment	Yes	Agree	Sent out the machinery testing it is a disgrace and money making racket.	No
Taxi driver	No	Not all customers are of same build	Yes	As a taxi driver of over 40 years I have said many times 1 person should only have to have their on plate thank you	Yes	At this moment in time I do not agree with this increase	Yes	I think the Airport will fight you on that proposed idea	Yes	I DON'T AGREE WITH THE ABOVE CRITERIA IN TAXIS SO IT'S A NO FROM ME	Yes	Again this is very difficult to agree but my thoughts are yes	Yes	I am sure that there again be a cost for this for the council or taxi driver cover the cost	Yes	As I said above	No	As I have always said anyone coming into the taxi trade must drive WAV for 4 years then be given the opportunity to have a saloon car	When the taxi rank spaces are up for debates please listen to the people who use them the taxi drivers	No
Taxi Driver	Yes	agree with minimum dimensions!	Yes	Any changes should be for all cars including leased. Private owners will be discriminated otherwise!	Yes	Agree with change	Yes	Why not do away with red plate yellow plate and green plate I And have one single plate covering all!	Yes	I have always felt cctv should be mandatory in cars for passenger and drivers safety!	Yes	Have only ever worked at Rainbow and have always had a dress code I	Yes	Agree	Yes	Agree	Yes	As long as the changes apply to every driver I would agree!	I've been driving a red plate for over 10 years because I wanted to use a saloon car. I have always felt I am being discriminated against because other drivers have been allowed to put new saloon cars on the road because they already have a yellow plate. If changes are made I hope it covers everyone to avoid discrimination	No
DEREK MCBRIDE	Yes	Context required, as in, I currently drive a Ford Mondeo, what is mondeo dimensions?	No	No exemptions, one rule for everyone or no rule change, the only ones who would benefit from exemption are bigger companies	Yes	Good idea	No	This proposal, while seemingly well thought out is not, you've got to go back to why separate zones were implemented in the first place, if this policy was approved there would be anarchy at the airport, especially at the heliports, driver's arguing and fighting, which are not conducive to a pleasant environment for passengers	Yes	No comment, other than I think driver's should be permitted to fit any dash cam they want for their own protection and not have to pay for any additional license for them	Yes	Should have been introduced decades ago	No	The current system where everyone pays the same is better, are you seriously suggesting that those who most need help and understanding will have to pay more for the privilege of renewing their license, those who are having medical conditions are those who work and earn less and you want to punish them financially even more. It's like asking those on minimum wage to subsidise company directors. No one asks for medical conditions or thinks it will ever happen to them, but it does, show some compassion	Yes	Ridiculous, disgusting who ever thinks this a progressive policy should hang their head in shame	Yes	No comment until concrete proposals offered	None that would be listened to	No
Ph	No	No	No	No	Yes	Seems a bit expensive at this time	Yes	I don't think there should be zones	Yes	Seems ok	Yes	Totally fir that	Yes	No	Yes	No	Yes	No	No	No
	Yes	No	Yes	No	Yes	Fees should be reduced as paying a lumpsum amount of 550€ is too much...	Yes	No	Yes	No	Yes	Normal plain jeans and collar shirt should also be allowed.	Yes	No	Yes	No	Yes	No	Saloon plates should also be allowed. Like if no of taxi plates are lets say 1000 than atleast 30% - 40% vehicles should be allowed to be saloons as well.	No
Apcoa Parking UK	Yes	No. Large enough for adult passengers and 2 large and 2 small suitcases in the boot	No	How do you enforce that? What if it's leased at the rate of £1 per year?	Yes	no	No	A letter will be submitted to the committee covering the range of issues this would cause	Yes	no	Yes	Long overdue. Would fully support	Yes	no	Yes	no	no	I think the taxi drivers should be shown a breakdown of costs and exactly where the savings would be made and what that means in real terms before being asked to consider such fundamental changes.	No	
Self employed taxi driver	Yes	No problem with the dimensions, but surely the driver (shape & size) should be at the forefront, as from my own personal choice of vehicle at the moment, is my comfort, due to the time spent in the car	Yes	No opinion	Yes	Agree with your proposal	Yes	Should have been no zones years ago	Yes	My own opinion is that some drivers that I know have the cameras in the cars as hopefully a deterrent to any issues, these cameras can be purchased and installed for a few pounds, added expense might see a lot of them removed	Yes	Totally agree	Yes	No	Yes	No	No	No	No	No
	Yes	No	Yes	No	Yes	The sum of £550 is a large sum to pay in a one of payment. Maybe 2 or 3 equal payments over a 12 month period	No	No	Yes	No	No	I think smart t shirts dress trousers and shoes are suitable	No	No	Yes	No	No	No	No	No
Taxi driver	Yes	No	No	None	Yes	No	No	I feel the airport should be separate zone for total coverage of all flight times	Yes	No	Yes	Totally agree with dress code	Yes	Agree	Yes	Agree	No	No	No	No
Taxi driver	Yes	No	Yes	My thoughts are one plate one car no hiring of plates for people who have retired but kept their plate	Yes	No	Yes	No	Yes	Do not have one	Yes	Should have been done years ago people for example coming off a train getting into a taxi with his jeans away down his backside not good impression all for it	Yes	No	Yes	Part one I don't agree with that's an increase	No	No	The lack of service from council is atrocious our insurance company are requested proof of badge as we are constantly phoning to get certificate ps prior to covid 19 30 plus years a taxi driver and I'm afraid it's the worst it's ever been sorry for saying this but it's the truth	No
self-employed taxi driver	Yes	none	Yes	none	Yes	seems fare but will you be able to pay in instalments ?	No	only consideration about this is the parking charges at airport for dropping off passengers it seems an fare for passengers to pay a surcharge for being dropped off at airport	Yes	none	No	can't see a problem about dress code but I agree with the not allowing trackuits / trainers / football attire t-shirts and shirts with certain logos on them. I don't understand the part about the jeans as some of the jeans can cost more than trousers (black jeans can look like trousers)	Yes	don't know have not had to do this yet	Yes	thought this was in with license fees already?	No	don't know as council keep changing thing and dates for changing policies about the taxi trade	just that council do not keep taxi driver informed about any changes that come along ( especially at the taxi office changes are often only found out from other drivers passing on what's happened )	No
	No	Will all cars have to meet this requirement	Yes	Fine	Yes	There is a global pandemic and trade is down 80% where are drivers to get that sort of money from	Yes	Good	Yes	Yes allow all dashcams	Yes	Fine by me	Yes	No	Yes	No	10 years	I can't believe the council has proposed this in the middle of a global pandemic	No	

Ph taxi driver	No	Old people and over weight	No	You all are just making people's life difficult	No	No that's not right. 1st your to expensive and. Now your making people pay large sums. Should be helping taxi driver not making things even more difficult.	No	I'm a red plate	No	No cos I'll a red plate that's why its booking only	No	Crazy fix the roads 1st	No	No	No	Who proposed that other taxi driver or someone sitting in the in a office. Its all about fees. And making your own jokes easier.	Yes	I want to put a tests in taxi.	When is there going to be a taxi broad meeting open to the taxi drivers. Its attend and have there voice heard.	
Taxi driver at the Airport	Yes	That dimensions seem to be fair	No	You just said in your last question that the owner/registered keeper must be the licensed holder, then this question, I don't think so, who's behind this thinking I wonder?	No	The way things are just now it's the wrong time to be asking this question	Yes	I think your right	Yes	N/a	No	Most drivers are self employed so it should be their decision to wear what they think is right.	Yes	That's fine	Yes	No	No	No	No	
	No	Donot know	No	Ok	Yes	This will be ok. But what happened if changed the vehicle in between.	Yes	No	Yes	No	No	A selfemployed person donot need to wear company logo or uniform	Yes	Donot know	Yes	No	No	Donot know	No	
Taxi driver	Yes	No sounds good	Yes	Yes I do as some people can only afford this I just don't agree with people playing someone else for a saloon plate when they should be Waw	Yes	Yes 3 years sounds ok less paperwork	No	I am happy how things are	Yes	Dash Cams are good idea	Yes	Yes this is a good	No	No comment	No	No comment	No	Not everyone can afford electric cars should be up to driver	No comment	
Taxi	No	No	Yes	No it's got to be the same for everyone	Yes	Yes this seems okay	Yes	Yes I agree	Yes	No	Yes	No	Yes	Get from own medical professional	Yes	Own medical	Yes	No	No	
	No	No	Yes	No	No	Yes pay for 3years circumstances mean you leave taxi trade after 1 year rebate for 2 years has to be paid	Yes	No	Yes	No	Yes	No	Yes	No	No	Rebates should be paid if you leave before 3 years are done	No	As policy on WAW been changed quite a few times and no policy regarding other vehicles should be introduced until WAW policy is settled once and for all	No	
Taxi driver	No	You need boot space for luggage and any folding prams wheelchair etc I have seen this at first hand when saloon cars can't handle 2 suitcases	Yes	I plate one driver it is a unfair policy where you have to buy a wheelchair accessible when drivers are flouting the rules so they can have a saloon car 5 mins after passing there Hackney test	No	I would rather keep things as they are as it's easy to forget when your plate is due	No	I have worked at airport for 16years I think this is the worst idea for simple reasoning who will cover late flights on a Friday Saturday night everyone wants a piece of the airport on day shift but not after 8pm at night customers come first not the city fleet and offices being a zoned area stops the practice of home cover in the evenings and weekends	Yes	Sorry but a dash cam is a dash cam it's the driver who has to foot the bill not council and if its in concordance with government standards we are not the police we are taxi drivers just covering our backs from accidents and theft	Yes	Totally agree	Yes	No	Yes	Unacceptable	Yes	I'm all for this but good luck finding a dual fuelled wheelchair accessible	I think anyone who has been driving a wheelchair accessible vehicle for more the 20years as I have should be given the choice of a saloon car plate yellow city or green airport as they have paid there dues this will cover your dual fuel problem anyone coming into trade as a new licence should be put into a wheelchair plate until they have been working for 4years 1 plate one driver should be implemented unless they work for a company	
private hire	No	when you get three people in the back of any car its tight you possible reduce this by plating the car to 3 passengers. 1 in front two in back would give more comfort	Yes	no	Yes	great idea	Yes	no	No	/	Yes	every driver should look smart good for city image	No	no	Yes	no to high a price	Yes	good idea hybrid or electric is way forward good again for town driving less pollution	could it be possible for all drivers to have same plate better for the public and driver has more options on where to go. For rail airport if all zones where opened	
self employed Taxi Driver	Yes	This may reduce the options available when looking at alternative vehicles.	Yes	No	Yes	Looks ok	No	If the airport are controlling the vehicles that operate on there property and is not controlled by the council then this should be a separate zone	Yes	ok	Yes	agreed	Yes	agreed all drivers should hold a medical certificate	Yes	agreed	No	alternative fuelled vehicles are just starting to develop, all electric are expensive to buy and the replacing of battery's are very expensive. Insurance restrictions, potential to run out of charge in remote areas, having to stop and recharge battery on journeys, more charging points dedicated to taxis, best council buys the vehicles and lease them to drivers that way were not putting people out of business	No	
Airport Taxis	Yes	Seems reasonable.	Yes	No comment	Yes	This also seems reasonable	No	Approved vehicles/ drivers need to be vetted by the airport to weed out unscrupulous drivers and ensure a consistent good quality of service. Driver conduct must also be checked, and if found to be below standard, would result in immediate removal/banning from the airport's ranks. Also, there must be a shift rotation in place to ensure that a minimum amount of cars serve the airport every night during the weekend this would be essential as drivers would abandon that rank to work the far more lucrative city centre.	Yes	Seems reasonable.	Yes	I agree with almost all of it, however I would allow trainers on the strict rule that they must be matt black, with minimal logos showing, ie not white or multicoloured.	Yes	No comment	Yes	No comment	No	No comment	When applying for licence renewals by email, it would be appreciated if there was a reply acknowledging receipt of application, along with a timescale for how long the process takes. A lot of the time, the application is sent and then I don't hear a thing about it for months on end until it is completed.	
Self employed	No	Why change?	Yes	No	No	Lump sum at once may be to much for drivers taking in other running.	No	No	Yes	No	Yes	I've been in the taxi trade for over 30 year and there's been a dress	No	No	Yes	I think it should be a one off payment for a licence. I think every	No	No	No	
Taxi Driver	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	No	Yes	No	No	No	No	No	
Taxi driver	Yes	Does this relate to all vehicles ie saloon,estate and wheelchair accessible	Yes	Yes	Yes	No	Yes	Does that mean no green plates and if so that's fine	Yes	I don't use CCTV in my car does that mean it would be compulsory is so I don't agree	Yes	Driving in shoes for a period of time is not what I would consider comfortable so maybe all one colour training shoes	Yes	No	Yes	No	No	No	No	No
Taxi Driver	No	Why would you change or even think about this during a global pandemic. All cars on current list are fine now. If anything get more saloon cars on road and less wheelchair cars.	Yes	No vehicle should be exempt from this but people are profiting from renting out saloon plates and this should not be allowed. If someone wants to drive a taxi that plate should be his and no one else. To much companies and retired drivers renting out saloon plates at £100 a month. This should be stopped	No	Leave as it is. We are going through a global pandemic taxi trade is down 80% so if this was in force now drivers would need to find £500 if renewal was now. Easier to find £235. No body knows what is going to happen in the future so leave as things are.	No	Again leave as is the airport is already profiting with drop off charges if zone was done away with they will end up putting more barriers in place and more charges in place. Who ever is thinking these things up need to have a long hard look at themselves and try being a taxi driver instead of thinking up stupid things to change as per this survey	Yes	For god sake. Why is someone thinking up all this rubbish can we not just keep things simple. Dash cams or CCTV is surly for passenger and driver safety if you start putting all this rubbish in drivers will not have it. All this survey seems to be about costing the trade more money that it can't afford.	No	All drivers are self employed until we are employed by council or taxi companies they can't stipulate a dress code. Need to take a look at some of your own council staffs. Dress code unbelievable	Yes	Again leave as is for god sake everything on here is costing an already cash strapped trade more money. Instead of some one sitting making up this rubbish can they not get our license renewals out in less than 9 months, apparently due to covid but the year before was the same	No	Alternative fuelled vehicles won't work for taxis to much miles covered and not enough battery charge for a day also no charging points. WAW policy should be changed to much on the road compared to wheelchair users. A lot of elderly people can't get into taxis as they are to high and are not comfortable standing on a step to get in. I have never been flagged down by a wheelchair user and think most wheelchair user would call and book a taxi.	No	Get back wynd taxi rank reinstated and night time ranks open again get rid of the stupid mess on Union street gone so passengers may be dropped off safely. A system that works must be left as it is stop trying to get more money out of a trade of elderly people who can't get into taxis as they are to high and are not comfortable standing on a step to get in. I have never been flagged down by a wheelchair user and think most wheelchair user would call and book a taxi.		
Taxi	Yes	I agree	Yes	I agree	No	I completely disagree.	No	No	Yes	I disagree with any part being fixed to the ignition. You are not taking into account when a driver needs a replacement vehicle due to an accident and there is no guarantee the replacement vehicle will have this facility	No	I disagree.	Yes	No comment	Yes	The medical fee used to incorporate a medical. This is a forced increase on the driver. Unfair	No	I reserve judgement	Don't make it harder than it is to taxi drivers. Any increase affects a bottom line that is detrimental to the driver, who currently works for less than the minimum wage	
Taxi driver	Yes	Minimum rear leg room could depend on how far back driver has his seat! Am 6ft 2 so need my seat right back meaning less rear leg room.	Yes	No	No	3 years is to much. If you leave within 3yrs would you get a refund?	Yes	No	Yes	Wived to the car is just another cost to the driver. Power from a cigarette lighter should be allowed.	Yes	A company judge is going to far as again this would just be another cost to the driver!!	Yes	No	Yes	Yes	No	No	No	
Self employed	No	No need for change	No	no	No	A 3 year policy is a very big outcry. Would it be refundable should the vehicle/driver retire?	Yes	With the airport zone currently charging taxis to drop off/pick up at the airport, (which rises without notice) why not assign a drop-off / pick-up point outwith the charged area?	No	Dashcams are for the drivers personal safety, and should not be included in any ACC policies. No should there be a charge/licence required.	No	When working, I dress for comfort (which may include jeans and trainers). But I'd gladly wear a "uniform" if the council were to issue the required attire.	No	At what age do require a medical to drive? My current driving licence, allows me to drive until I'm 70 years old.	Yes	The fee is £5 more than the current £35 per year. And charging £230 for a medical is inappropriate and unnecessary.	No	Since the departure of a Hackney sergeant, an taxi / ph's being "looked after" by Fleet Services, it seems that the department is less approachable, and only seems to be looking for profit, with the constant changes to terms and conditions.		
Aberdeen Taxi Service	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	No	Any formal wear should be permitted.	Yes	No	Yes	No	No	No	No	
Taxi driver	Yes	No	Yes	No	Yes	No	No	No	Yes	No	No	No	No	Yes	No	No	No	No	No	
Derek's Taxi	Yes	The council should implement the 100 per cent wheelchair policy. This would give everyone the same boot width. It would also stop the discrimination in the trade towards passengers and drivers. The council have had nearly 30 years to put this right.	Yes	Hiring needs to be outlawed as the plates belong to the council and third parties shouldn't be benefiting from hiring them out. Offices can directly employ drivers paying tax pensions etc.	No	The fee should be part refundable if the driver has more than a year left on the plate when leaving the industry	No	This would disadvantage the town drivers who wouldn't be allowed to pick up at the airport. The council would have to provide much more rank space to accommodate all these cars	Yes	Should be allowed to record in the car also	Yes	I largely agree but sometimes jeans and trainers are more comfortable when sitting in a car all day. Not ripped ones or tatty ones though	Yes	No	Yes	No	Yes	Certainly have to be a better system than the current sticking plaster WAW policy	I think consultation has been sadly lacking in the past. All drivers are business owners and the council should be consulting far wider than the office p Owners. The taxi consultation group should be emailing drivers prior to meetings and gauging their views. Currently they are acting for themselves. Likewise they should be reporting back to drivers after meetings. If changes such as closing ranks are proposed then the drivers who work these ranks need consulted prior to changes being implemented	



