

ABERDEEN CITY COUNCIL

COMMITTEE	Licensing Committee
DATE	19 February 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Aberdeen City Taxi and Private Hire Unmet Demand and Overprovision Survey
REPORT NUMBER	CORS/25/046
EXECUTIVE DIRECTOR	Andy MacDonald
CHIEF OFFICER	Alan Thomson
REPORT AUTHOR	Sandy Munro
TERMS OF REFERENCE	16.3

1. PURPOSE OF REPORT

- 1.1 To present to the Committee the 2024 Taxi Demand Survey attached as Appendix 1 to this report which also includes a Private Hire Overprovision Assessment and a Review of Taxi Rank provision in Aberdeen, (“the Survey”).

2. RECOMMENDATIONS

That the Committee :-

- 2.1 notes the results and recommendations of the Survey;
- 2.2 agrees that there is currently no evidence of significant unmet demand for the services of taxis in Aberdeen and therefore no need to increase the limit on the number of taxi licences;
- 2.3 agrees that there is no evidence of the overprovision of private hire cars in the locality of the City of Aberdeen and therefore no need to introduce a cap on private hire car licences; and
- 2.4 instructs the Chief Officer-Governance, to discuss with the Taxi and Private Hire Car Consultation Group, measures which could encourage more of the licensed vehicle fleet to operate during unsocial hours and which would help to address limitations in provision during such hours.

3. CURRENT SITUATION

- 3.1 As provided in the Civic Government (Scotland) Act 1982, the Licensing Committee is entitled to refuse applications for the grant of taxi licences for the purposes of limiting the number of taxis in Aberdeen. However, it can only do so if it is satisfied that there is no significant unmet demand for the services of taxis in the City of Aberdeen. In order to satisfy themselves whether there is

asignificant unmet demand for taxis or not, Licensing Authorities should conduct surveys from time to time. Aberdeen City Council as Licensing Authority have conducted regular surveys, for example in 2011, 2014, 2018 and the current survey. The Scottish Government Best Practice Guidance in 2012 states that “licensing authorities should carry out a survey sufficiently frequently to be able to respond to any challenge to the satisfaction of a court.”

- 3.2 The Committee increased the limit on the number of taxi licences available from 1049 to 1079 in 2014. There are currently 509 taxi licences operating in the City.
- 3.3 The Air Weapons and Licensing (Scotland) Act 2015 introduced a similar ground of refusal in respect of the grant of Private Hire Licences. A licensing authority can refuse to grant a private hire car licence where they are satisfied that there already exists (or will exist if the licence is granted) an overprovision of private hire car facilities in the area or locality where the car is to operate. To establish if there is overprovision the authority must have regard to (a) the number of private hire cars operating there, and (b) the demand for private hire car services.
- 3.4 The 2024 Survey has now been completed, and the full Survey Report by LVSA is attached for your information (Appendix 1) A representative from LVSA will present the report and its findings to the meeting of the Committee. In summary, the Survey Report concludes :-
 - On the basis of the evidence gathered by the Survey, the key conclusion is that there is no evidence of unmet demand for the services of taxis either patent or latent which is significant at this point in time in the Aberdeen City licensing area.
 - There is no overprovision of private hire cars in Aberdeen City.
 - Measures which would encourage more of the licensed fleet to operate during unsocial hours would help to address limitations in provision of taxis at night.
 - There is no need to increase the limit to the number of taxi vehicle licences or to introduce a cap on private hire car numbers.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications arising from the recommendations of this report.

5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from the recommendations of this report.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There are no direct environmental implications arising from the recommendations of this report.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk				Yes
Compliance				Yes
Operational				Yes
Financial				Yes
Reputational				Yes
Environment / Climate				Yes

8. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed
Data Protection Impact Assessment	Not required
Other	N/A

9. APPENDICES

9.1 LVSA Demand Survey

10. REPORT AUTHOR CONTACT DETAILS

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