



From mountain to sea

Aberdeenshire
COUNCIL



ABERDEENSHIRE COUNCIL

Licensing Sub-Committee

3rd July 2020



From mountain to sea

Aberdeenshire
COUNCIL



Item 4 Taxi Fares Review

- Final Results of the Public Consultation Exercise between 1st June 2020 and 1st July 2020



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Analysis of Responses Received to 01/07/20

* please note the duplicate Survey Monkey response received has been discounted

	£2.70 (Standard)	£3.70 (Late Night)	£3.70 (Public Hols)	£4.00 (Festive)	1/11th of Mile	Waiting Time	Booking Fee	Unacceptabl e Mess	Unacceptabl e Mess
Support	25.0%	15.0%	20.0%	35.0%	50.0%	30.0%	35.0%	75.0%	75.0%
Too Expensive	65.0%	80.0%	75.0%	60.0%	45.0%	65.0%	60.0%	15.0%	15.0%
Too Low	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%
No Answer	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%

	Agree	Disagree	No answer
Airport charge wording	80.0%	15.0%	5.0%

	No Change	Reduce Use	No Answer
Effect of Proposed Fare Scale	15.0%	80.0%	5.0%



From mountain to sea

Analysis of Responses Received to 01/07/20

Common Themes

Highlights	Officers Responses
71% of the respondents were of the view that the current fare scale needed to change and of those 40% indicated these needed to be increased and 40% thought there should be a reduction.	The trade were supportive of a change to the current fare scale. The trade though were split on whether this should be increased or decreased. The decision taken was to proceed with a proposed increase to the fare scale as this represents the maximum charge that can be applied and drivers are free to charge less if they so wish. It was felt that this was the best option as decreasing the maximum fare which could be applied may be detrimental to some in the trade who have previously advised they were struggling.
29% of the respondents were of the view that there should be no change.	This option may still be considered by the Committee.
The most popular proposal put forward in terms of an increase was 3% (21.1%)	This proposal was carried through in terms of the proposed fare with all charges rounded to the nearest 5p. The Trade within the initial consultation and also as part of the public consultation have indicated that they may prefer this to be rounded to the nearest 1p which would increase the 1/11th yard charges by 1p so that these would amount to 21p and 31p. This wish though must be balanced against the support received in respect of the current charges and also the fact that such a change would increase the need for change something which the trade has previously indicated to be an issue.
95% of respondents supported the proposed 'Airport Charge' wording.	The new wording has received overwhelming support from both the trade and public to date.



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1 Survey Monkey Responses

Q1 How Often do you use taxis within the Aberdeenshire Area

#1	I am a taxi owner/driver
#2	Daily
#3	<i>Skipped the question</i>
#4	Twice daily for work
#5	Lockdown aside, once a month
#6	Not as often as I would like due to the extortionate cost of using a taxi in Aberdeenshire. I have lived in another country and other parts of Scotland and remain shocked at the high price of travelling in a taxi in Aberdeenshire. It seems to aid a positive re building of the local economy enhanced travel links are important and the high costs of travelling in a taxi puts people in a position of not being able to afford to travel by taxi.
#7	Normally on average 2 times per month



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1 Survey Monkey Responses

Q1 How Often do you use taxis within the Aberdeenshire Area

#8	Once a Month
#9	I don't, I'm disabled and drive myself. Plus we live in New Deer, there is no taxi service here.
#10	Every couple of months
#11	Once per week
#12	rarely
#13	Once per month roughly
#14	Once a month
#15	Skipped the question



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1 Survey Monkey Responses

Q1 How Often do you use taxis within the Aberdeenshire Area

#16	<i>Skipped the question</i>
#17	Weekly
#18	N/A
#19	Monthly
#20	Never
#21	Quite Often



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2 Please provide your view in respect of the first 880 years/0.5 mile or part thereof charges specified within our Proposed Fare Scale

Respondent	Nature	£2.70 (Standard)	£3.70 (Late Night)	£3.70 (Public Hols)	£4.00 (Festive)	Comments
#1	Taxi Owner	Support	Support	Too Expensive	Support	
#2	Public	Too Expensive	Too Expensive	Too Expensive	Too Expensive	
#3	Taxi Owner	Support	Support	Support	Support	
#4	Public	Too Expensive	Too Expensive	Too Expensive	Too Expensive	
#5	Public	Too Expensive	Too Expensive	Too Expensive	Too Expensive	
#6	Public	Too Expensive	Too Expensive	Too Expensive	Too Expensive	
#7	Public	Too Expensive	Too Expensive	Support	Too Expensive	