Taxiowner/driver	No	Leg room dimensions are a bit confusing. I have a skoda superb estate. It can comfortably fit two tall passengers sitting in front and rear seats. 700mm counted from front edge of rear seat to back of front seat would eliminate all saloons. Unless my opinion of leg room is wrong?	No	Can't see any issues with the current set up.	No	While the taxi trade is struggling with its very survival. Due to covid 19 and oil business decline etc. Paying yearly is a strain in itself.	No	The Airport Authority has always had direct control of the taxis. Nothing has changed except the unfair drop off charge to passengers. They still charge a fee for a select amount of drivers. Which still has the same issues as before. We can't use the airport ranks but unfairly they could use the city ranks. Creating another issue, not enough space on the taxi ranks as it is.	No	If a normal dashcam is used only for exterior recordings, eg. no camera able to record passengers. Surely this would be a big help in accident situations. Also we would add extra help to the police service. Which is always appreciated. Unless it's used for personal safety of the driver. The added conditions would not in my opinion be required. CCTV (interior) and DASHEAM (exterior) are two very different options that should not be bundled together.	Yes	I agree with no jeans trainers etc. But I also think a smart t shirt, chino trousers and clean appearance are good. Certain things should be banned, but sitting in a taxi for long periods, of time can render a shirt & trousers that are supposed to be dress attire to look scruffy.	Yes	After 43 years a taxi driver this is all new to me, so no comment.	Yes	any added fee is unwelcome but probably unavoidable? at least there are options available	No	Everything concerning alternative fuel and wavy is vague at the moment. As the taxi trade sometimes has long distance runs, mileage availability is an important issue. Also Better battery power, More affordable vehicles, Help from the government, Hydrogen more affordable, Hybrid allowed or not	A good taxi trade also needs a good help from the council to deliver the service. Better ranks and treated as public transport would help, eg. too much bus only measures creeping in.
AB Cabs	Yes	One of the biggest problems is luggage, cars that have been passed by the council does not meet today's standard of luggage requirements and especially at the Airport where many drivers can't take or refuse luggage on the grounds it won't fit into their cars. It's time this was eradicated and only cars fit for purpose should be allowed a licence	Yes	One driver one licence, this debauchery of making money off taxi drivers because of circumstances is despicable and needs to stop. The likes of rainbow, murisons and outsiders have taken the trade to a level that's not norm. I've been down this road and to be paying between £11/14 thousand a year is day light robbery regardless of the drivers circumstances. I would suggest that the council should put a financial package in place to prevent scruples people within the trade and outer parameters of the trade to stop this ever happening again. I believe it used to be One driver one licence hence bring it back.	Yes	Yes it can be difficult for drivers to obtain that amount at once however, if the council would split it into 2 x 18 months payments would be more practical.	No	Yes they are as it prevents zone drivers working the city. As a former Airport Driver they make enough when things are good without having to infringe on the city	No	Without volume it's pretty useless	Yes	far to many drivers not properly attired	No	No comment	Yes	Disagree	No	No comment	None
Taxi	No	Legroom	Yes	No	No	Don't have comment on this	Yes	Do away with control of there ranks and open it to all drivers that have a licence to operate taxi's we pay for this fee the same as the airport drives	No	No	Yes	No trainers no hats clean shaven	No	Not sure	Yes	On the garden fence?	No	No	No
Taxi trade	Yes	I do think some saloon vehicles are not suitable for four passengers and luggage	Yes	I agree with vehicles on hire purchase as know one can really afford to purchase a vehicle outright. Not so sure about leased vehicles	No	I don't agree with this I think that due to the current financial climate £550 is quite a outlay in expenses I know we are in a current pandemic and has been at the top of restrictions but I didn't receive my licence for 2019 so if I am expected to pay more I would expect a better provision from licensing	Yes	Yes I think the airport should be de-zoned I think it's unfair that airport vehicles can work city ranks at all drivers be some sort of grant or compensation for supplying this equipment	No	In theory cctv is a good idea but again this is another extra cost to the drivers. Would there be some sort of grant or compensation for supplying this equipment	Yes	Yes there should be a dress code I drive for COMCAB and they insist on all drivers be of smart but casual appearance. I always dress in shirt and trousers	Yes	I agree that if you meet all DVLA requirements to hold a valid driving licence I don't think you should be refused a licence	Yes	We already have our licenses granted for three years. But I don't agree with the driver incurring the cost for the medical again this is another cost being added to the drivers again we seem to be developing a pattern of increased costs to drivers. If you meet all DVLA requirements why would you need a medical?	Yes	Yes I totally agree with alternative fuelled vehicles it really is a no brainer but with ACC. Crusade to have every vehicle WAV is unattainable again it is done to cost and affordability with some of the new hybrid BLACK CABS starting at about £5000. That's a huge investment to start any business. Think ACC should be looking at the bigger environmental picture and granting more licenses for hybrid vehicles but only granted to drivers who have held a license for more than ten years I think this a more sensible approach rather than huge sums of money. On consultations about making the whole city fleet WAV	Yes I do think that every new driver should be made to drive a WAV VEHICLE for a minimum of say three years. I think the plates from I think the owner of the plate and the vehicle should be the same
Taxi Drivers	Yes	No	Yes	No	Yes	No	Yes	Yes I feel a yellow plate licensed taxi should be allowed to operate at the Railway and Airport as we here in Aberdeen are representing The city and should be allowed to provide the best service possible	Yes	Yes	Yes	Dressing smart makes yourself feel good and is nice for the city	Yes	No	Yes	No	Yes	No	No
Rainbow	No	Whilst I am a WAV driver I feel the strength of the Aberdeen City taxi fleet is to have a diverse representation of vehicles, to ensure there are vehicles for every purpose and occasion.	Yes	I agree with this proposition as there are too many third party licence holders, using it to make money without actually operating themselves.	Yes	Large single cash payment given the current taxi climate. Should include some form of payment options.	No	Would need evidence of any kind of savings to drivers.	Yes	It is right to have an electronic standard for fitted equipment, but CCTV systems should not be mandatory.	Yes	Yes I agree, smartens up the taxi fleet.	No	If deemed healthy enough to drive a vehicle and operate their WAV as done during the hackney, why has this relevance and seems another layer of bureaucracy around licence grant or renewal.	Yes	Both fees seem fair.	Yes	These matters will need resolved in particular the WAV issue.	No
self employed taxi driver	No	will be limited to what type of car we can purchase, 70% of customers that book a taxi through the office i work for ask for a saloon car, no problem getting them in or out, most of the elderly do not want a WAV they say it's to hard to climb up into them.	Yes	a lot of drivers lease from company's as they can't get finance	Yes	I think it should be 1 test a year 6 month from your M.O.T. I do agree with the 3 year licence but not at £550.00	Yes	If the ranks are controlled by the Airport as it is their land who has the right to pick up from Babcock Heliport at the other side of the Airport, it needs to be made clear as we have Airport Taxi's saying it's their rank and you have Aberdeen Taxi's saying it's their rank yet the Manager at Babcock terminal 2 said no body has the right so at there.	Yes	It seems strange that Taxi's are on the road 24/7 and if any crime or accident happens the police ask for Dashcam footage yet most Taxi's can't have them but Joe Bloggs can	Yes	I work for Rainbow Taxi's and we have a dress code if you are caught wearing anything other than the above you will be asked to leave.	Yes	ALL drivers should be able to pass a medical	Yes	would be happy with the £110.00	Yes	I have changed to a hybrid last March.	I hope all the above will be for All taxi driver's as of current standards there is some strange dressed taxi driver's on the road.
Independent?	Yes	No	Yes	Sorry don't understand this question. It appears to contradict the above question? New drivers shouldn't be driving a saloon vehicle on a hired plate. It clearly states on the plate this plate belongs to Aberdeen City Council so why does the council allow the hiring of the plate. It costs 1000 plus to hire a plate per year. Car plus plate 200 per week = 10400 per year. The plate and the car must belong to the driver in my opinion hiring or managing equates to the same thing.	Yes	A bit expensive	No	I believe it would only add to congestion on ranks and create confusion amongst other drivers.	Yes	99% of dash cams have 50 cards which is very easy to access should the police or any other person require the footage.	Yes	The majority of the fleet are very presentable.	Yes	No	Yes	No	No	No	WAV and saloon vehicles. Possible idea. 10/15 years WAV then saloon plate providing all licensing kept upto date
Independent taxi driver	Yes	No	Yes	There are examples of drivers that should be on WAV vehicles, acquiring a plate from "various sources" and end up driving saloon plate cars. Some of these cars are registered to a separate person or company. Other drivers have bought WAV vehicles at a considerable more expense, and are hired at the thought of drivers recently coming into the trade now driving saloon/estate cars without the need for any considerable expense for a wheelchair conversion. May I ask that this practice needs to be addressed. The Council seem to accept this practice on a large scale.	Yes	I think this is a good idea that would suit both the Council and the driver, £550 is a very large outlay, so I would like to see that the payment be split into two equal payments of £225 over 6 months initially then the other 6 months later.	Yes	So I would presume the Airport would operate a permit system, so still the same vehicles able to service the Airport, Scotia and Bristows heliports. Unless I bought a permit I would be unable to pick up at Scotia, Bristows, would this be correct? This is of course outside the Councils remit to enforce any conditions as the Airport is classed as private.	Yes	No comments	Yes	Smart casual and definitely no trainers, track suits, bottoms etc.	Yes	None	Yes	None	Yes	The Wheelchair policy if it's correct was introduced in 1995, there have been numerous attempts by the Council to instigate this policy, but to the annoyance of genuine drivers who have purchased WAV there are still drivers who passed their test way after 1995 still driving saloon/estate cars on "managed plates"	I have made several comments regarding WAV and the "managing of plates" The Council would have a lot more WAV if they were to rectify this problem. Too many drivers who should be WAV are evading the higher cost vehicles by "hiring a plate from another driver"
Taxi driver	No	There are bigger issues that need to be addressed	No	One person should not have more than one plate unless it's run as a business	No	You shouldn't need two tests and an MOT, why not one hackney and six months later an MOT	No	Why not concentrate on getting the airport to exempt taxis from the drop off charge so we can provide them a service	No	CCTV is something a taxi driver should have for their safety and is also beneficial for law and order if they want one	No	Only if the council provided it	No	No let the council pay it	Yes	We pay enough for very little as it is so the council should get the bill	No	I've been driving a wav for twenty five years because I was pressured into getting one yet drivers with less years service than me have never driven one, so would it not be fair after a certain amount of service to the trade you could have the option to drive saloon or WAV??	After 25 years as a taxi driver it is now not a pleasure having to come down to littybresters, back in the day you used to come out knowing your car was in roadworthy state and put your mind at rest, now it's a very uncomfortable situation and a lot of drivers are feeling like this
Independent taxi driver	Yes	As long as the dimensions are consistent to a good sized family car and the wheelchair accessible vehicles meet it, I'm happy with that.	No	As long as the person driving the vehicle is licensed by Aberdeen City Council, I don't see the problem with them not owning the vehicle or plate.	Yes	That seems fair as long as a renewal is sent out before the renewal is due.	No	I fear that the Airport will struggle to service their customers if they don't have a dedicated Airport fleet. We have seen that happen at the Railway Station at certain times before the pandemic hit.	Yes	I have never had CCTV in my taxi so don't really know a lot about this.	Yes	I agree with a dress code but feel a polo shirt should also be acceptable. It's important that we look smart as it gives us a more professional look.	Yes	As long as help is available so each driver knows what they need to have in advance of applying for their license.	Yes	That seems fair enough.	No	Before this policy can be looked at and implemented, we need to know proper taxi representatives from street drivers to company owners so the taxi trade has the best representatives. The current taxi rank provision is poor and a lot of drivers have felt they have not been consulted. I understand that during the pandemic, it's been a challenge as events have happened quickly and everyone is working from home, but going forward, better communication would be nice.	



