

## **Deputation For Licensing Committee Meeting on 21<sup>st</sup> January 2026.**

### **Item 8.1 - Taxi and Private Hire Policy.**

Firstly, we would like to get some clarification on how the decision was made that these were the Policies that needed reviewed ? Only reviewing 4 out of a 25-part policy, again who decided this ?

Narrative from the lobbyists always centres around "problems at Taxi Ranks" making the test for PH easier or removing it does not in any way address this issue. As this policy revue directly involves Aberdeen's Taxi Trade, why has there been no direct engagement with the trade stake holders, not even at the Taxi and Private Hire Car Consultation Group (T&PHCG) meetings?

Since when did council policy's go to public consultation ? We all know who it is that is driving this, in fact one of the "lobbyists" has openly, in local press & social media was back in December encouraging people to take part in the public consultation, so as far as we are concerned, this committee has been bypassed and a "decision" has already been publicly touted.

It looks like this committee is being bullied & harangued into "going to the people" why ?

When around 2014 after a legal challenge, the Street Knowledge Test (SKT) was removed for Private Hire (PH) drivers, this Committee decided that as there was legislation in Holyrood progressing to allow local authorities to make their own decision on SKT for PH drivers, so rather than challenge the court's decision, they would wait for this legislation to be ratified. This was duly done in 2017, and this Committee adopted the policy that all Taxi & PH drivers would need to sit the SKT, there was NO public consultation.

We would remind the Committee that it is only a year since the Taxi Demand survey was reported to this Committee, surely you have not forgotten its conclusions ? No significant Unmet Demand. Given the increase in drivers and vehicles since then, why would you need to make any fundamental changes ? Surely if this Committee were of a mind to make fundamental changes, then another demand survey would need to be undertaken?

To conclude, on this subject, make no doubt any changes to SKT will have a major economic impact on the existing 1000 drivers and benefit's only one operator.

#### **3.2.1**

Aberdeen International Airport dictates who can & cannot work at (Aberdeen International Airport (AIA), any Taxi can work at AIA providing they are willing to collect the £7 from customer and pay back to AIA. Yes current City drivers would have the ability to work both at AIA & City, this is only positive we can see.

#### **3.2.2**

We see nothing wrong with the current age restrictions, Aberdeen has always prided its self on the quality of its fleet, also remember that once a valid vehicle is licensed and providing it passes its twice annually test, there is no age restriction.

You must also take into consideration LEZ restrictions.

**3.2.3**

Advertising on a PH vehicle, is as far as we know covered by legislation and is not in the local authority remit to change.

**3.2.4**

Already covered.

**3.2.5**

Surely Aberdeen's taxi trade should have been consulted prior to recommendations being presented to Committee ?

Signed.

Taxi Group Members of Taxi & Private Hire Car Consultative Group.