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2 Please provide your view in respect of the first 880 years/0.5 mile or part thereof charges specified within our Proposed Fare Scale

Respondent	Nature	£2.70 (Standard)	£3.70 (Late Night)	£3.70 (Public Hols)	£4.00 (Festive)	Comments
#8	Public	Too Expensive	Too Expensive	Too Expensive	Too Expensive	
#9	Public	<i>No Answer</i>	<i>No Answer</i>	<i>No Answer</i>	<i>No Answer</i>	
#10	Public	Too Expensive	Too Expensive	Too Expensive	Support	
#11	Public	Too Low	Too Expensive	Too Expensive	Support	
#12	Public	Too Expensive	Too Expensive	Too Expensive	Support	
#13	Public	Too Expensive	Too Expensive	Too Expensive	Support	
#14	Public	Too Expensive	Support	Support	Too Expensive	



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2 Please provide your view in respect of the first 880 years/0.5 mile or part thereof charges specified within our Proposed Fare Scale

Respondent	Nature	£2.70 (Standard)	£3.70 (Late Night)	£3.70 (Public Hols)	£4.00 (Festive)	Comments
#15	Public	Too Expensive	Too Expensive	Too Expensive	Too Expensive	
#16	Public	Too Expensive	Too Expensive	Too Expensive	Too Expensive	* Duplicate of #15
#17	Public	Support	Too Expensive	Support	Too Expensive	
#18	Public	Too Expensive	Too Expensive	Too Expensive	Too Expensive	
#19	Public	Support	Too Expensive	Too Expensive	Support	
#20	Public	Support	Too Expensive	Too Expensive	Too Expensive	
#21	Public	Too Expensive	Too Expensive	Too Expensive	Too Expensive	



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3. If you have any comments to make in respect of Q2 above please provide these in the box.

Respondent	Comments	Officers Response
#1	<i>No comment.</i>	
#2	No requirement for any increase in cost.	This will of course be considered by the Committee as part of the process when fixing the scale which is to apply. The scale set will of course be aimed at both supporting the trade as well as affordability for users. It should be noted that the fare scale set by the Committee will represent the maximum charges which may be applied in Aberdeenshire and that drivers are free to charge a lower rate should they wish.
#3	<i>No comment.</i>	
#4	If costs go up quicker than my wages then I would need to give up work and go onto universal credit.	This shows the balance that needs to be sought when it comes to the setting of an appropriate fare scale as it must only support the trade but must also remain affordable for users. The proposed increase if approved would be the first in several years and would be subject to review within the next 12 months so any impact can be assessed.
#5	In a time where many people are about to lose their jobs in the area and petrol prices are lower than they have been for years, a 3% increase in standing fares is entirely inappropriate.	This will of course require to be considered by the Committee as part of the process. It should be remembered that the fare set represents the maximum fare which can be charged by operators in Aberdeenshire and drivers are free to charge less. The fare scale set must of course both support the trade and remain affordable for users.



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3. If you have any comments to make in respect of Q2 above please provide these in the box.

Respondent	Comments	Officers Response
#6	Costs should be lowered not increased.	This was considered as part of the development of the proposed fare scale. It was felt that such a step may increase pressure on those who are already struggling in the trade under the current fare scale.
#7	Na.	
#8	Fares are already too high.	This will of course be considered by the Committee as part of the process. The aim of the fixed fare scale is to support the trade whilst remaining affordable to users. In terms of our fares we are currently 157th highest in the UK, with higher fares applying within 10 local authority areas in Scotland (Taxi and Private Hire Car Monthly - June 2020). It again should be noted that the fare scale set will represent the maximum fares which may be charged and drivers are free to charge less if they so wish.
#9	Given that you are legally required to use the metric system, your consultation is void. I have no idea what 880 yards equates to. Ergo I cannot provide any form of adequate response to your consultation.	Distances and UK Roads are commonly measured in yards and miles.