	Yes	I can't picture the sizes in my head. You would have to show examples of vehicles that you had in mind before I could comment.	No	you could discourage part time drivers from covering weekend night shifts. bad idea. this could lead to extended waiting times in taxi ranks and possibly cause arguments among the public.	Yes	no	Yes	0/Yes	good	Yes	good	No	?	Yes	?	No	?	no		
Taxi driver	Yes	NO	Yes	NO	Yes	NO	Yes	NO	NO	No	As long as your clothing is clean and tidy I do not see what is wrong with jeans and trainers. A top with a collar should suffice.	Yes	NO	Yes	these questions seem to be suggesting that every driver will have pass a medical before you can renew your license. Is this the case?	No	No	what are you doing about taxi ranks? Will taxis be allowed access through all bus gates? Will renewed licenses be issued at any time soon? Will renewed licenses be sent by post rather than email if you do receive one?		
Taxi driver?	No	What are the current dimensions	Yes	Too many plates out there on cars that are not driven or owned by the license owner	Yes	If you are one or 2 years into your 3 years and for any reason you can't be a taxi driver any more do you get a refund for time paid and not used	Yes	Does this mean that airport taxis will no longer be able to work the city ranks at weekends and offshore Europe?	Yes	We should be allowed dash cams the police are always asking for dash cam footage.	Yes	I have no problem with smart dress code	No	I have very slight asthma and I feel I don't need to go for a medical every 3 years it doesn't bother me but I was honest enough when filling up my form	Yes	Disagree with having to pay for a medical I feel I don't need a medical for slight asthma	No	It's about time the Way policy was sorted because in 2023 it will be pit back again. It's not right that people can come straight into the trade and hire yellow plates or go private hire. All new drivers into the trade private or taxi should have to drive a WAV without exception for a period of time say 5,7,10 years what ever you decide. This way we will always have enough of each to go around. I can't see the point of having WAV cars driving about with exemption stickers on them. If this was a European directive I don't know but we are no longer in Europe surely Common sense should prevail. This has been going on since 1994.	We are the first people visitors to this city meet let's all work together to make Aberdeen great. I applied for my stepfather plate back in 2006 and was refused because we said we were not going into business together we tried to do the application honestly.	
	Yes	no	Yes	no	Yes	no	Yes	no	no	No	shoes are very uncomfortable to drive in.	Yes	I agree	Yes	I agree	Yes	no	no		
Airport	Yes	No	No	No	No	No	No	No	Not all of the ranks in the airport zone are barrier controlled to allow a single licence scheme to work fairly all of these ranks would have to be barrier controlled. Who would pay for this? The current situation is working without any major issues at present so I don't see any great need to change.	Yes	I thought we already had a dress code. I would agree that dress standards have slipped since I started but this is surely up to licensing to do more spot checks on vehicles and drivers.	Yes	No	Yes	No	No	No	No		
Taxi driver	No	No	Yes	No	No	To much money to be payed out at one time. £215 once a year is sufficient. And if a driver retires or cannot work the full three years, do they get refunded for the period the don't work	Yes	No	No	Yes	No	No	No	If council requirements are for a driver to have a medical then Aberdeen city council should pay for this.	No	If the council requires any medical reports from any driver, then Aberdeen city council should pay for it.	No	Where does the money come from to pay for these vehicles?		
Taxi driver	No	No	Yes	Should be no exemptions period They are the councils plates and should be paid for for each individual vehicle	No	Agree on price but have never got my head around why 2 tests a year plus 1 government required mot Surely the government one and the council one should be approx 6 months apart freeing up tests time and money to the council	Yes	Never understood why different licences in the first place the majority of the public don't care as long as they get from A to B in a licensed car with a qualified driver and as for the rest of the proposal I've had to turn away people disgusted that I can't take them because my licence (ph) doesn't permit picking up even when there's no other taxis available because of the type of vehicle I chose to drive? Ludicrous ruling Especially when I pay the same licence fees and did the same tests as taxi drivers so to speak That rule falls the public when busy	No	Hard wiring is Unnecessary and bring more unrequited and unwanted costs to the drivers who will agree are being strangled by the trade as it is and as for the rest of the proposal experienced drivers go clean over their heads as it just did mine did mine so can't really comment on the data stuff	No	Smart casual is adequate I have discussed this with many a customer and they don't really care as long as car is clean and driver has a degree of personal hygiene	No	If the condition of our health meets the required standards to drive a car same should apply to the Licensing board	No	As previous question	No	If it vehicles comply with government standards at whichever particular time this arises should suffice enough And as for 'wavy' vehicles that is unfair to people who can't get in from because of certain disabilities and/or old age who specifically ask for certain types of vehicles on request		
Taxi driver	No	No	No	Yes I agree	Yes	Make it £200 for 3 years do away with taxi tests make it 2 MOT's per year instead	Yes	No	Agree	Yes	Agree	Yes	Agree	Agree	Yes	Agree	No	Should not be date set should just happen in it's own time as all cars will eventually go green		
	No	No	Yes	No	No	I think that one hackney test every 12 months is adequate as we also have an MOT test also. With this pandemic taxis have only received one test if they were lucky.	Yes	Good idea	Yes	Do not agree with this as most dash cams are connected by cigarette lighter and all data stored is down loadable, so do not see why these would be exempt.	Yes	I agree with the dress code, but thing the wearing of a t-shirt should be ok if it has a collar.	Yes	Agree with this proposal	Yes	No	No	No comment		
BRIAN ESSEMONT T/A BRICAB	Yes	no comment	Yes	there should be no exemption this proposal is to allow taxi companies a loophole the plates would be and are being rented out at £1000 cash no receipt to the plate holder currently if a taxi office rents a plate on the 12 they put plate holders name then the companies name this is another loophole that the council encourage with their wording eg v5 nr blah blah alpha taxis taxi company address NO EXEMPTIONS then the council will be able to push more wave with yellow plates	Yes	so what would be the initial grant cost? currently £395 includes 2 tests proposed 6 tests £550 what about the initial grant cost?	Yes	777777 just set the standard don't know why this is consultation	Yes	THERE ARE TOO MANY NON OFFICE CARS THAT THEIR DRIVERS LOOK A BLOODY DISGRACE TO THE COUNCIL THE TAXI TRADE AND THE CITY FORCE THE STANDARD REGARDLESS OF RELIGIOUS OR ANY OTHER OBJECTIONS	Yes	the council cannot and should not ever be trying to get medical info from an applicants own doctor or providing a "service" as if helping the applicant. the applicant should get a medical from their own doctor to show they are able bodied to do the job. there are some drivers that don't even get out their cars to HELP customers and there are one or two that actually use their car as support when they do get out.	Yes	I would like to put forward that there should be refresher street knowledge tests as once test is passed drivers are forgetting 60% and some drivers are asking for postcode of destination from customers. So much for knowledge test.	Yes	the fees are what will happen	SET THE STANDARD REQUIRED this consultation is for drivers to complain (as we do) BUT this also allows for taxi companies to set their proposals instead of the council. and change wording to suit them.	Yes	Why doesn't the council simply rent out yellow plates to saloon cars that meet all the standards required. this will take away the unspoken right of plate holders to make money renting out those plates Also eliminate money laundering with untested undeclared income. Some plate holders are renting out their plates £1000 plus £215 test fee per annum.	
Taxi driver	No	I think that there is no problem with space as present	Yes	No	Yes	That's fare	Yes	No	No comment	Yes	That's ok	Yes	No	Yes	No	No	No	No		
Taxi	No	The current rules are ok	Yes	None	No	No to the three year grant and yes to the second part of Number8 incurrent time please tell where drivers are getting the money from	Yes	I think will reduce carbon footprint of driver and will allow drivers the opportunity to not travel back to there zones empty and reduces waiting time on ranks	Yes	Can't see the problem with sad cards etc.	Yes	I agree	Yes	If this is passed I feel it should be done when every driver applies for there or renewals	Yes	It's already three years	No	None		
Taxi driver	Yes	Yes as the rules are set and the same for every plate holder	Yes	On existing cars only and when the car is changed it must be registered to plate holder in the future	Yes	550 pounds is a lot of money for drivers to find in one go there should be a plan like 150.00 application and 1st test 80.00 2nd test 80.00 4th test 80.00 5th test 80.00 6th test 50.00 in total and drivers would not be able to work without their test paper on payment	Yes	It would allow the drivers to change from city to airport without cost and save the council a lot of paper work with drivers changing on a regular basis	Yes	As long as it meets legal requirements	Yes	looks better for people arriving in Aberdeen and gives the city a better reputation	Yes	every driver should have the medical to keep passengers safe and age should make no difference to medical	Yes	It is up to the driver which option he chooses as long as all drivers have a medical	Yes	Plate holders age should be considered because if the driver has only a few years when the date is set he would not want to put himself in a lot of debt for the required vehicle. example set a date say 5 years ahead then the driver could change his vehicle in 3 years time to the proposed vehicle and keep for 2 or more years after the date set for change and then retire	Yes	Being in the taxi trade for 37 years and seeing the rules changing over the years some of the proposed changes could bring the taxi trade back to a better standard like it was years ago The council should go back to one plate one driver except from companies plates and that way the drivers would look after their cars better instead of just driving someone's car and not worried how it looks and runs I also noticed that the latest plate renewal form does not ask if the vehicle is on hire purchased or leased! this could cause problems with the new changes.
	Yes	None	Yes	Agree	Yes	Agree with the change of the 3 year vehicle licence going from £395 to £550 as long as the annual renewal fee is waived completely, if not then who in their right mind would agree to passing over more money than we are in the current climate?	No	The airport taxi's pay the airport weekly for the privilege of picking up there & barriers are only in place at the main airport & not at the Heliports. The Heliports are major part of Airport working so allowing Tom, Dick & Harry to come in & take that from drivers paying for the right to be there is ludicrous.	Yes	None	Yes	I strongly agree with this. For years now I've been saying that the standard of attire for many Taxi drivers is a disgrace. A taxi driver is providing a public service & as such should be presented appropriately & not look like they have just been let out on day release.	Yes	Personally I would prefer a standardized method of checking this where all drivers get the same level of check instead of obtaining proof from different sources. I understand all regulations are the same for the checks but each health official will interoperate them differently.	Yes	None	Yes	Agree with this in principle but the timescale has to be right. I plan on going greener with my taxi in the future but as present the best I could go for is Hybrid. A multi seat operator the options for this is very limited.		
	Yes	No comments	Yes	This would be fair.	No	This would put some drivers off the road as 550 pounds in one go is a lot of money.	No	The only way this will work is to open the Airport and rail to all Drivers otherwise its unfair that Airport Drivers and Rail Drivers can pick up on ranks and town drivers are not permitted to pick up at Airport and Rail.	No	This system costs a fortune.	Yes	This would smarten up the drivers.	Yes	This would be a better system. Don't agree with group 2 standard.	No	We as a trade are being crucified, its supposed to be non profit?	Yes	More cost to the drivers, have you had a look at the vehicles used by some of the companies in town?		

