

Agenda



Meeting of Licensing Committee

Date: Wednesday, 5 December 2018

Time: 10:00

Venue: Civic Space, Council Offices, 16 Church Street, Dumbarton G82 1QL

Contact: Nuala Borthwick, Committee Officer
Tel: 01389 737594 nuala.borthwick@west-dunbarton.gov.uk

Dear Member

Please attend a meeting of the **Licensing Committee** as detailed above. The business is shown on the attached agenda.

Yours faithfully

JOYCE WHITE

Chief Executive

Distribution:

Councillor Jim Finn (Chair)
Councillor Jim Brown
Councillor Ian Dickson
Councillor Jonathan McColl (Vice Chair)
Councillor Marie McNair
Councillor John Mooney
Councillor Lawrence O'Neill
Councillor Brian Walker

All other Councillors for information

Chief Executive
Strategic Director – Regeneration, Environment and Growth
Strategic Director – Transformation and Public Service Reform
Chief Officer of Health & Social Care Partnership

Date issued: 22 November 2018

LICENSING COMMITTEE

WEDNESDAY, 5 DECEMBER 2018

AGENDA

1 APOLOGIES

2 DECLARATIONS OF INTEREST

Members are invited to declare if they have an interest in any of the undernoted items of business on this agenda and, if so, state the reasons for such declarations.

3 MINUTES OF PREVIOUS MEETINGS 7 - 15

- (a) Submit for approval as a correct record, Minutes of Meeting of the Licensing Committee held on Wednesday, 10 October 2018; and
- (b) submit for approval as a correct record, Minutes of Special Meeting of the Licensing Committee held on 9 November 2018.

4 OPEN FORUM

The Committee is asked to note that no open forum questions have been submitted by members of the public.

5 APPLICATION FOR GRANT OF A TEMPORARY TAXI/PRIVATE HIRE CAR DRIVER'S LICENCE 17 - 18

Name and Address of Applicant

Date Applied

Mr. William Buchanan
26 Myrtle Road
Dalmuir
Clydebank
G81 4NR

31 October 2018

Submit report by the Strategic Lead – Regulatory concerning an Application for Grant of a Temporary Taxi Driver's Licence by the above named person.

6 CIVIC GOVERNMENT (SCOTLAND) ACT 1982 REVIEW 19 - 33
OF TAXI FARES AND CHARGES CLYDEBANK TAXI
LICENSING ZONE

Submit report by the Strategic Lead – Regulatory seeking consideration of a proposed review of fares and charges applicable to taxis operating within the Clydebank Taxi Licensing Zone.

7 CIVIC GOVERNMENT (SCOTLAND) ACT 1982 REVIEW OF 35 - 42
TAXI FARES AND CHARGES DUMBARTON AND VALE OF
LEVEN TAXI LICENSING ZONE

Submit report by the Strategic Lead – Regulatory seeking consideration of a proposed review of fares and charges applicable to taxis operating within the Dumbarton & Vale of Leven Taxi Licensing Zone.

8 AGE LIMIT OF WHEELCHAIR ACCESSIBLE VEHICLES 43 - 46

Submit report by the Strategic Lead – Regulatory seeking consideration of a request that the age rules applicable to purpose built vehicles be similarly applied to adapted Wheelchair Accessible Vehicles.

9 EXCLUSION OF PRESS AND PUBLIC 47

The Committee is asked to pass the following resolution:-

“That under Section 50A(4) of the Local Government (Scotland) Act 1973, the press and public be excluded from the meeting for the following items of business on the grounds that they may involve the likely disclosure of exempt information as defined in Paragraph 14 of Part 1 of Schedule 7A of the Act.”

10 APPLICATION FOR GRANT OF A TAXI/PRIVATE HIRE CAR 49 - 51
DRIVER’S LICENCE

Name and Address of Applicant

Date Applied

Farhan Farhan
16 Balloch Road
Alexandria
G83 8SR

13 June 2018

With reference to the Minutes of Meeting of the Licensing Committee held on 10 October 2018, submit report by the Strategic Lead – Regulatory concerning an application for Grant of a Taxi/Private Hire Car Driver’s Licence by the above named person.

11 HEARING REGARDING REQUEST FOR SUSPENSION OF A 53 - 56
TAXI DRIVER'S/PRIVATE HIRE CAR DRIVER'S LICENCE

With reference to the Minutes of Meeting of the Licensing Committee held on 10 October 2018, submit report by the Strategic Lead – Regulatory concerning a request from the Chief Constable of Police Scotland for the suspension of a Taxi Driver's/Private Hire Car Driver's Licence.

12 HEARING REGARDING REQUEST FOR POSSIBLE 57 - 60
SUSPENSION OF A LATE HOUR CATERING LICENCE

Submit report by the Strategic Lead – Regulatory concerning a request from the Chief Constable of Police Scotland for the suspension of a Late Hours Catering Licence.