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3. If you have any comments to make in respect of Q2 above please provide these in the box.

Respondent	Comments	Officers Response
#10	Fares should go down same as every other industry in a recession / oil price crash.	Experience would suggest that this is not always the case. The Committee may of course consider the impact that such matters will have when fixing the scale. The aim of the fixed fare scale will be to both support the trade and ensure affordability.
#11	Have a flat fee of £3 but reduce late night tariffs and public holiday tariffs.	This may of course be considered by the Committee. In terms of the consultation with the trade the most popular option in terms of increase was 3%.
#12	Taxi fares are already high enough to put most people off, this increase at time when we are facing a significant recession is unjustifiable.	To be considered by the Committee as part of the process with the aim of setting a fare scale which remains both affordable and supports the trade.
#13	Taxi costs in the north east compared to other parts of Scotland are ridiculous.	In terms of our fares we are currently 157th highest in the UK, with higher fares applying within 10 local authority areas in Scotland (Taxi and Private Hire Car Monthly - June 2020). It again should be noted that the fare scale set will represent the maximum fares which may be charged and drivers are free to charge less if they so wish.



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3. If you have any comments to make in respect of Q2 above please provide these in the box.

Respondent	Comments	Officers Response
#14	<i>No comment.</i>	
#15	Standard metered fare in Paisley from the Royal Alexandra hospital to the Holiday Inn Airport, a distance of 4.9 miles on 10/10/19 was £6.70 (I drove the return journey twice everyday for 8 days as my wife was hospitalised).	Officers note the response and would advice that the maximum charge for a 5 mile trip under the proposed scale would amount to £12.70 (S). It is of course up to each operator to determine what they wish to charge and it may well be that a lower rate will be applied.
#16	Taxi fares are too high in Aberdeen & Shire. Current fares are almost double that of Paisley. It cost £6.70 (metered) for a 4.9 mile journey from the Royal Alexandra Hospital to the Holiday Inn Airport Hotel on 10th October 2020, where my wife was hospitalised. (drove the return journey twice a day for 8 days). I still have my receipt.	This would seem to be a duplicate entry to the one above.
#17	800 yard flat rate? Distance to short should be a flat rate for say the first mile.	The 880 yard charge amounts to 0.5 of a mile and this has been used as the flag fall distance for a number of years and no interest from the trade in amending this.



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3. If you have any comments to make in respect of Q2 above please provide these in the box.

Respondent	Comments	Officers Response
#18	<i>No comment.</i>	<i>No comment.</i>
#19	Taxis are and always have been a 24 hour service, charging for late night work is not acceptable.	Taxis are and always have been a 24 hour service, charging for late night work is not acceptable.
#20	Taxi firms hardly ever use their meters because they set the price over the phone.	Taxi firms hardly ever use their meters because they set the price over the phone.
#21	<i>No comment.</i>	<i>No comment.</i>



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4. Please provide your view in terms of the other charges specified within our Proposed Fare Scale

Respondent	Nature	1/11th of Mile	Waiting Time	Booking Fee	Mess	4+ Surcharge
#1	Taxi Owner	Support	Support	Too Expensive	Support	Support
#2	Public	Support	Support	Support	Support	Support
#3	Taxi Owner	Support	Support	Support	Support	Support
#4	Public	Too Expensive	Too Expensive	Too Expensive	Too Expensive	Too Expensive
#5	Public	Support	Too Expensive	Support	Support	Too Expensive
#6	Public	Too Expensive	Too Expensive	Too Expensive	Too Expensive	Too Expensive
#7	Public	Support	Too Expensive	Too Expensive	Support	Too Expensive



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4. Please provide your view in terms of the other charges specified within our Proposed Fare Scale

Respondent	Nature	1/11th of Mile	Waiting Time	Booking Fee	Mess	4+ Surcharge
#8	Public	Too Expensive	Too Expensive	Too Expensive	Support	Too Expensive
#9	Public	<i>No Answer</i>	<i>No Answer</i>	<i>No Answer</i>	<i>No Answer</i>	<i>No Answer</i>
#10	Public	Too Expensive	Too Expensive	Too Expensive	Support	Too Expensive
#11	Public	Support	Too Expensive	Support	Support	Too Expensive
#12	Public	Too Expensive	Too Expensive	Support	Support	Too Expensive
#13	Public	Too Expensive	Too Expensive	Too Expensive	Support	Too Expensive
#14	Public	Support	Too Expensive	Support	Too Low	Too Expensive