Private Hire	No	Question needs to be explained more clearly!!	Yes	none	No	With the Covid 19 situation at the moment I feel asking any driver to pay £550 up front is a bit extreme! Also if after paying the £550 and after say 3yr a driver decides not to continue would he then be refunded??	Yes	More information required for this, ie does this mean abolishing Green plates and only having yellow or vice versa? Does this include the Airport, CHC, Bristow, Aberdeen rail etc??	No	Don't have one installed!	No	I agree that football attire is inappropriate as is a t-shirt but feel casual but smart is acceptable, for example a dress polo shirt with dark jeans/Trousers/dress shorts in the summer would/should be acceptable.	No	I feel if the Council need to know a driver's Personal Medical information then the Council should be prepared to pay for that information!	No	As said previously disagree with driver paying for medical information that the Council are asking for.	No	Need more information.	No
Taxi driver	Yes	Each vehicle should be able to take 1 case per passenger (eg 4 passengers 4 cases 8 passengers 8 cases my question is how many multiples can take 8 passengers plus 8 cases in the boot safely	No	The reason I answered no to question 6 is because your suggestion for exemptions if you go down that route there should be no exemptions. I would go one step further and make it one person one plate	Yes	Vehicles at the moment has 2 tests plus a mot that could be reduced to 1, not one test with the test done when the renewal of the plate is due then 6 months later a mot	Yes	Cannot understand where the saving for the licence holder is coming from	Yes	No comment	Yes	This dress code should already be in place and is a must to put the trade in a better image	No	All drivers should have a medical every 3 years when their licence is due for renewal	Yes	No comment	No	No comment	I have been a taxi driver for over 25 years and in that time seen it come to what it is now a complete untrustworthy trade / At the moment it is £215 a year for a plate which includes 2 test You are proposing a 3 year licence +6 tests for £550 a mot at the moment is £55 x2 =£110 so admin =£105 at the moment. So 6 tests at £55 =£330 +£105 admin fee =£435 It's bad enough the company's ripping us off without the council getting in on the act
	Yes	I think the suggestions are fair	No	I think not everyone can afford a personal vehicle for taxi or private hire job.	Yes	I think it will be a good thing to have the licence for 3 years. The price seems reasonable too.	Yes	I agree, the zones are no longer relevant	Yes	I agree with the proposal, it's important to be able to install a cctv camera (of course with correct licence and specifications) regardless of specific make and model. Safety and security for drivers and customers are most important.	Yes	Totally agreed	Yes	No issues with it.	Yes	Agree	Yes	Ok	I think communication from the city council for driver it's really important and I believe if when the licence will expire or if any news will arrive to be communicated via the agreed channels (email/post etc.). Thank you for your hard work! ☺
Taxi	Yes	The dimensions, although given, are very vague and open to different levels of interpretation. For example, a minimum leg room of 700mm, in what direction is this dimension? Front to back, or side-to-side? Also, the degree of "leg-room" varies from the knee to the ankle, so this doesn't really work. My suggestion is there should be a 1-inch wooden/plastic template made from a CAD (computer aided design) drawing, giving all the details and removing any ambiguity, before/during vehicle testing. This same fabricated template could be used at the test centre to verify compliance. Most motorsport scrutineer bodies use this strategy for fast and consistent compliance checks. It is simple to adopt, and taxi drivers could craft their own at home, using basic tools, cardboard/polystyrene	Yes	The licence holder should be the owner/registered keeper of the vehicle. Assuming all licence holders can have "daily managers". The caveat the council has is a single vehicle leasing entry could easily, in theory, become the "daily manager" of all the taxi (yellow) plates in Aberdeen. Some taxi firms lease back, would this mean a taxi firm could control the taxi (yellow plate) fleet in Aberdeen, and also control the taxi ranks? It would appear the value in these taxi vehicle licences are the ability to transfer them to saloon vehicles. This resists the council's vision of a sole WAV (wheelchair access vehicle) fleet. There should be an upper ceiling, eg. 20 plates, a daily manager would be allowed to manage. This would ensure fair competition between firms, more independent drivers, and prevent a single taxi firm having	Yes	This would certainly reduce the amount of paperwork and hopefully help licensing improve service response times. I'm all for it.	Yes	The Aberdeen airport management company saw fit to raise the barrier prices, again, within days of the technicians could audit the device to ensure it is fully compliant, especially with the variety of models on the market. I do have reservations regarding this proposal. Would this mean taxis which predominantly work at the airport rank during the week, would be granted access to street hackney or ranks in the city at the evening/weekend? Seems airport drivers would have the best of both.	No	It is up to the driver to ensure compliance, and with all due respect to them, I'm not sure a test centre technician could audit the device to ensure it is fully compliant, especially with the variety of models on the market. If an approved model list was provided, licensing/police would have some guaranteed quality of recording they request, making it much easier to conclude investigations.	Yes	A pet hate of mine. All drivers should have a level of professionalism. Some personal hygiene wouldn't go a miss either.	No	Good health is important, but being a taxi driver is one of the more sedentary vocations, which is why it applies to those with underlying conditions or retirees. This policy could carry some ageist/disability undertones which I do not agree with. It is up to insurance companies to dictate how much a liability a customer is based on their health, not ACC. Fit and healthy does not correlate to being a good/safe driver	Yes	Disagree with this part of the proposals. DVLA already require drivers to inform them of medical conditions which impair their ability to drive safely. Drivers failing to do this risk £1000 penalty or prosecution. Its a drivers duty to ensure DVLA are informed. More paperwork for licensing with medicals, when they could just ask DVLA instead.	Yes	would like to see electric and H2 vehicles eligible for taxi (yellow plate) licences within the next 5 years, regardless if they are WAV or not. Given the bulk of our taxi ranks are in the city centre, it would tie in really well having zero-emission cars working inside the planned emission reduction zones.	none
Self's Taxi	Yes	All taxi's should be wheelchair accessible then all dimensions would be met	Yes	All Taxi's should be operated by the licence holder only	Yes	If a driver pays for 3 years license should he leave the job after 1 year there should be a refund of the unused portion of the fee	No	If the Airport taxi's are allowed to work in the city it is only fair that city zoned cars are allowed to pick up at the airport also more city ranks would be needed to accommodate the extra cars working the city	Yes	I think that cctv/dash cams should be compulsory as this provides safety footage for both driver and passengers but I don't see what difference it makes whether they are wired into the car or are operated by a cigarette lighter	Yes	Agree but thought there already was a dress code	Yes	I think it is acceptable for applicants to provide their own evidence and medical report before applying for license grant or renewal but think this should only be after the age of 65	Yes	I think a £110 fee is fair if u provide your own medical evidence	No	As mentioned infrastructure eg charging points would have to be vastly improved as would the range of vehicles traveling before recharge	I think a group of drivers should be elected from the street taxi's to represent these drivers at council licensing meetings as Russell McCleod only represents Rainbow taxi's and as such will only agree to proposals that benefit his business agenda also hiring of plates should be abolished as people are coming in to the trade and hiring saloon cars when they should have way like the rest of us also the £33 fee for hackney falls should be stopped this is just a way of the council to raise more cash and fat taxi's for the pettiest of reasons
Taxi Driver	Yes		Yes		No	In the current climate I would say no the last year the trade has been disseminated because of the pandemic and shows no signs of easing up	No	Would it not leave the city open to unlicensed cars working in the town centre which we already have a problem with	No	Are you meaning internal cameras recording passengers then I personally would not be fitting any	Yes	Just get rid of the tracksuit and round neck t shirt	Yes	Depending on how much lower the fee was	No	Leave as it is the trade can not afford all the increasing fees	No	Personally don't think alternative fuel vehicles have been tried and tested properly	Please give us back the rank on back ward, where we can exit up Belmont st or reinstat flour mill lane HMT is a complete waste of time for far from town centre I know it is temporary but the majority of our passengers are elderly and don't want to walk or can't walk that far
Taxi driver	Yes		Yes	Agree	Yes	Agree	No	Gives airport taxis twice as much options as city taxis working an office	Yes	Agree	Yes	Agree	No	Disagree	Yes	Disagree	No	Disagree	None
Taxi	No	I would suggest that if this is to go ahead Aberdeen City Council provide a list of suitable vehicles that can be used as a taxi	No		Yes	Cheaper than paying it yearly but quite a lot of money to pay out in one go. Could there be a monthly direct debit set up?	Yes	No	Yes	No	No	It is not comfortable wearing shirt/blouse, dress trousers, skirt or shoes when driving for a long period of time. Maybe black jeans, polo shirt and black trainers could be included in the dress code. I agree no tracksuits or football attire	No	Why do we have to show medical evidence?	Yes	What medical evidence is needed?	No	no	no
Urban Taxi Ride (Self Employed)	Yes	no	Yes	no	Yes	no	Yes	no	No	I do not understand the reason why dashcam powered by cigarette lighters cannot be used. Most people carry mobile phones with cameras and video and audio recording capabilities. Would you also prohibit the use of mobile phones for video recording purposes	No	I think this is discriminatory as it excludes people from variety of cultural and religious background e.g muslims dress differently	Yes	agree	Yes	yes	No	these vehicles are expensive and out reach of independent taxi drivers	no
Self	No	If that's the dimensions of a normal large saloon car OK	No	No	Yes	Leave it as yearly renewal	Yes	No	No	Individual Choice	Yes	Should have been introduced years ago	No	None	Yes	To expensive	No	No	None because the council will do whatever
Street car	Yes	No	No	Name on VS is registered keeper, not necessarily the legal owner. So surely the person who drives the vehicle on a daily basis and keeps it at his home address would be the registered keeper.	No	Rather keep it yearly	Yes	No	Yes	No	Yes	No	No	Yes	No	No	No	No	No
Private hire driver	Yes	No	Yes	Should not be exempt	Yes	Would there be a rebate if £550 was paid but driver had to leave before 3 years was up.	Yes	There should be no zones.	Yes	No	Yes	Would be better if there was a dress code	Yes	No	No	Seems steep	Yes	5years	No
Self employed	No	Can you imagine going to upgrade your car and having to measure and make sure it conforms I would think a list of vehicles that conform would be better.	Yes	Too many people/companies making money from so called hiring of plates to drivers this is caused by wage issues that have been lingering too long and people wanting yellow plates for saloon as waw rule is lingering on too long.	Yes	Doesn't sound too much of an issue if there is a get out clause let's say I only plan on driving for another 12 months for let's say retirement would there be a return of the remaining 24 months ??	Yes	There seems to be a divide created by old plate colours, also customers find it hard to understand differences between plate colours.	No	These hard wired machines are very expensive and this is the reason people don't want them as no help with purchase. It would be interesting to see the actual percentage of taxis that have these systems already installed. Dash cams are very popular in general cars because they are relatively cheap and are better than they have been with ones that record direct to internet etc.	Yes	Totally agree in general with dress code. Nothing more unprofessional than someone wearing trackie bottoms and a football top. With regard to company logo clothing etc. no issue as long as it wasn't compulsory as this would limit choice for drivers.	No	Would this not add to confusion if someone had an inferior check done that wasn't quite to the same standard and was then rejected by council and cause confusion/cost in objections etc	No	Currently £115 for 3 years this just says to me that cost is being moved to drivers that have any existing medical issues should it not be increase to say £150 for everyone to cover the so called shortfall as this looks like an increase if you have any medical issues or are unlucky enough to have any health issues in the future.	Yes	It's a very difficult question to answer as I would love to have an alternative vehicle now but cost of vehicle, charging point cost at home and range of vehicles are all questions that aren't easily answered no doubt it is a future but hard to put a date to it but I would reckon by the 2030 which I think is the target date for UK gov but not sure it is achievable a bit like having a crystal ball who would have envisaged corona. I have been a driver for 12 years and feel the trade and Acc licensing have went backwards in last 5 years difficult to deal with terrible to contact home renewal/reminders are very poor in contrast to past. I know corona has had an adverse effect to this but these problems were there before corona waiting months for certificates. Also complete disarray and lack of understanding at hackney tests people passing hackneys for years then changing goalposts without advising drivers stating it is available online to view.	

