

ABERDEEN CITY COUNCIL

COMMITTEE	Licensing Committee
DATE	03 December 2019
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Taxi Fare Review
REPORT NUMBER	GOV/19/451
DIRECTOR	N/A
CHIEF OFFICER	Fraser Bell
REPORT AUTHOR	Karen Gatherum
TERMS OF REFERENCE	15.3

1. PURPOSE OF REPORT

- 1.1. To present the outcome of the representations to the proposed taxi tariff scales as advertised in accordance with statutory requirements.

2. RECOMMENDATION(S)

That the Committee:

- 2.1. notes the content of the report and that there were no representations made by members of the taxi trade or the public to the consultation;
- 2.2. agrees to fix fares at the 7% increase by way of adjusting the yardage figures and for the surcharges to remain unchanged;
- 2.3. instructs the Chief Officer-Governance to amend the fare card at surcharge 5 to reflect the holiday dates for 2020 and 2021;
- 2.4. approves the Tariff Card attached at Appendix 1 and instructs the Chief Officer – Governance to provide written notice to all taxi licence holders of the new tariff and their right of appeal; and
- 2.5. agrees that the tariff will take effect from 29 January 2020, provided no appeal is lodged with the Traffic Commissioner.

3. BACKGROUND

- 3.1 As required by the Civic Government (Scotland) Act 1982, an advert was published in a newspaper circulating locally, namely the Evening Express. Members of the public and trade were invited to submit representations in

writing by Monday 02 December 2019. The date for lodging representations has now passed and no response was received in respect of the proposals.

- 3.2. If the Committee agrees, the proposed fares and surcharge will take effect on 29 January 2020. This will allow officers to complete the statutory procedures.
- 3.3. The Council as the licensing authority for taxis is required to review and fix scales for fares and any other charges.
- 3.4. At its meeting on 29 October 2019, the Licensing Committee proposed to increase the existing scale by 7% and fix the other existing charges at the same rate.
- 3.5. In line with statutory requirements, the proposal has been advertised in a local newspaper inviting persons to make representations, which the Committee must consider when fixing the scales.

4 FINANCIAL IMPLICATIONS

- 4.1. The approval of the recommendations will require:
 - 4.1.1 After fixing the new scales, the licensing authority must give written notice to all taxi licence holders and the persons and organisations consulted during the review, setting out and explaining the effect to the scales fixed, the date they are to come into effect and their rights of appeal to the Traffic Commissioner.
 - 4.1.2. Copies of the new Taxi Tariff Card are required to be produced and issued to all taxi and private hire licence holders to be displayed in their vehicles, approximately 1,230 and this will be funded from the Taxi licensing budget.
 - 4.1.3. Staff costs of implementing the fare review and meter calibration will be contained within existing approved licensing budgets.
 - 4.1.4. There will, therefore, be a financial cost to the Licensing Team, Governance in producing and issuing the above documentation. These costs will be approximately £2000. The expenditure in the Taxi Licensing budget is met from the income raised through Taxi Licensing.

5. LEGAL IMPLICATIONS

- 5.1. In terms of Section 17 of the Civic Government (Scotland) Act 1982 the Council, as the licensing authority for taxis is obliged to review and fix the maximum scale of fares and surcharges so that they take effect within 18 months beginning with the date on which the previous scales came into effect.
- 5.2. Operators of taxis or any person or organisation appearing to the Traffic Commissioner to be a representative of such taxi operators can appeal against any decision the Local Authority makes in respect of fixing fares and surcharges. Any appeal is made to the Traffic Commissioner for the Scottish Traffic Area within 14 days of notice being given by the Licensing Authority.

7. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Financial	There is no financial risk to Aberdeen City Council arising from the recommendations in this report	L	
Legal	There is a legal risk if Aberdeen City Council does not comply with legislation	L	To ensure that the Committee approve the fare review within the statutory time scales.
Employee	There is no risk to employees arising from the recommendations of this report	L	
Customer	Implementation of Option A will increase the cost of a taxi/private hire journey for the customer/citizen of Aberdeen	L	In line with inflation increase which is reasonable considering rising running costs.
Environment	There is no risk to the environment arising from the recommendations of this report	L	
Technology	There is no risk to technology arising from the recommendations of this report	L	
Reputational	As a licensing authority there would be a reputational risk to the Council if it failed to undertake its legal obligation and	M	As this report fixing the fares within the statutory time period any risk is mitigated.

	not carry out the review.		
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8. OUTCOMES

Local Outcome Improvement Plan Themes	
	Impact of Report
Prosperous Economy	The proposals within this report may deliver LOIP Stretch Outcome 1 – by increasing employment within the taxi and private hire trade. The paper seeks approval for the increase in taxi fares which may encourage people to enter the trade in future years. The current number of taxi's in the city are falling for the first time in many years and this paper report may resolve this.
Prosperous People	Not applicable
Prosperous Place	Not applicable

Design Principles of Target Operating Model	
	Impact of Report
Customer Service Design	The increase the basic taxi fare may however impact on the people of Aberdeen by restricting the affordability of a taxi journey to certain members of the public.
Organisational Design	There will be no impact on Organisational Design arising from this report.
Governance	There will be no impact on Governance arising from this report.
Workforce	There will be no impact on Workforce arising from this report.
Process Design	There will be no impact on Process Design arising from this report.
Technology	There will be no impact on Technology arising from this report.
Partnerships and Alliances	Currently we anticipate there will be no impact on the taxi trade arising from the fixing of the tariff. However, a higher return on fares may encourage people to enter the trade.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Equality & Human Rights Impact Assessment	Completed and full EHRIA not required
Data Protection Impact Assessment	Not required
Duty of Due Regard / Fairer Scotland Duty	Not applicable

10. BACKGROUND PAPERS

None

11. APPENDICES

11.1. Appendix 1- the Final Taxi Tariff Card.

12. REPORT AUTHOR CONTACT DETAILS

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