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4. Please provide your view in terms of the other charges specified within our Proposed Fare Scale

Respondent	Nature	1/11th of Mile	Waiting Time	Booking Fee	Mess	4+ Surcharge
#15	Public	Too Expensive	Too Expensive	Too Expensive	Support	Too Expensive
#16	Public	<i>Skipped.</i>	<i>Skipped.</i>	<i>Skipped.</i>	<i>Skipped.</i>	<i>Skipped.</i>
#17	Public	Support	Too Expensive	Too Expensive	Support	Too Expensive
#18	Public	Support	Support	Support	Support	Support
#19	Public	Support	Support	Too Expensive	Too Low	Too Expensive
#20	Public	Too Expensive	Support	Too Expensive	Support	Too Expensive
#21	Public	Too Expensive	Too Expensive	Too Expensive	Too Expensive	Too Expensive



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5. If you have any comments to make in respect of Q4 above please provide these in the box:

Respondent	Comments	Officers Response
#1	<i>No comment.</i>	
#2	<i>No comment.</i>	
#3	<i>No comment.</i>	
#4	Increases are higher than inflation and wages. This will disproportionately affect lower earners and those with disabilities.	See comments in response to Q3.
#5	We should be encouraging sharing to reduce carbon emissions, not charging 50% more.	Officers appreciate the comment. We would advise that the surcharge may be charged at the discretion of the operator and has been included within the fare scale to take into account the additional costs when it comes to carrying 4 or more passengers. The surcharge is not a new addition to the fare scale.
#6	<i>No comment.</i>	



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5. If you have any comments to make in respect of Q4 above please provide these in the box:

Respondent	Comments	Officers Response
#8	Fares are already too high.	See comment in response to Q3.
#9	How far is 1/11th of a yard? I'm sorry but I was educated in the legal metric system.	See comment in response to Q3.
#10	<i>No comment.</i>	
#11	Covid aside, we should encourage larger groups to travel thus reducing vehicles on the road.	Officers appreciate the comment. We would advise that the surcharge may be charged at the discretion of the operator and has been included within the fare scale to take into account the additional costs when it comes to carrying 4 or more passengers. The surcharge is not a new addition to the fare scale.
#12	Taxi fares are already high enough to put most people off, this increase at a time when we are facing a significant recession is unjustifiable.	See comment in response to Q3.
#13	See above comment.	See comment in response to Q3.



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5. If you have any comments to make in respect of Q4 above please provide these in the box:

Respondent	Comments	Officers Response
#14	At a time when we are seeking to cut down the use of cars, it seems somewhat iniquitous to penalise groups of friends for wanting to travel together.	Officers appreciate the comment. We would advise that the surcharge may be charged at the discretion of the operator and has been included within the fare scale to take into account the additional costs when it comes to carrying 4 or more passengers. The surcharge is not a new addition to the fare scale.
#15	Meters should only be started when taxi arrives.	This should be the practice.
#16	<i>Skipped the question.</i>	
#17	Waiting and booking charge? Taxis are usually late and sometimes don't even show up when booked! How can you charge per 10 seconds? Far too short a time period. 50% surcharge is a scam and pure rip off for 6 seater MPVs.	The Waiting Charge, Booking Charge and 4+ Passengers Surcharge are long standing features of our fare scale.



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5. If you have any comments to make in respect of Q4 above please provide these in the box:

Respondent	Comments	Officers Response
#18	<i>Skipped the question.</i>	
#19	Drivers choose which vehicle type they wish to buy and drive, extras for more passengers are too high IMO.	The Surcharge is a long standing feature of our fare scale and is included to reflect the additional cost to operators of carrying 4+ passengers. It should be noted that this is a discretionary charge and drivers may elect not too charge this.
#20	<i>Skipped the question.</i>	
#21	<i>Skipped the question.</i>	



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6. In order to allow taxi drivers to recover the full cost of drop offs or pick ups at Aberdeen Airport flexible wording has been included with in the fare scale. Please confirm whether you support this step

Respondent	Response	Respondent	Response
#1	Yes	#12	Yes
#2	Yes	#13	Yes
#3	Yes	#14	No
#4	Yes	#15	Yes
#5	Yes	#16	No Answer
#6	No	#17	Yes
#7	Yes	#18	Yes
#8	No	#19	Yes
#9	No Answer	#20	Yes
#10	Yes	#21	Yes
#11	Yes		



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7. If the proposed fare scale is adopted will this affect your use of taxis in the future both in terms of frequency and length of journey?