Taxi owner/operator	Yes	I feel that if you introduce minimum capacity and dimensions that you will have to list the vehicles that will meet these requirements as they are your proposals. Like it is always said take responsibility for what you want done. Asking the drivers to do this without specific instructions as where in the vehicle these measurements will be taken from/to is wrong. When the driver measures from and the examiner measures from could be totally different in results. So please if you do this provide detailed instructions for where to measure from/to or supply a list of vehicles that meet your requirements. Too often we are told things after the fact.	Yes	can agree to the exemption of leased or on hire purchase, am not sure how you word it or do it.	Yes	agree a test certificate is needed but have concerns that due to circumstances like Covid 19 where due to no on test fault tests have been restricted, things like this would have to be included in the wording to make sure people are not penalised through any fault caused by delays etc. As to the fees I feel these are fair and necessary.	Yes	No comment, with this had been done from the start.	No	I can understand these requirements and fully accept them for CCTV inside the vehicle but feel just for dashcams are very restrictive. Dashcams help the driver with what happens externally to the vehicle and not internally. These can help the police and other law enforcement agencies. They do not infringe on the privacy of the passengers in any way. Permanently wired for CCTV, yes agree. Dashcams I do not see the need for permanent wiring. When you read/hear about what insurance fraudsters are up to these days, restricting what dashcams can be fitted helps them not the person just trying to do their job.	Yes	You will need to expand on this as in winter jumpers and jackets will be worn due to weather conditions and even summer jackets for the summer as can still be cool. I do not see a problem with jeans as most places now allow them as part of the dress code.	Yes	Yes, this is something we should have done before.	Yes	Would this be required for every renewal or just when you reach 65? Feel every 3 years if under 65 is too much, can agree for 65 and over and if any known medical conditions for under 65. As long as the questions are on the application/renewal form and the penalties clearly stated for false information, then should be for first application and then at 65 and over every 3 years.	Yes	No idea when but will have to look at cost of most of these vehicles and could be a massive impact on size of fleet in Aberdeen. Also have to consider when will there be enough charging points in the city for EV's. At the moment and the foreseeable future am not sure what the plans are for the city regarding these. I have always felt that as long as the vehicle is kept up to our cities high standard that age is not a problem for an already licensed vehicle.	We need to have more communication between licensing and drivers as more often than not these days we are finding new rules and requirements out after the fact. This incurs unnecessary expense to both parties. At the moment if we feel aggrieved for any problem we have there is no channel to go down and air or discuss these problems. We need to have a third party we can go to if we have any problems where things can be discussed and resolved amicably.	
Taxi Driver	Yes	Hopefully this will mean the removal of saloon cars being used as licensed taxis in Aberdeen	Yes	Strictly no exemptions	Yes	Rip Off Britain at its best	Yes	Get rid of the Airport Management System, let city taxis pick up from the terminal building	Yes	Ok with that	No	If you want a driver to have nice clothes or a uniform on, then hire a limo	No	Fine with that	Yes	Fine with that	No	I am sick to death of having driven a WAW vehicle for over 20 years & seen hundreds of new drivers managing to carry out their taxi business in a saloon car (as far as in concerned, the council should award me around £100k in compensation, for putting me through this two tiered system).	DO NOT LET ANY DRIVER WHO DOES NOT OWN THEIR OWN SALOON PLATE LICENSE. DRIVE A SALOON VEHICLE AS THEIR TAXI. I'VE HAD TO ENDURE WATCHING THIS BULLSHIT GO ON FOR OVER 20 YEARS. IT HAS MADE ME ANGRY & UNWELL. THE A.C. TAXI COMMITTEE SHOULD HANG THEIR HEADS IN SHAME OVER THIS ONGOING SCANDAL.	
Taxi driver	No	Every car id different and if you go eco friendly like hybrid or in future electric you will lose space in boot due to batteries	Yes	It should be the plate holder who drives the car and not making money renting the plate as to which drivers plates who have retired or even dead and making money. I think the rate is around 30 to 40 pounds a week. If your not going to work in the trade you should not be making money out of it. make them put the plates back	Yes	Fee would be ok but if you had to retire or give up half way through you should be entitled to a part refund	No	If the airport management gives every driver the opportunity to use the airport rank and not discriminate against them due to their marital not liking some drivers. as at the moment the marshals call rainbow taxis and com cabs before putting on the green light	No	If a driver wishes to remove his camera at night he should due to not encouraging people to break into your car and steal it	Yes	This is a yes and no answer if you are dressed in clean clothes and not offensive name's or brands should be ok. we already have a dress code but some drivers won't stick to it. in daytime a code of dress would be ok. but later at night a dress down as just customers just want to get home. s must be clean clothes	Yes	Just have to take council medical	Yes	Yes as long as everyone has to take a medical. Not signalling only drivers who write the truth on there application form. as stated before you have drivers in there 80s who have retired or cannot pass a medical but able to rent out there plates	No	I think you are way ahead of your time here I would suggest hybrid before hydrogen or electric	Yes	Yes on taking a Hackney test for example Bulbs can go at anytime. or a fuse blows the driver in the reception he should be notified an given the chance to change a bulb or a fuse as we all carry spares. not look for a bulb. E3 and wait for another appointment. trying to embarrass a driver for a bulb going on test day and putting a sticker on his plate only pisses off the driver. as a mot station does not charge a retest fee for these why should the council. getting your car Hackney is more stressful than getting a brain surgery
Airport taxis	No	Leave as it is	No	Leave as it is	No	Yes cheaper is better but why not one m.u.s. and one hackney a year	Yes	Yes greater flexibility is better for everyone	Yes	Totally o t t conditions. kept two a minimum up to drivers discretion	Yes	Casual and smart and weather aware and not looking like a rough sleeper	Yes	If it gives us the option to save on overheads good	Yes	Great idea less overheads less miles less pollution more time at home with wife a well can't have everything	No	I think we have a long way to go before we can switch to electric or whatever as an old sparky the thought of wiring up the whole city. The drivers not taking passengers on their journeys because they are still charging? I live city centre would need an electrical extension miles long and if you switch on the heating you will not reach mastrick	I have been taxing since the 1970's and I have to say it has testing changed since those early days some for the better and some for the worse. like not being able to pee against the back wheel of your taxi is good but having to retest for minor faults is disappointing	
Taxi driver	Yes	None	Yes	None	No	If this goes ahead then if a holder dies gives up or other will they get there fee back? The possibility of forgetting the renewal date after 3 years is far greater than 1 is very high and would cause more complications than now however I think that 2 years would be more realistic.	No	Who says zones are not necessary? Taxi company owners? The roads around the Airport are controlled by them not just at the forerout. They are there own roads authority. So for the purpose of Airport security policing of taxis that are security checked and allowed to pick up around the airport. The airport a green plate makes it easier for them to control. Also night time more so Saturday the high possibility cars not servicing the customers at the Airport is higher than now giving a very bad impression of Aberdeen overall. As for admin then the plate holder pays that when they change there zones over. I am a city licence owner and have been at the airport	Yes	None	Had a strict dress code 20 years ago at the airport and it was always remarked on being smart so yes	Yes	None	Yes	Don't agree on all electric as Aberdeen is a rural city and the possibility of someone going out of town is high and if its cold weather then the battery would be low with keeping the heating on.	None	None			
Taxi driver	No	Absolute nonsense.	Yes	Agree	No	Do not agree to 3 year fee on licence. The cost involved is too high and would not probably be refundable should the taxi drivers circumstances change. ie medical conditions, death.	No	Not enough taxi ranks for additional taxis working in the city. Again forcing drivers to be through companies ie Rainbow.	No	Ridiculous. Again another money making idea from enforcement. The costs we the drivers pay are high enough and for very little support	Yes	I agree that all drivers should be smart. But not dictated to by licensing. Taking away our freedom and rights.	No	More costs to drivers. By law 70 is the age for eye test for driving. if you require medicals on drivers then the cost belongs to you.	No	Unless the law changes and enforced by the UK government then no.	If this is the caliber of survey and consultation. It is very poor.			
Aberdeen airport	Yes	what ever if the customer is taken to his or hers destination safely.	Yes	when a taxi driver owns and pays for his or her vehicle...most like the taxi vehicle is in better shape.	No	no	Yes	let airport taxis be airport taxis. No more prebook city taxis. I do not take prebook hires in town...why oil companies are allowed to use city taxi? There are huge international oil companies who rather book Aberdeen city taxis or even private hire from London. Why should I respect this dye based company when my services or professionalism keeping good hygiene standards is valued almost zero.	No	ok	Yes	Smart dress. No jeans or sneakers. No unshaven beard. Professional attire and the driver can enjoy the benefits of advertising companies that he or she feels worth while to advertise.	No	I rather have people trust me then I give access to my medical records.	No	I do not have comments.	no	It will take decades to use alternative fuels then fossil fuels. This is the least concern of the council. What about bankruptcies, suicides, health issues getting back the economy and taxi industry in Aberdeen?	no	
Taxi Owner Driver	Yes	I would say these dimensions are acceptable	Yes	I think that this would be difficult to implement as a big proportion of the taxis are on finance	No	The reason I disagree is because the older drivers who require a medical could be faced paying for 3 years for the vehicle license and after 1 year unfortunately they fail a medical they would have to test the fee that they have paid	Yes	This is a good proposal and I hope it includes the Aberdeen Railway Station as this is a controlled zone by permit only	Yes	Will the council be providing a list of the said devices	Yes	This again is a very good proposal how would it be adhere to	Yes	This is a proposal that should have been adhered to when the taxi medical came into force. I myself sometimes have two medicals both DVLA Group 2 in one year. If the council are going down this route the DVLA Group 2 requirement is a medical every year after the age of 65 not every three years	Yes	This seems to be quite fair	Yes	No comment	I have often thought how we could provide a more professional taxi service in Aberdeen. One of the ideas I thought of was having cameras monitoring the taxi ranks that the drivers could see where the customers were waiting it would also be a safety feature for the public. The Drivers who work at Aberdeen Airport & Aberdeen Railway Station already have the apps to check on the arrivals	
Taxi Drivers	No	I don't agree with new proposals even though I'm driving PEUGEOT partner. We have 7.8 seats, wheelchair cars, saloon cars, executive saloons. People can choose whatever car they wanted when they phoned up from taxi company or choose from Town rank or Airport rank. Very few people rise the concern from public in Airport about boost capacity. It's no point to put extra burden for taxi drivers.	No	No	Yes	No	Yes	It's a great move. Airport drivers can work in town like railway drivers. That will make some relief for them. But when it's comes to helpport city drivers will have the freedom to pick.	Yes	It's seem more complicated	No	Totally opposing, no need	Yes	No	No, comment-agree	No	No, comment	No		
Taxi driver	No	No	Yes	No	Yes	No	Yes	No	Yes	Every Aberdeen taxi driver should have cctv in vehicle for safety	No	As long as your clean and tidy.	Yes	No	Yes	No	No	No	No	
Self employed	Yes	I agree with dimensions	No	Owner of car does not have to be license holder	No	The vehicle should only be tested 3 year as we have a MOT as well so no need for a 3 rd test in a calendar year	Yes	I agree	Yes	I agree but it should be open to the market and not subjugated to council restrictions	Yes	Long overdue in my opinion some drivers dress like hobos it gives of bad impression of our city	Yes	It's an extra cost that we should not pay	Yes	No that medical test should be met by council	No	This can only be achieved if manufacturers have vehicles in the market that are affordable by price that driver can afford them we can go alternative fuels like we are only good to pay for retest after red test when it is incorporated into our fees		

