

## Appendix 1

Current Policy or Practice	Proposed Policy or Practice	Reason for Change
Vehicle must be able to carry a minimum of 4 passengers and maximum of 8 passengers plus luggage in reasonable comfort.	Introduce minimum dimensions for the passenger compartment with regard to seat width, legroom and height clearance.	Removing the subjective nature of the term “reasonable comfort” and setting factual criteria for vehicles provides clarity for the trade.
Owner/registered keeper of the licensed vehicle requires to be the licence holder or named day-to-day manager.	Owner/registered keeper of the licensed vehicle requires to be the licence holder.	To ensure that the licence holder retains responsibility for the operation of the licensed vehicle and thus enhances public safety.
Vehicle licences are granted for 1 year and each vehicle must pass a maintenance check every 6 months. Where a vehicle is not tested timeously the licence holder is referred to the Licensing Committee for appropriate action to be taken.	Vehicle licences granted for 3 years in line with other Civic Government (Scotland) Act licences. Tests required every 6 months. Additional condition 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.	This would cut down on administrative work for both the Council and the licence holder as renewal applications would only be required every 3 years as opposed to annually. A condition automatically preventing the operation of the vehicle where no test pass certificate is valid would mean fewer referrals to the Licensing Committee for administrative reasons.
The Council’s licensed area is split into 2 zones, City and Airport.	Abolish the zones and simply have one licence for the Council’s area.	This policy is no longer 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.
CCTV policy only permitted certain models of equipment.	Updated policy provides minimum specifications for CCTV systems but does not restrict to particular makes or models.	Retains the purpose of the policy without being overly restrictive. Allows the trade a greater degree of choice whilst retaining the necessary controls.

No policy currently	Dress code introduced for taxi and private hire car drivers.	To create a more professional image of the trade, and as a result the city, in the eyes of tourists, business visitors and the resident population.
Applicants for a taxi or private hire car driver's licence who declare a medical condition or are aged over 65 years require to undergo a medical assessment to confirm they meet DVLA Group 2 medical standards. The cost is met by the Council and recouped via the setting of licence fees.	To require 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.	To ensure all drivers are medically fit to hold a licence. This would ensure that any unknown medical conditions would be picked up. This should also allow the taxi accounts to be more balanced, as currently there is a deficit in the taxi accounts due to the cost of medical assessments required, as the cost of these is not currently met by the licence application fee.
Separate conditions for each type of licence granted.	One document containing all licence conditions.	Many licence holders hold more than one type of licence. Having all conditions accessible in one document should avoid duplication, and make things simpler for the licence holder
Alternative fuelled vehicles are permitted to be licensed subject to certain criteria.	A requirement for all vehicles to be alternative fuelled vehicles by a set date.	In the context of the Council's decision to develop a Net Zero Transition Plan, the Chief Officer – Governance was asked 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. This will have to be considered 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.
All new applications for a taxi licence must be in respect of a Wheelchair Accessible Vehicle (WAV) and all taxis require to be WAVs by 6 June 2023.	Policy is currently under review with a view to adopting a mixed fleet.	This will have to be looked at in conjunction with the alternative fuelled vehicles policy and that on age of vehicles.
At the original grant of licence, a vehicle cannot be more than 5 years old from its date of	No change proposed at present but will need to be examined to ensure compliance with carbon emission goals.	This policy will have to be looked at in conjunction with the WAV policy and that on alternative fuelled vehicles.

registration. WAV vehicles may be up to 10 years old.		
The limit on the number of licensed taxis is currently set at 1079.	No change proposed.	The number of licensed vehicles is currently well below the approved limit.
All taxis must have an approved meter which must be sealed by the licensing authority. The meter must be used for all taxi journeys within the licensed area, although need not be used for journeys which leave the licensed area. Private hire vehicles do not require to have a meter fitted but where they do, the same requirements apply.	No change proposed.	
Roof signs for taxis, unless in-built to the vehicle, must be supplied by the licensing authority. Roof signs are not permitted on private hire vehicles.	No change proposed.	
Advertising is permitted on taxis but not on private hire vehicles. Adverts must not be placed on windows or obscure any identification plates, notices or signs. Advertising which may be seen as offensive is prohibited as are adverts for alcohol or tobacco products.	No change proposed.	
The current Aberdeen City tariff card must be on display in all vehicles where it can be readily seen by passengers.	No change proposed.	
A spare wheel or breakdown kit must be carried in every vehicle unless run flat tyres are fitted. Where such measures are employed passengers must not be carried in the vehicle until the necessary repairs have been effected.	No change proposed.	
All applicants for a taxi or private hire driver's licence must first pass the Street Knowledge Test. A fee of £15 is charged for the test, with no	No change proposed to the policy. Officers are looking at the test itself following a request from the Taxi and Private Hire Consultation Group.	To examine the possibility of carrying over successful sections of an overall unsuccessful attempt to the following attempt.

limit on the number of attempts an applicant may sit.		
Vehicle types permitted (subject to WAV policy) are WAVs, saloon vehicles, estate vehicles derived from saloon and MPV.	No change proposed although the addition of minimum dimensions may prohibit some smaller vehicles that would otherwise have been permitted.	
All vehicles must always meet the specifications set out in the testing manual. Officers have delegated powers to amend the manual to reflect any change in legislation or industry standard.	No change proposed.	