Respondent	Response	Respondent	Response
#1	Yes	#12	Yes
#2	Yes	#13	Yes
#3	Yes	#14	Yes
#4	Yes	#15	No
#5	Yes	#16	No Answer
#6	Yes	#17	Yes
#7	Yes	#18	Yes
#8	Yes	#19	No
#9	No Answer	#20	Yes
#10	Yes	#21	No
#11	Yes		



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8. If you answered Yes to Q7 please explain what changes you would make

Respondent	Comments	Officers response
#1	I think with the current situation, people are no using taxis and won't be for a while, maybe not the best time for an increase?	The timing of the review is fixed by statute. The decision whether or not to increase the current fare scale rests with the Committee following consideration of the representations put forward by the trade and members of the public. It should be noted that the fare scale set represents the maximum charge which may be applied and drivers may elect to charge less.
#2	If prices go up will use public transport.	Noted.
#3	<i>No Comment</i>	
#4	Unfortunately I live hand to mouth. An increase in cost will mean giving up my job so I will not need taxi's as I will be in poverty. This will be the main factor in me considering work. Taxi drivers can afford to absorb a small increase in costs, most workers cannot, if costs are increased again it will show that decision makers are out of touch with workers.	See comment in response to Q3.



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8. If you answered Yes to Q7 please explain what changes you would make

Respondent	Comments	Officers response
#5	Less likely to use taxis, arrange private lift or hire instead.	Noted. It is worth noting that individuals should be careful of using such arrangements as these can fall foul of the law as these may amount to the unlicensed operation of a taxi.
#6	Enable people to travel by taxi's having lower prices and utilise the service as to why people use a taxi - to get from A to B.	The fare scale set is the maximum which can be charged and operators may choose to charge less than this based on how this will impact on their business. The fare scale set must however support the trade and this is reflected in the proposals put forward.
#7	Less often.	Noted.
#8	<i>No Comment.</i>	
#9	Again; until you publish your consultation using the legal metric system I have no idea what distances you are referring to and cannot therefore provide an informed comment.	See comment in response to Q3.



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8. If you answered Yes to Q7 please explain what changes you would make

Respondent	Comments	Officers response
#10	Reduce further.	The aim of setting the fare scale is to ensure that this is affordable and supports the trade. The reduction of fare scale would be at odds with the views expressed by the trade.
#11	I will look to use Uber type transport going forward which is far greater value for money.	Uber and other such organisations do not have a licence to operate within Aberdeenshire.
#12	I will use Taxis even less often if fares are increased as we are facing recession and reduced incomes.	Noted.
#13	I think that they are too expensive and given the distance that people would usually travel in them it makes it unmanageable.	See comment in response to Q3.
#14	It would be cheaper for me to drive to the airport and park in long stay parking, or to the train station.	Consumers always have a choice on how they choose to travel.



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8. If you answered Yes to Q7 please explain what changes you would make

Respondent	Comments	Officers response
#15	N/A	Although respondent answered 'No' to Q7 - they commented as follows: 'Only use taxis when I need them. e.g. when going on holiday'.
#16	<i>No Comment.</i>	
#17	The price for taxi from Aberdeen to outlying towns in Aberdeenshire (not served by late bus) are scandalous at around £50 for 18 miles. If price goes up then will stop going out in Aberdeen. Used to get fixed prices, now same journey can vary in price but is a rip off. Cap prices of 20 miles at £40.	We would advise that for a 20 mile trip under the proposed late night scale would amount to: £46.70. The fare scale set by ourselves represents the maximum fare chargeable and operators may elect to charge less and as stated charge a fixed fare. It should be noted that a number of those using taxis from Aberdeen to Aberdeenshire at these times may in fact be using taxis licensed by Aberdeen City.
#18	Too Expensive.	Noted.
#19	N/A.	
#20	<i>No Comment.</i>	We note that the respondent stated that they 'never' used taxis but has stated that the proposed fare scale would further affect their use.
#21	N/A.	