Taxi Driver (sole trader)	Yes	No	Yes	Vehicles are currently leased to drivers. This shouldn't be allowed. Saloon car Hackney plates are being rented out. This shouldn't be permitted. A fleet of 100% wheelchair access vehicles in Aberdeen city would help. Shouldn't be a 2 tier system	Yes	No	No	No	No	No	Why don't the council fit all CCTV systems to taxis? Charge included in licence fees. Then council will always have something to refer back to in the event of a complaint. 100% compliance. No exceptions	No	Smart shorts should be allowed April - September	Yes	No	No	No	All taxis should be wheelchair accessible ASAP. This two tier policy is encouraging saloon plate holders to rent out their plates for up to £2000/year and this is just WRONG		
	Yes	No	Yes	No	Yes	No	No	No	No	We should be allowed CCTV in our vehicle it protects the driver and the passenger	Yes	No	No	No	Yes	No	No	All taxis should be w/w except private hire		
Self employed Taxi Driver	Yes	My car currently driving is plenty of room.	Yes	No	Yes	Little bit expensive	Yes	Need a proper be pick up and drop up point in Helport Area under the Airport Zone	Yes	No	No	Just like any other kind of dress and proper shoe no jeans or trainer allowed	Yes	It's good	Yes	Ok	Yes	No		
Self Employed Taxi Driver	No	Each car has different specs so you could be tied to certain vehicles if you change vehicles	No	Should be same terms for us all taxi drivers as bigger companies you are tied to a set figure where someone individuals change less which is a savings for the individual	Yes	It's a lot of output in one go if agreed	No	No	No	If you had CCTV in your taxi it should be optional for drivers to wear it was hard wired off cigarette lighter	Yes	No	No	No	I think the standard that is set d v i a group 2 should you have to wear glasses permanently	Yes	You would need to show us the medical form before I would agree	No	There should be a meeting with taxi groups top tables so that it can be brought to the drivers for voting rights to be passed	
Taxi Driver	Yes	Surely the easiest way is to just clearly state which makes and models of cars are approved so every driver knows they are buying an approved car. Legroom in the rear could depend on height of the driver. I personally know 2 drivers with the same car. It is a foot taller than the other so for me the car is perfectly suitable for the shorter person but I don't think it is suitable for the taller person because of the lack of legroom it leaves behind the driver.	Yes	Own car, own plate. Hire a car than the plate belongs to the person who are hiring the car out. I don't believe to be right that someone can just rent a plate out.	Yes	That seems fair, saving the driver money always a good thing. Possibly organise a monthly direct debit option.	Yes	I do think that private hire vehicles should be allowed to pick up from the airport if green light is on. Doesn't give a good impression on arrival if folk are having to wait in excess of 30 mins for a green or yellow plate when a few red plates are available immediately.	Yes	Just clearly state which dash cams are best for us to use	Yes	I work through Rainbow City Taxis, we have always had a dress code of dress trousers and shoes but we can wear t-shirts as long as its got a collar instead of a shirt	Yes	I would be more than happy to do either, possibly get the NHS involved so every driver is getting the same level of medical	Yes	Happy with either option	No	Always been a bone of contention with me how you can put a w/w on the road that could be 3 years old with 150k on it but can't put a very well looked after 6 year old Mercedes saloon on a ph plate that may only have 50k miles on it		
Taxi	Yes	Like you say get it min size	No	Leave it the way it is	Yes	6 tests a £55 per test equals £330	No	Kept the airport zoned separately as too many taxis and PHV in city centre	No	Do other public sector vehicles have the same policy regarding dash cams	Yes	Smartly dress No tracksuit bottoms	No	You set up driver medical requirements and everybody should get to same doctor	Yes	Why extra £120 as private medical doesn't cost that much	No	Will council or Scottish government help with cost of these vehicles		
ACC	No	Not sure if the relevance of this?	Yes	What would this achieve? Older, less environmentally friendly vehicles on the road?	Yes	Seems more than reasonable given the costs to general public	Yes	Why should the airport have a monopoly on taxis?	Yes	No comment	No	Why on earth would this be a requirement for a taxi driver? Utter nonsense.	Yes	Good idea so long as the drivers/companies pass savings onto customers	Yes	No comment	No	This seems to me like it would reduce the amount of hire vehicles available to the public. The sheer cost of ordering and using taxis in Aberdeen is shocking! I understand all taxi drivers have to make a living so therefore I believe the issues are with how much the companies charge individual drivers to push calls through to them - CREEGE THE!!! Introduces licenses that are ONLY for peak and prominent busy times- historically weekends (PRE COVID) Introduce a basic standard rate for distanced travelled/zones of city and shire. Fair and transparent pricing!		
The Black Car Company	No	We don't want wheelchairs (wheel chair accessible) as a owner of a company that provides w/w and executive cars we have older clients who cannot get into a WAW due to the elevated seat heights and request an executive car instead. A mixed fleet would be a far better option	Yes	Agree that leasing and HP is a far more beneficial way of funding a fleet and allows the fleet to be younger	Yes	Fair pricing	Yes	Airport taxis should be abolished in general. The public don't see the benefits in the service and as such regular fliers pre book vehicles from out of town companies anyway as the fares are more favourable.	Yes	No issue	Yes	Great idea and hopefully will put some of the retired screwball taxi drivers in their place.	No	None	Yes	None	Yes	You don't need WAWs there is not enough wheelchair users to penalise everyone including other passengers by forcing them to be in a noisy cold converted Van! It's a disgrace and the comments visitors to the city make when they book are please don't send me one of those vans they are horrible		
sole trader	Yes	In order to have wheelchair access, most cars have to be lowered to allow for the use of a ramp, this has a knock on effect to access to most cars with people of all ages, and ability having difficulty accessing the car, were space is a premium. A lot of people appear to get disorientated some even end up facing the back of the car that has front facing seats not mentioning sliding doors and the issues with them. If it is a requirement to stand up and manoeuvre in a taxi, the usual car models, will not meet requirements, but how do we usually get into a car? Two sit in and manoeuvre into the seat, it is easier using all doors that are available! I describe the most common wheelchair access cars in use at the moment that appeared to be the most cost effective way to operate a taxi with the specifications that were governed. I do not know if saloon cars have the same issues? as most of the wheelchair access	Yes	There are obvious issues for lease cars from a company but if that car is used by a licensed taxi driver who leases a vehicle, then a clause as part of the lease agreement could be adapted to allow temporary ownership of the vehicle and that vehicles had key fob, to the lease driver for user purposes only (legal user), which don't compromise the lease agreement or true owner/legal owner of the vehicle as far as monetary ownership goes. This could be adapted for higher purchase agreements also. It should also be stipulated that the clause should only be used for lease or higher purchase reasons only by companies who deal with this way of issuing vehicles but not a sole trader single owner of taxi and its licenses other than for personal usage (if on higher purchase at no point should it be used by any other driver for use as a taxi)	No	If we look at issue eight, if a car has a missing number plate bulb (spent) then for minor imperfections that can be rectified then the vehicle or the driver should be allowed to adjust the problem (when in use bulbs can be ok then not noticeable not working) but only for minor reasons, if the vehicle has major damage that is dangerous to the public as MOT fail then yes, it should not be used until any repairs are done and passed the MOT. I feel it is unfair and self-destructing to prevent someone earning a living on a minor technicality which will cost to re-test (£55.00) at a later date adding to the time not allowed to work. If a car has an annual MOT as taxi, do (even brand new) it is difficult to accept the extra cost with little reasoning. Yes, they should be more presentable but more understanding would go along way. (Issue nine, I can't see the reasoning.	Yes	is this not discrimination against the right to work as a licensed taxi driver? If the airport requires taxis should they not abide with the regulations set by the local council area in the licensing of its taxi fleet? Any extra charges should not be applied to one and not the other if running a licensed taxi in that council area, that is approved to ply its trade as a service provider as it abuse of power to prevent certain hackney licenses but not them all, it is an unfair monopoly? the taxi rank according to airport taxi drivers extends beyond the airport terminal to some heliport terminals? and like the rail, you feel like a bee in a hornet's nest in a lack of anomaly towards all licensed service providers, as the police will also prosecute any illegal parking or waiting, but it is a service to drop a passenger at Victoria street (Dyce) as there are no permissible stopping places from Argyle Road the A96 or anywhere else on that side of the	No	what is the purpose of the CCTV/dashcam? who is providing the units, installing and maintaining them? If the data is stored on a hard drive, and used every time the taxi is used? I am presuming it can be switched off if the car is used for personal use (It will require enormous data storage) who will control the data? and how often will it be changed? will it be at certain times of the normal working day/week? If the system is used correctly I am all for it, working with the public is becoming more and more demanding on personal health and safety. It could put drivers at more risk, eg if someone has committed a crime and does not want to be seen on CCTV, but in normal circumstances, if set up with the best intentions, I think it should be of benefit to all, and stop most violent and anti-social behaviour, be it physical or	Yes	I don't have a problem with the dress code it makes sense, as long as sensible and comfortable clothes can be used, polo shirt, for example, could be a choice as long as it is plain and does not have any of the prohibited or offensive logos dark or plain cargo trousers are practical for storage, but not camouflage and comfortable footwear that should afford some protection if chosen (has anybody ever dropped a suitcase on your coram?) eg boots, or plain training shoe of one colour (no obvious advertising) it is not always easy to drive in dress shoes. I agree that it would be difficult to have exceptions but as per normal neutral colours and styles can be of reasonable dress appearance but the common sense rule is too easy exploited as if the line has to be drawn I will go with it	Yes	If the evidence is provided by a competent and independent registered medical officer possibly through private health insurance then applicants should not be made to go through the process twice, but if requested then the council GHs should be an option there can sometimes be a conflict of interest for and against to discrepancy and discretion should be upmost	Yes	If there is no change in a persons health, then should there be a medical check for everybody and how often? or should the checks be at certain milestones or if a change in circumstances has occurred, which should be legally declared at the time of diagnosis or starting a new job? If there is an issue that concerns a persons ability to do a job it should be flagged up and unavoidable as in the case of road tax etc but like convictions if totally cured of the problem it should be removed from the record except in exceptional circumstances that are deemed incurable such as epilepsy but this should not create a bias but should be investigated further but not on every scenario I understand where the health checks are coming from, I am not sure if the extra charges are fair or where the figures come from, it is more than double the current licence fee which is quite severe if	Yes	having looked at fully electric taxi cabs by LEVC it came at a cost of around £57,000 I would think this is over and above a reasonable cost to buy a car to use as a taxi, although there are government incentives and other discounts to be looked into if found. If you are willing to sponsor me I would be a willing guinea pig!!! I think these cabs would tick all the boxes at the start of the survey? so having bought a wheelchair access car, at more expensive than a standard model of the same make in 2011, when I began taking as I was told it would be compulsory. My colleagues have managed to avoid the issue and sidestep the policy (I would all like to drive Mercedes, BMW, Audi, even Jaguar and Land Rover) but we have to be practical and realistic, I don't think they give a good impression of the taxi trade using executive cars as hackney hire	No	not at the moment thank you
Rainbow City Taxis	Yes	No	Yes	No	Yes	No	Yes	Yes	No	No	Yes	Yes	No	Yes	No	No	No	No		
None	Yes	No comments	Yes	No comments	Yes	No comments	Yes	No comments	Yes	No comments	Yes	No comments	No	No	Yes	As previously stated.	Yes	No comment	No comments	
Private	Yes	Reasonable	Yes	There should be no exemption	Yes	If the 3 year licence is implemented will fares be reduced pro-rata?	Yes	Zones should be abolished allowing for competition.	Yes	Agree with recommendation.	Yes	Dress code a fantastic idea.	Yes	No comment	Yes	Agree with proposal	Yes	Depends on the timescale but needs to be implemented.	No further comments.	
none	No	no	No	reasonable	Yes	Too high	Yes	good proposal	Yes	no	No	unnecessary	Yes	no	no	no	No	do not interfere here	no	
Taxi driver	Yes	No	No	Many drivers hire vehicles as can't get finance	No	Paying £550 might be too much if drivers have had a bad month etc, also some drivers especially older drivers might want to retire in year 2, 3 years might work if monthly payments where allowed	Yes	Only problem may be on busy nights in town and cars are not willing to travel out to the airport	No	Don't use or have one	No	Current policy is sufficient, currently wear jeans polo t shirt trainers an never had any issues as seen some drivers looking scruffy with trousers on	No	No	Yes	No	No	No	Think policies on other fuel type vehicles is tricky especially for drivers using further a field, an doing 12 hour shifts, would need charging stations on taxi ranks or taxi offices	
none	Yes	Will this not require bigger cars etc. If say cars on average carry one or two people why need extra room. I usually travel light so makes no difference to me what size of car, boot capacity etc it is (within common sense) Obviously a larger group would/could ask for or use a size of vehicle in regards to the particular needs at the time.	Yes	No comment	Yes	Seem to be a good idea	Yes	Anything that cuts out unnecessary spending, paperwork, man hours and red tape cannot be a bad idea.	Yes	Think the guidance on the specification guidance rules on this would have to be looked at/updated as the technologies advance/improve over time.	Yes	Good idea. Nothing looks worse than a slovenly appearance.	Yes	No comment	Yes	No comment	No	There is nothing wrong with the use of modern fossil fuelled vehicles that meet or exceed the requirements/current EURO standard of emission. All cars these days should have Start/stop technology Older models of car to be phased out is a more realistic way of thinking.	No. As a frequent user of Aberdeen (Airport) taxis, my comments are from the user/customer side.	
	Yes	dimensions seem adequate	Yes	It should be plate I driver there should be no exemptions	No	I think the fees are okay as they are	No	airport taxis shouldn't be allowed to work in the city	Yes	why is it necessary to hard wire CCTV	Yes	all in favour of dress code some drivers go about like tramps	Yes	I would be quite willing to pay for my own medical	Yes	I don't have a problem with above proposal	No	completely against above idea as some of these vehicles are very expensive	not at this time	