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Part 2 – Email responses from the Trade

Res	Date	Comment	Officer response
A	16/06/20	Feel that the 3% increase should be applied to both the initial uplift and the mileage rates. As this has not been done taxis within Aberdeenshire are now cheaper than Aberdeen despite the fact that there is a lot more miles and dead miles to cover so this needs looked at.	We note that Aberdeen City Council have recently reviewed their fare scale. We would advise that the 3% increase has been applied to the incremental charges however the result of this would amount to a 1p increase to these charges and the effect of this would be the need to carry further change.
B	17/06/20	Did not hear back about own proposal (10p increase on standard rate and 1/12th increment - extra 20p / 30p per mile). The proposed fare scale which has been put forward give the trade a whole 10p on every fare whether it be 1 mile of 600 miles. It costs £40 to get meter calibrated which means 400 hires to break even which will be difficult in the current situation. The Surcharge for 4+ passengers leads to a flag fall of £4.05 which is not handy due to requirement to carry change. Suggestion to remove the term 'airport and use service instead so that this could cover 'parking charges, airport charges or 'booking fee charge'. Surprised there are any taxis at all given the rise in the licence fee and the way the trade are treated when covering council contracts and would like to be heard and their ongoing request for a rank in Inverurie to be considered	We do not reply to individual proposals all proposals put forward are collated and considered by the Committee as part of their deliberations this was done on the 24th of April. The proposal put forward was not taken forward. The issue in terms of the calibration costs and the impact of the changes has been considered and reflected in the further option put forward to increase the incremental charge, it should however be noted that meters will require to be calibrated at the end of this year anyhow so no additional cost should be incurred by operators in that regard. The airport charge is included to specifically reflect the pick up and drop off costs at the airport. The other matters raised by the responded have been noted but are not related to the fare review.



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Part 2 – Email responses from the Trade

Res	Date	Comment	Officer response
C	17/06/20	The way things are at the moment increases in taxi fares is ludicrous the public aren't using taxis just now and aren't likely to do so if they are too expensive.	Noted and this will be considered by the Committee as part of the process. It should be noted that the fare scale set represents the maximum charge which can be applied and drivers may elect to charge a lower amount if they so wish.
D	17/06/20	Initial issue of not receiving consultation links. In light of the current COVID-19 position would have delayed the review until later in the year and look to increase the fees in the following year. Supports the proposed position with the exception of the 3rd of January being treated as a Public Holiday as they do not believe that this is the case and wonders why this applies.	Email address has been added to the system. The respondents preference is to be considered by the Committee, however, their support for the proposed fare scale has also been noted. In terms of the 3rd of January, this is included in the fare scale to cover late night fares on the 2nd of January which is a public holiday and the rate ends at 0600 hours on the 3rd of January.
E	26/06/20	The uplift is the only charge that's being changed. You are asking operators who have been hit hard by the COVID situation to pay £40 per vehicle to have a meter changed for very little come back to help cover this cost. This should not happen and be delayed for the next 18 months to help us get back on our feet. This should be cancelled.	It should be noted that meters will require to be calibrated at the end of this year anyhow so no additional cost would be incurred by operators in that regard. We are not in a position to cancel the review although the Committee does have an option to make no change to the current fare scale after consideration of the representations received. The Committee has already agreed to review the fare scale which is set within a 12 month period.



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Part 2 – Email responses from the Trade