Rainbow City Taxis	Yes	I'm not really sure about the lengths and litres, etc. But without that, in my opinion, it should work like this: Yellow: ONLY WAV's, Nothing else! Green: ONLY WAV's, Nothing else! Red: Estates, Minibuses, Saloons, WAV's, Gold. Special vehicles that don't fit into the above categories. i.e. limos or tax-tubs.	Yes	If a driver is hiring out a licensed vehicle, or is buying one over HP, then it's understandable that the driver of that licensed vehicle is exempt from being registered as the owner.	Yes	I agree.	Yes	I agree with this proposal of removing the green plate. If anything, make it a permit type thing. like they do at Union Square Railway Station (ABD).	Yes	I agree.	No	I'm not sure about the lengths and litres, etc. But without that, in my opinion, it should work like this: Yellow: ONLY WAV's, Nothing else! Green: ONLY WAV's, Nothing else! Red: Estates, Minibuses, Saloons, WAV's, Gold. Special vehicles that don't fit into the above categories. i.e. limos or tax-tubs.	Yes	It should be one fee/price for all.	Yes	£230 for all.	No	Drivers/companies shouldn't be forced to dispose of perfectly good vehicles, to introduce alternative fuelled vehicles. No should current licensed vehicles, be forced to be modified to run alternative fuel. let it happen naturally. Come time, new licensed vehicles, will be alternative fuelled.	All taxis, wether yellow or green plate, should be WAV's, (wheelchair accessible vehicle) It's ridiculous that a person in a wheelchair has to wait at a time rank in all weathers, when the rank is full of non WAV vehicles. A taxi should be an accessible vehicle, for all. Non-WAV's should be private hire ONLY!
Taxi	Yes	I don't agree with the boot capacity as the majority of time you get luggage in your taxi it can be fitted in. but if you get four passengers with a large case and a hold all each that would put your taxi overweight	Yes	I think drivers with leased vehicle and hire purchase vehicles will have 2/3/4 year agreements would be ok	No	This is a large sum of money for drivers to shell out and in the current climate this would be a bit over the top to ask for a three year licence	No	I think that the drivers that are zoned at airports should only be allowed to pick up at airport zones and not work city zones at weekends	No	I think councils have final say and the drivers are having to put more and more expensive models of cctv when some of the cheaper units do the same	Yes	I do agree to a certain extent no training shoes or track suit but some jeans are dress now, and some polo/shirt shirts are good as long as it's they are not football shirts	No	It should be a one tier system for everybody	No	It should be a one tier system for everyone	No	No comment	No comments
	No	Council with make it even more difficult	Yes	Will stop people profiting from hiring plates and cars	No	Drivers are struggling to pay yearly at the moment and if they did pay for three years and leave the profession due to retirement for example would they receive a refund	No	The current zone works and finding space on a city rank is very difficult due to ranks being closed-Covid and oil and gas down turn. I don't work through an office and this would make things more difficult if airport cars used the city ranks too	Yes	As a woman I would like to fit cctv but with all the speculations the council want I feel it is out of my reach and if I did fit what's stopping the council making specifications again	Yes	I think trainers could still be allowed as they are dark in colour as they are comfortable and safe to drive in. No jeans or any clothing with sports logo plain coloured tops	No	The council require the medical and my Union said they should pay for this expense	Yes	Driver should not be paying for a medical	No	I know some drivers that have tried these vehicles and have had problems with the battery as they do a lot of short distances- also yet again you are creating a two tier system as these vehicles are expensive	It would have been good to see any proposals to support drivers through these difficult times
	No	Think it would be easier if council gave drivers a list of approved vehicles. What about new vehicles if a wheelchair passenger is travelling there is known luggage space	Yes	It would help to stop hiring plates and cars	Yes	Only if it's optional as due to the current Covid situation not all drivers can afford this	No	We are in a very difficult time with Covid and oil and gas turn down. Also we have lost ranks in the city centre- if airport taxis are able to pick up in city it will be very detrimental all other taxi drivers	Yes	Council making it difficult and expensive to fit	Yes	Yes - but this is also an expense to drivers	No	If council require taxi drivers to have a medical they should be paying	Yes	Don't agree council should be paying and arranging medical	No	Electric vehicles at present don't work well as taxis. Also it puts drivers at unfair advantage as these vehicles are more expensive	Think this is the wrong time to address these issues as we are in the middle of pandemic and the taxi trade are experiencing extreme difficulties. Also many drivers are of older generation and don't do internet technology
	Yes	The bigger the better	Yes	A person working in a taxi should own the vehicle and the plate should be in their name.	Yes	Should be £395 + £430 if its for 3 years	Yes	Abolish Airport zone.	Yes	CCTV is used to reduce crime etc. As long as it records incidents, that is all that matters. Why should a driver pay for a top of the range model when one for £30 can keep the peace or be used in Court for evidence.	No	The current dress code is acceptable. Maybe Council workmen could start wearing shirts, dress trousers and shoes.	No	Why should drivers pay?	Yes	Does this mean that it costs £120 for the medical at that place in Foresterhill?	No	No	There needs to be at least 50% of taxis being saloon cars. There are far too much private hire vehicles in Aberdeen.
Used to manage Cabbes the merged and set up concab before retiring	Yes	This will make it easier for all cars to be the same.	Yes	The leasing from offices are far to expensive. they then have to pay in car computer at a cost	Yes	Included in the 6 month check the cleanliness of the car should be checked. If not... off road until it has been cleaned.	Yes	It would work if there was a ticket system like the rail. But open to all even private hire. That way the airport won't loose revenue that is not being cleared in the car but kept to be destroyed by the council. Don't think the taxi drivers should be able to keep these recordings.	Yes	Would it be possible, when the council is doing there 6 month test can it not be clear in the car but kept to be destroyed by the council. Don't think the taxi drivers should be able to keep these recordings.	Yes	I made this mandatory for drivers who worked for us, so absolutely, I also developed a training course called the Top Taxi. I put a lot of work into this with input from disability awareness, first aid, tourism and customer service. The DVQ certificate that was given to approximately 150 drivers. When I went off with ill health at the time I handed it to the council to proceed with it. I was very disappointed to hear they weren't successful in getting drivers to attend any courses. When I call to see what I could do to help I was told as I was no longer working in the trade I couldn't. I found that extremely disappointing as I was the one who started it. John Reynolds will remember this as he supported it all they wish it. This course made the drivers feel like they were included in providing a service that Aberdeen would be proud of. This was so well received that it was in all the press as for as	Yes	Absolutely! As drivers always make excuses not to take wheel chairs because of health issues or carry cases out of the boot. If they can do the whole job which this includes the shoulder be driving.	Yes	If they are found to have a condition there license be suspended until they are fit. Sore back can't lift new a they are not fit to sit in a car all day safety are manage disabled or luggage.	Yes	To change out of a there cars is expensive. There should be a incentive. There is talk of renewing the road tax system. Why don't taxi drivers who go to electric if they don't pay road tax even if it change.	I would be more then happy to meet if there is anything also you require. Top Taxi may be able proceed again. Or some sort of basic training as the city, they are often the first & last contact a visitor has with city and can leave a lasting impression in it. My tel number is 07875626286. Kind regards Sandra geddes
	Yes	No	No	No	Yes	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	Yes	No	No
Rosemount & Mile End Community Council	Yes	They are acceptable	Yes	It is acceptable	Yes	It is acceptable	Yes	It makes sense and will reduce confusion	Yes	It makes sense - These systems are very important in taxis because they protect both the driver and the passenger	Yes	It makes sense. What is being suggested is perfectly reasonable - bus drivers have a dress code	Yes	It is acceptable	Yes	Both the policy and the proposed fees are reasonable	Yes	The policy is reasonable. It is essential that timescale does not place an unreasonable financial burden on the owner. Suitable infrastructure must be available. Suitable vehicles must be available at a reasonable cost.	No
Self employed taxi driver	Yes	My car is a bmw 5 series and is just within these dimensions.	Yes	That's how it used to be and it worked fine, now the plate holder doesn't know what car their plate is on or who is driving it. If you have a plate you should work it or hand it back	Yes	Some licence holders might find that to expensive and rent their plate out	No	That would mean airport drivers could work the town but city drivers can't work the airport, don't think that's fair.	Yes	Totally agree	No	Totally disagree, I've been a taxi driver for 36 years and never had a complaint about my appearance	Yes	No comment	Yes	No comment	No	This is the future, however electric vehicles are far to expensive just now	Once the COVID situation is over the town centre needs to be opened again because that's where people are looking for taxis, sending them down side streets just isn't safe at night time
None	No	What type of car are they basing this on? You'll limit the choices for operators and drivers, this is as bad as a previous council brainwave to have all taxis painted yellow	No	Some drivers look after their cars which they've had under HP or finance and will run them 2-3 years after the final finance payment, you'll take this away by having yet again another idiotic idea	No	Cars can and do last longer than 3 years and in fact most finance packages are 4+ years, this will make it harder to finance a taxi, and especially as we are in the middle of a pandemic most drivers will need a good 2-3 years to get back into the financial position they were in pre-Covid, my current vehicle for example is a 2015 vehicle and still has plenty life left, stop making it harder for us to earn a living! And as for the proposal to increase the fee to £500, about for the DVQ test, just leave it as is, anyway, what about the profits you've made on us owners/drivers, Linie has been trying to trace where that money has gone but for a non-profit making arm of ACC you've managed to plough the surplus in bailing out fleet services this is not right at all	No	How will it make savings to the licence holders when your previous questions are about increasing licensing costs and wanting drivers to change vehicles in a 3 year cycle	No	Yet more cost to the driver, some drivers use their vehicle as ignition would be an invasion of privacy	No	Try driving a vehicle for a long shift, this is 2021 for gods sake trainers are comfortable for driving, I can understand track suits not being suitable but jeans are hard wearing and comfortable, give the driver a break for heavens sake	No	More cost to the driver, isn't this why we pay our license fee or can you justify charging £35 pa for a sheet of A4 paper	Yes	Yet more cost to the driver, last time I renewed it was £105 per 3 years including medical	No	A fossil fuelled vehicle only takes a few minutes to fuel up, if a driver gets a hire going distance he can easily fill up with minimal disruption, recharging an EV however is very time consuming and could mean that driver misses out on a good hire	Start looking at it from the driver's side you make things harder and harder for us with all these idiotic ideas that you think are "workable" but are far from it.
Self employed taxi driver	No	every customer has different needs	Yes	It will do away with the hiring of cars & plates & is a good thing	Yes	means taxi driver saving money & simplifies things	No	It would mean airport cars can work in the city but city cars wouldn't have access to the airport or the heliports. If separate zones no longer considered necessary open up the whole city & airport to every taxi with one plate colour the main beneficiaries would be the travelling public & obviates the taxi trade red plates would be omitted as they should only be doing office hires	Yes	The item above what a heap of rubbish go into any car accessories shop & you can find & buy a state of the art dashcam system accepted by most insurance companies	Yes	best idea so far drivers male & female should look smart & clean	No	are you nuts nowadays I can get any thing on the internet without seeing a medical professional who will say I'm the best medical specimen since sliced bread look what's already happening on the covid vaccine front I can get a covid vaccine cert for £10 without having a job come on wise up please	Yes	o come on this is ano brainer open to so much abuse for example I have 2 mas bars here 1 at £110 or 1 at £20 I know which one a blind man would choose	No	alternative fuelled vehicles they don't know what it is going to be in the fu other dont waste your time effort & money what is the set date nobody has a clue forget it	what a complete waste of time & money hire the music hall invite all taxi drivers to get their point of view for example the removal of the major taxi ranks in the center of the city no consultation there open up the whole city including the airport rail & city to all to the benefit of our bread & butter the public
Rainbow Cars Limited / Rainbow City Taxis	Yes	Provided those vehicles that are currently operating, can come to end of life. Drivers should not be forced to change their vehicle early because of these changes.	No	I am confused as to what this "change" hopes to achieve? Provided the vehicle is roadworthy, insured & within ACC criteria, that is all legislation requires. Any condition applied, needs to be reasonable & justified, I would like to see what the objective is. Legislation already requires the licence holder to be on the VS. As far as I can see the exemption will allow most to become exempt.	Yes	Agreed	No	Airport Zone should remain as is. Aberdeen International Airport require a designated fleet, one that cannot choose where it can get it operates. Will cause untold issue for AIA in future. Due to the current climate it would be unfair to change this now and allow Airport Taxis to operate in town. Not sure how there would be cost savings? Again be interested to hear logic	Yes	No	Yes	No	No	There should be no charge for those who require a medical and choose to use Occupational Health Service	Yes	Don't agree drivers should need to pay anything above the normal Licensing fee.	Yes	This will require extensive consultation with Taxi Trade.	None