Res	Date	Comment	Officer response
F	29/06/20	<p>I write to strongly object to the proposed taxi fare increase that I have recently been made aware of. Firstly, I would appreciate if you could advise where the proposed changes were published and on what date. Given the current Covid-19 pandemic along with the down turn in the oil and gas industry I do not see how any type of increase to taxi fares will help taxi operators or the public. In these current times we should be coming together as a community and looking at how we can rebuild the economy for the Shire and City and not how we can take more money from the public. In addition, I do not agree that the proposed change would generate a 3% uplift. To add 10p to the flag doesn't make financial sense. The cost to re-calibrate a taxi meter is £40, this means that I must pick up 12 fares every day for a year in order to break even. With more and more taxi operators being granted licences, this number of fares on an average day is very unseal. If a fare increase is deemed necessary, then I would like to propose that the flag price remains the same and instead the mileage is changed - First 880 yards = £2.60 (S); £3.60 (LN/PH), £3.90 (F) - Each additional 150 yards or part thereof - £0.20 (S); £0.20 (LN/PH); (F) £0.30 and Waiting Time per 10 seconds = £0.15. I would be happy to discuss further should you have any questions.</p>	<p>Notice published in P&J on 01/06/20 and further advertised through the Council's Social Media Channels. The decision whether or not to raise the fare scale rests with the Committee. It should be noted that meters will require to be calibrated at the end of this year anyhow so no additional cost would be incurred by operators in that regard. We would query the respondents calculation as 12 trips per day for a year = 4,380 trips at an additional 10p per trip this amounts to £438.00 which greatly exceeds the cost of re-calibration. The proposal put forward can of course be considered by the Committee and we would confirm that the use of 150 yards as the incremental measurement does not fall into a neat fraction which could cause an issue when it comes to re-calibration.</p>



From mountain to sea

Where does Aberdeenshire fit in Scotland and the UK in terms of fare structure?

Authority - Scotland	Tariff over 2 miles (last rise)	Authority	Tariff
East Lothian	£7.00 (2019)	Argyll & Bute	£6.20 (2014)
Fife	£6.80 (2019)	Clackmannan	£6.10 (2018)
Edinburgh	£6.75 (2020)	South Ayrshire	£6.10 (2019)
Glasgow	£6.60 (2019)	Scottish Borders	£6.05 (2019)
Moray	£6.60 (2020)	Aberdeen City	£6.00 (2020)
Shetland Isles	£6.60 (2019)	Aberdeenshire	£6.00 (2018)
Midlothian	£6.22 (2016)	East Ayrshire	£6.00 (2019)



From mountain to sea

Where does Aberdeenshire fit in Scotland and the UK in terms of fare structure?

Authority - Scotland	Tariff over 2 miles (last rise)	Authority	Tariff
East Kilbride	£5.80 (2020)	Dundee	£5.66 (2018)
Higland	£5.80 (2018)	West lothian	£5.60 (2019)
Orkney	£5.80(2019)	Dumfries & Galloway	£5.50 (2018)
Rutherglen	£5.80 (2020)	Dunbarton & Vale of Leven	£5.40(2020)
Angus	£5.70 (2018)	Perth & Kinross	£5.40 (2011)
Renfrewshire	£5.70 (2019)	East Dunbartonshire	£5.34(2016)
Stirling	£5.70(2019)	Inverclyde	£5.34 (2019)



From mountain to sea

Where does Aberdeenshire fit in Scotland and the UK in terms of fare structure?

Authority - Scotland	Tariff over 2 miles (last rise)	Authority	Tariff
East Renfrew	£5.30(2018)		
North Ayrshire	£5.30 (2019)		
South Lanarkshire	£5.30 (2020)		
Clydebank	£5.20 (2017)		
Hamilton	£5.20(2020)		
North Lanarkshire	£5.00 (2017)		
Western Isles	£4.85 (2019)		



From mountain to sea

Where does Aberdeenshire fit in Scotland and the UK in terms of fare structure?

	Authority – UK (out of 363)	Tariff over 2 miles (last rise)
156	Aberdeen City	£6.00 (2020)
157	Aberdeenshire	£6.00 (2018)
158	Basildon	£6.00 (2019)
159	Boston	£6.00 (2018)

The national (UK) average for a 2mile journey is now £5.98

All statistics have been taken from the Taxi and Private Hire Monthly Magazine, June 2020 edition which can be found at

<https://content.yudu.com/web/43sy4/0A43sy5/PHTMJUNE2020/html/index.html?page=98&origin=reader>



From mountain to sea

Proof of Advert

Officers can display the extract from the Press and Journal for proof of advert if Members require to see it.



From mountain to sea

Questions and Discussion?

Any questions?



From mountain to sea

Item 5 – Reopening of Vehicle Testing Centres In Aberdeenshire

Since drafting the report on the agenda, the DVSA has changed its position on MOT testing and will no longer be issuing extensions from 1st August 2020 at which time MOT testing will resume.

Licensing and Fleets Services have met to discuss implications for MOTs for taxis and private hire cars given we have granted a six month extension to all licences.

The following table shows what was discussed:
Officers are therefore recommending the following process be put into place with effect from 1st August:



From mountain to sea

Item 5 – Reopening of Vehicle Testing Centres In Aberdeenshire

Month Licence Granted	6 Month Inspection Date	MOT due	Renewal due inc 6 month extension	6 month inspection due
Apr-19	Oct-19	Oct-20	Oct-20	Apr-21
May-19	Nov-19	Nov-20	Nov-20	May-21
Jun-19	Dec-19	Dec-20	Dec-20	Jun-21
Jul-19	Jan-20	Jan-21	Jan-21	Jul-21
Aug-19	Feb-20	Aug-20	Feb-21	Aug-21
Sep-19	Mar-20	Sep-20	Mar-21	Sep-21
Oct-19	Apr-20	Oct-20	Apr-21	Oct-21
Nov-19	May-20	Nov-20	May-21	Nov-21
Dec-19	Jun-20	Dec-20	Jun-21	Dec-21
Jan-20	Jul-20	Jan-21	Jul-21	Jan-22
Feb-20	Aug-20	Feb-21	Aug-21	Feb-22
Mar-20	Sep-20	Mar-21	Sep-21	Mar-22

- All vehicles granted an 18 month licence - Presume that car was MOT'd at the same time.
- 6 month inspections due and carried out
- 6 month inspections cancelled for 12 months
- Vehicle MOT due
- New licence renewal month (6 month extension added from Mar 2020)
- 6 months inspections to resume from April 2021



From mountain to sea

Item 5 – Reopening of Vehicle Testing Centres In Aberdeenshire - Proposal

From 1 Aug continue as planned and provide MOT & Taxi Test for new Grants and substitutions also offer an MOT ONLY service for operators whose cars mot expires and they cannot get MOT'd elsewhere

From Oct 20 recommence MOT & Taxi Test for vehicles granted extension (i.e. vehicles originally granted licence in Apr 19) this would become their new renewal date albeit not coinciding with MOT date for all operators but we do not have responsibility to ensure dates coincide, its up to the operator to know when vehicle MOT is due, and is easier for them if they do.

From Feb 2021 offer MOT with renewal so both dates coincide for future renewals.

6 month inspections to resume from Apr 21

MOT date due to DVSA 6 month resemption



From mountain to sea



Item 5 – Reopening of Vehicle Testing Centres In Aberdeenshire – additional wording for renewal reminder letters to be issued from 3rd July 2020

MOT Requirements

You may have seen that the DVSA have determined that no further extensions will be given to the requirement to have an MOT for a vehicle from 1 August. It is your responsibility to ensure that, where required, your vehicle has an MOT.

If you are in this situation, you have two options.

Our garages are in the position where they can offer an MOT test only for the vehicle. If you have paid for a six-month test that was cancelled as a result of the coronavirus restrictions, you can use the “credit” that you have for the missed test to pay for the MOT. If you choose this option, please be advised that the garages will be very busy and operating at a restricted capacity due to coronavirus procedures. These are attached and will apply for any test going forward. Please also be advised that whilst all efforts will be made to accommodate you at the garage that you would normally go to, you may be asked to go to another garage if there are capacity issues.



From mountain to sea

Item 5 – Additional Recommendations

2.4 Note the changes to procedure being implemented as a result of the revised DVSA procedures regarding the introduction of the MOT requirement

2.5 Approve a temporary delegation to the Head of Legal and Governance, following consultation with the Convenor, to make any other changes to procedure required for the processing of Civic Government Licences as a result of Guidance or Legislation arising related to Covid 19, for as long as it may be required.

The Head of Legal and Governance currently has delegated power to accept late renewal applications lodged within 28 days of the date of expiry of a licence where good reasons for lateness have been given. [Section 8.31 of Section D of The Officer Powers section of the Scheme of Governance]. The Coronavirus (Scotland) Regulations have extended the 28 day period to 3 months.

2.6 Approval a temporary delegation to the Head of Legal and Governance to accept late renewal applications lodged within 3 months of the date of expiry of a licence where good reasons for lateness have been given for as long as it may be required, after which the Section will revert back to the current wording.