Self-employed Taxi Driver (Private Hire Plate) through Rainbow City Taxis	Yes	Most modern vehicles will automatically meet these requirements.	Yes	agree with the exemption.	No	ES50 is too much to ask a driver to fork out in one go. This will deter drivers as when they are due to pay the £500 (and this will obviously rise) and at the same time they will have other outlays. If a driver has put money aside for this, their income then if they have an unexpected invoice / repairs then they will use the money put aside as this is human nature.  As we have modern vehicles why do we need a test every 6 months. This was surely written many years ago when cars were not so reliable.	Yes	Airport Taxis working specifically at the Airport seems to work on the whole.	Yes	The only point I would make is that it should not be a mandatory requirement to have CCTV. This is introducing more expense to the drivers and the perception (rightly or wrongly) is that enough money is already paid out to the council. If costs continue to be added then you will lose more taxi drivers as they will see it as a job simply not financially viable and sustainable.	Yes	I work through Rainbow and adhere to their dress code which I agree with. I would not go down the route of collar and tie as this may be uncomfortable for some drivers (females exempt). I feel it is correct to have some minimum standards required. If you have not been to Aberdeen before and your taxi driver has jeans and trainers on, then this may be off putting for the passenger even though the driver may be first class and very polite.	Yes	No issues with what is being proposed.	Yes	No issues	No	ACC needs to sort out the roads and road access first before setting any new rules. It is the ACC current policy on certain roads that causes most of the build up of Nox. If you close off roads then it is obvious that there will be a build up on the peripheral roads, which become a car park and then you are producing more Nox for the passing pedestrians. The latest changes down at the beach from where traffic now has to use Links Road (outside Aids etc) is a badly thought out idea in regards to polluting vehicles. What needs to be addressed is the amount of delivery vans that are all diesel and are all over Aberdeen. ACC should address these and then move onto taxis. Current Taxis / PH are away ahead of the white vans environmentally.	It is my view that ACC has got itself into a hole with TAXI and TAXI Administration through no fault of its own and is a result of continuous budget cuts. Why do Taxis need to have 2 tests when it is a legal requirement to keep your vehicle road worthy.  One test per annum would be sufficient thus reducing administration immensely and benefits both ACC and the driver.  Why does the taxi have to go to the centre to get tested? Couldn't there be a set test, requirement and external garages can carry out the test and upload the documents onto a ACC Taxi - Portal. It wouldn't be much more than the normal MOT and I am sure the garages would welcome the work. This would free up the test centre and reduce admin considerably. Taxi-ing in Aberdeen seems to be stuck in the dark ages where it is operating the same way it operated decades ago and has not moved forward in		
	Yes	Airport taxis should have larger capacities for luggage.	Yes	Yes	Yes	No	Yes	Airport taxis are a monopoly which should be removed.	Yes	Who is responsible for checking compliance of the encryption? A minimum level of encryption should be defined.	Yes	It might be uncomfortable to wear a suit all day whilst driving.	Yes	No	Yes	No	No comment	No comment			
	Yes	Seems reasonable	No	Don't have sufficient information to form an opinion. My NO response to Q.6 should be 'don't know'.	Yes	ACC to ensure that the fee fully covers all costs to ACC.	Yes	Seems sensible	Yes	Specification should include storage capacity appropriate for retaining several (?) days' duration of use	No	no comment - don't care	Yes	seems reasonable	Yes	Should fully cover ACC costs	Yes	As noted above, time scale will need to be infrastructure dependent	None		
	No	It is not always necessary to have minimum for passengers who travel on their own or without luggage. Smaller cars would likely produce less pollution for smaller one/two person on journeys than larger saloon cars	Yes	No	Yes	No	Yes	No	Yes	No	Yes	Dress code is a good idea but expecting drivers to dress in the suggested way does not seem practical  I agree that prohibition from wearing trackuits (tops or bottoms) and football type attire.	Yes	No	Yes	No	No	No	No		
	Yes	No	Yes	No	Yes	Too expensive! Taxis in Aberdeen are already astronomically high in comparison to other cities. I hope if this proposal does go through that the increase is NOT reflected in customers price charged. We need Uber in Aberdeen!	Yes	Good idea!	Yes	Good idea	Yes	I agree as some taxi drivers are very scruffy and smell	Yes	No	Yes	As long as passenger does not have increase in fares due to extra cost	No	No	Get Uber to Aberdeen!		
Individual	No	Don't see why needed as long as car is safe and some are accessible in the fleet.	No	All vehicles should be checked and policy should apply to all.	Yes	No	Yes	Good positive change.	Yes	No	No	No. Why? How would 'appearance' be monitored anyway?	Yes	No	Yes	No	No	No			
Taxi Driver	Yes	Sounds fair	Yes	Most taxis are on hire purchase so policy will be impossible to implement. The leasing of plates is the main issue, just make sure whoever the car is signed to the plate (license matches too many drivers different from person driving the car)	No	Wrong time to implement this. Once trading conditions have improved I have no issue with the change.	No	Again the wrong time to implement this due to trading conditions. An influx of airport cars into the city would really slow down any recovery. The argument will be the airport cars will have their cake and eat it if this goes forward. Remember airport drivers made the conscious decision to trade there and leave the city behind.	Yes	Making it easier for drivers to have security systems is a good step forward.	Yes	Think a polo shirt and trousers would be sufficient. Smart is the word to use. Some drivers can't wear dress shoes so black footwear would be more appropriate. Certainly no shirt and tie.	Yes	As long as the evidence provided is precise and is scrutinised properly.	Yes	Seems fair.	No	The Council need to get the 50/50 saloon/wheelchair accessible policy in order first. Once the plan is in place we can look at full concerns at a later date. We will be told down the line by government when these practices need to be in place so nothing gained by ACC by setting our own dates. This has not worked well for us in the past hence we had the lift based wheelchair policy which has taken years to fix.	personally would like to see more visible enforcement by ACC. By that I mean out and about checking taxis on the unit at any time day and night. Far too many drivers still breaking rules with very little to no chance of being caught. Every driver should know who the enforcement team are and know them by name. Drivers have spoken to would happily pay increased fees if they could see this happen. Enforcement is not a Monday to Friday 9-5 role, it is 24/7 as in normal times that's what the trade is.		
Cowardly Creatures	Yes	No comment	Yes	Vehicles should be owned outright not on tick.	Yes	It should be as high as possible to deter chances.	Yes	Yes. Free for all is always the best way.	No	Taxi drivers should not be in control of recordings. Some of the worst offenders are taxi drivers, especially speeding. They shouldn't be able to edit out their own offences.	Yes	About time too. Far too many overweight cabbies wearing baggy jeans that look like skinny jeans, not to mention the hairy arse on show. Please allow kilts, or make them mandatory.	No	Should be Council only. Likely that some would make use of brown envelopes!	No	Green vehicles all the way. And the should be green in colour too, like NYC and the yellow cab.	Drivers should have regular spot drug tests.  Drivers should have no access to GPS, they should know where they are going.  Drivers should be extremely fluent in English, many are patchy, especially the doric ones.				
Private Individual	Yes	No mention of wheelchair accessibility.	Yes	Disagree - no exemptions. The motor industry is moving to a lease/rental model.	Yes	Every other business is seeing their operating costs (rates) increasing. Suggest £500 for 3 years	Yes	Current situation is ridiculous.	Yes	Why only recommended specs for storage devices?	Yes	Not sure about the "trainers" and jeans exclusion - that's a bit 1980s. Agree 100% no football tops or trackuits, also suggest no alcohol, tobacco or gambling brands.	No	Why are applicants allowed to use another provider, the vehicles must all be checked by the council.	Yes	Far too low.	Yes	Given the fact that we're still waiting for ACC to implement a policy for 100% accessible vehicles it's unlikely to be implemented.	Are all the vehicles going to be wheelchair accessible?		
	No	Taxi services should be required to provide a percentage (say 50% or 75%) of their vehicles which meet these requirements. Insisting on all vehicles in a fleet meeting new requirements will mean that either the requirements will never be passed and implemented, or ACC will have to buy new cars for every taxi driver in the North East.	No	That's a gigantic loophole. Drivers will lease their own cars to themselves rather than comply with new legislation.	Yes	That seems cheap, when the council is supposed to be promoting public transport.	Yes	Abolishing the airport zone is fine, provided that the airport continues to be adequately served by taxis. At least until it's connected to a convenient rail system to the city...	Yes	Vehicles must also advise passengers prior to entering that they're being recorded (e.g. stickers), and systems must not be used as private hire vehicles.	No	Dress codes are archaic and discriminatory. If the driver has a valid license and photographic ID displayed, that's plenty.	Yes	That's fine, so long as the 3rd-party medical professional is licensed and accredited.	Yes	Seems cheap again. A round trip from the city centre to the airport can cost £50 by taxi, depending on traffic.	Yes	You're already suggesting drivers will need to buy new vehicles to meet the accessibility requirements, just go all the way and insist on EVs by mid 2023, and use the time to build the charging infrastructure across the city and shire.	N/a		
	Yes	No	Yes	No comments	Yes	No	Yes	No	Yes	No	No	Why?	Yes	No	Yes	No	No	No			
Police Service	Yes	No comment to add	Yes	No comment to add	Yes	No comment to add	Yes	No	Yes	Any such system must be compliant with the relevant legislation and the local authority should assist licence holders by providing summarised, comprehensible extracts of same.	Yes	No comment to add	Yes	No comment to add	Yes	No comment to add	Yes	No comment to add	The Licensing Committee may wish to consider a policy that licence holders should have enhanced vulnerability awareness, which could be achieved by the local authority, upon grant, providing material compiled jointly with Police Scotland.		
	No	Why? Is there a current problem? No. Petty bureaucracy.	Yes	Agree	Yes	A reduction in overall cost is good, as long as it is reflected in fares and not profits.	Yes	Agree	Yes	No retention time for data mentioned. There should be a minimum length of time the data must be kept and made available to authorities if required, also maximum period data may be kept.	No	It is not up to the council to dictate a uniform for a self-employed business person. Abuse of power.	Yes	Registration of approved medical providers or cross check on authenticity must be in place	Yes	No comment	Yes	Must be properly resourced, timescale must be for infrastructure to be in place first before timescale for vehicle changes. Council projects likely overrun so taxi drivers must not be having to buy alternative power vehicles only to find they can't use them as infrastructure not ready due to council incompetence.	No		
ABERDEEN INTERNATIONAL AIRPORT	No	n/a	No	no	Yes	No	No	SAFETY AND SECURITY  •Our main concern is the policy change will compromise our high levels of the specific safety and security measures. Our risk-based management system, known as SEMS, outlines measures to have all known suppliers accessing the inner forecourt including the taxi fleet. It is key for the airport to retain the dedicated fleet on this basis.  •Although the airport would still be able to control those who access the inner forecourt (main airport terminal taxi rank) via the ANPR system in place, we would not be able to physically control the access at the heliports which our Heliport stakeholders may also wish to object to.  •In addition to controlling access, each airport driver signs up to airport specific Terms and Conditions - in addition to those that are part of obtaining a local taxi license. This includes the Airport's	No	n/a	Yes	This is already in place with some companies.	Yes	no comments	Yes	no comment	Yes	no comment	Yes	There will need to be a clear roadmap and is there funding going to be made available for this?	None

Nestrans	Yes	Having a minimum standard will allow some sort of standardisation and security to taxi users in regard to luggage, shopping and space. It will also provide guidance on the type of vehicle that is suitable when making decisions on purchasing a new taxi.	No	In regard to Q6. No. An individual or group of licence holders should be able to apply for a licence for a taxi owned by one of them or a wider business.  Q7. Exempting leased or hire purchase vehicles from the Policy requiring the owner to be the licence holder may enable potential drivers to become licensed or may allow a wider range of type of vehicle they can purchase due to cost. For example, electric vehicles are more expensive up front cost than petrol or diesel vehicles.	Yes	No	Yes	No	Yes	No comments	Yes	No comments	Yes	No comments	Yes	No comments	Yes	Rather than stating "alternative fuel", the requirement should be that taxis will be required to meet a minimum of Euro 6 (diesel) emission standard or equivalent within one year of the introduction of any Low Emission Zone within the City, and that this standard be gradually tightened over time. This would enable lower emission-fuelled vehicles such as hybrid, electric or hydrogen, moving towards zero emission and zero carbon progressively, within a time scale which is aspirational but gives clear future requirements to operators and licence holders, to enable business plans to accommodate that change.	No comments
Member of public	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No	There should be prohibition on anything that could be deemed offensive. Trapsuits, trainers etc should be allowed	Yes	No	Yes	E100/E200	No	No	Abolish any requirements for local area knowledge tests. With sat-nav readily accessible in most cases, it is no longer a requirement.
Chairman RASC/RCT Association Aberdeen Branch	Yes	Sounds good	Yes	Only if vehicles are from recognised leasing companies, therefore ensuring good maintenance	Yes	This seems fair as it looks like a reduction but guaranteeing 6 monthly testing	Yes	Sounds sensible	Yes	All good	Yes	South a lot better than what is happening now	Yes	Some doctors charge quite high rates for medical certification as discovered in my time as an HGV driver, perhaps the Council system may cost less for the driver	Yes	A fee of £230 with assessment sounds a bit high, therefore it would be less of an expense to self identify certification through their own doctors	Yes	The best fuel in my opinion would be hydrogen, but at this time cost would probably make it unviable. So I would suggest hybrids as there is a serious lack of electrical charging points in the City plus charging times would mean cars being off the road to long for charging so as too reduced availability and possible driver earnings.	Taxi ranks are all fine, but private hire vehicles are now parking all over the City, mostly in no parking areas for short times and moving on before getting fined, wardens see them but ignore them. They park in residential areas on double yellow lines and in hospital areas patient parking places, surely they should be getting issued with parking fines, the main offenders are Rainbow City Taxis since they left their airport.

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23/02/2021

For the attention of Councillor John Reynolds,

**Ref: Taxi Policy Consultation – A review of all taxi and private hire policies and conditions**

Dear Councillor Reynolds,

I am writing to you on behalf of Aberdeen International Airport (AIAL) regarding the review of the Taxi Policy Consultation. Specifically, the part of the proposal which seeks to change policy and abolish the current taxi zones and have one license area for Aberdeen City Council (page 13 of Appendix 1 of the proposal document). AIAL has concerns regarding the change of policy because of the impact on the Airport Zone (referred to as the Green Zone) and wishes for the policy to remain unchanged.

AIAL has responded to the consultation but I wanted to follow up on this directly.

The reasons behind our objection in the consultation are outlined below:

**SAFETY AND SECURITY**

- Our main concern is the policy change will compromise our high levels of site-specific safety and security measures. Our risk-based management system, known as SEMS, outlines measures to have all known suppliers accessing the inner forecourt including the taxi fleet. It is key for the airport to retain the dedicated fleet on this basis.
- Although the airport would still be able to control those who access the inner forecourt (main airport terminal taxi rank) via the ANPR system in place, we would not be able to physically control the access at the heliports which our Heliport stakeholders may also wish to object to.
- In addition to controlling access, each airport driver signs up to airport-specific Terms and Conditions - in addition to those that are part of obtaining a local taxi license. This includes the Airport's security procedures such as reporting unattended luggage and vehicles and awareness of suspicious passengers. If all other taxis were to access the airport, it would be insisted they would need to also sign up to these terms and conditions along with the existing fleet. This would cause additional work and costs from AIAL's perspective.

**SERVICE**

- The policy change will ultimately compromise customer service levels at AIAL for all passengers arriving into Aberdeen via the airport terminal and heliports. Being the gateway to the city and Shire, the Airport is the first impression to visitors, and we want this to be positive.
- Important service levels are identified as customer waiting times and availability of vehicles in line with customer demand (in line with the flight schedule) and it is key we maintain these high levels of customer satisfaction as outlined in the Airport's Customer Service Charter.

- The Green zone was originally implemented due to the demand for arriving passengers being completely different from those in any other areas of the city. Our data indicates 25% of all arrival passengers take a taxi and not having a dedicated fleet will have a detrimental impact on waiting times for arriving passengers.
- Having a dedicated fleet with a roster system allows us to protect the service levels for passengers arriving at Aberdeen Airport, a policy change would undermine the work done to this point to ensure the demand for taxis is met.
- As an example, during normal operational times, there can be up to 500 passengers arriving within 30 minutes of each other in the evenings (up to 2200hs.) We must ensure there are a sufficient number of vehicles available at these times.

#### **IMPACT ON DRIVERS**

- It is not clear how this change would be of any benefit to any drivers. It could damage the sustainability of the current Yellow Plate City Vehicles due to the potential dilution of the current city work.
- This proposal would see the Airport fleet change to a new status as 'Yellow Plates', and this would mean that the current airport drivers could work freely in any area of the City. Although this may be welcomed by some drivers, it would certainly hurt the Airport service levels as already mentioned.

In conclusion, I would have to formally object to this proposal at this time for the following reasons-

- It will compromise the high levels of site-specific safety and security measures
- It will compromise Customer Service levels at AIAL for all arriving passengers at the terminal and heliports.
- It will damage the sustainability of the current City Vehicles
- There is no evidence to support that it would be of any benefit to any drivers on either Green or Yellow plates.

I would be pleased to discuss these matters with yourself or the committee at your convenience and look forward to hearing from you.

Yours sincerely,

Mark Beveridge  
Operations Director  
Aberdeen International Airport

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