LICENSING COMMITTEE

At a Meeting of the Licensing Committee held in the Council Chamber, Clydebank Town Hall, Dumbarton Road, Clydebank on Wednesday, 10 October 2018 at 2.00 p.m.

Present: Councillors Jim Brown, Ian Dickson, John Mooney and Brian Walker.

Attending: Raymond Lynch, Section Head (Licensing); Robert Mackie, Senior Officer (Licensing Services) and Nuala Borthwick, Committee Officer.

Also Attending: Constables Alison Simpson and Kelly Houston, Police Scotland.

Apologies: Apologies for absence were intimated on behalf of Councillors Jim Finn, Jonathan McColl, Marie McNair and Lawrence O'Neill.

APPOINTMENT OF CHAIR

In the absence of the Chair, Councillor Finn, and Vice Chair, Councillor McColl, it was unanimously agreed that Councillor Dickson would chair the meeting. Accordingly, Councillor Dickson assumed the Chair.

DECLARATIONS OF INTEREST

It was noted that there were no declarations of interest in any of the items of business on the agenda at this point in the meeting.

MINUTES OF PREVIOUS MEETING

The Minutes of Meeting of the Licensing Committee held on 13 September 2018 were submitted and approved as a correct record.

OPEN FORUM

The Committee noted that no open forum questions had been submitted by members of the public.

APPLICATION FOR GRANT OF A TAXI/PRIVATE HIRE CAR DRIVER'S LICENCE

Name and Address of Applicant

Paul Varghese
63 Mellerstain Drive
Yoker
Glasgow
G14 0LJ

Date Applied

5 September 2018

A report was submitted by the Strategic Lead – Regulatory concerning an application for Grant of a Taxi/Private Hire Car Driver's Licence by the above named person.

Having heard the Section Head (Licensing), it was noted:-

- (a) that a letter had been received from the Chief Constable of Police Scotland on 25 September 2018 submitting a representation in relation to the application and that copies of the letter had been circulated to Members in advance of the meeting;
- (b) that in view of the letter received from Police Scotland, the applicant and a representative of Police Scotland had been invited to attend the meeting of the Committee in order that a hearing could take place;
- (c) that the applicant, Mr Paul Varghese, was in attendance and was accompanied by his representative Mr Biju Thomas;
- (d) that representatives of Police Scotland, Constable Alison Simpson and Constable Kelly Houston, were in attendance; and
- (e) that the applicant had submitted a Police Clearance Certificate for his time spent whilst living in India.

The Committee then heard from Constable Simpson in relation to the letter from Police Scotland. Thereafter Mr Thomas was heard in support of Mr Varghese's application and both Mr Thomas and Mr Varghese were heard in answer to Members' questions.

ADJOURNMENT

Having heard the Chair, Councillor Dickson, it was agreed to adjourn for a short period.

The Committee reconvened at 2.25 p.m. with all Members listed in the sederunt in attendance.

DECIDED:-

After consideration, the Committee agreed that the application be refused on the grounds that the applicant was not a fit and proper person to be the holder of a Taxi Driver/Private Hire Car Driver's Licence

APPLICATION FOR RENEWAL OF TAXI/PRIVATE HIRE CAR DRIVER'S LICENCE

Name and Address of Applicant

Date Applied

Kevin Maxwell
13 Lennox Drive
Clydebank
G81 5DT

15 August 2018

A report was submitted by the Strategic Lead – Regulatory concerning an application for Renewal of a Taxi/Private Hire Car Driver's Licence by the above named person.

Having heard the Section Head (Licensing), it was noted:-

- (a) that at the meeting of the Licensing Committee held on 16 August 2017, Members considered a representation received from the Chief Constable and thereafter granted Mr Maxwell a Taxi/Private Hire Car Driver's Licence;
- (b) that Members agreed to grant the application for a period of 1 year but requested that, if Mr Maxwell were to re-apply for the renewal of the Taxi/Private Hire Car Driver's Licence, then the matter would be referred back to the Committee for consideration and determination;
- (c) that there were no Police objections or representations in relation to the application; and
- (d) that the applicant, Mr Maxwell, was in attendance at the meeting.

DECIDED:-

After consideration, the Committee agreed that the application be granted.

EXCLUSION OF PRESS AND PUBLIC

Having heard the Chair, Councillor Dickson, the Committee passed the following resolution for the undernoted items of business:-

"That under Section 50A(4) of the Local Government (Scotland) Act 1973, the press and public be excluded from the meeting for the following items of business on the grounds that they may involve the likely disclosure of exempt information as defined in Paragraph 14 of Part 1 of Schedule 7A of the Act."

APPLICATION FOR GRANT OF A TAXI/PRIVATE HIRE CAR DRIVER'S LICENCE

Name and Address of Applicant

Date Applied

Farhan Farhan
16 Balloch Road
Alexandria
G83 8SR

13 June 2018

A report was submitted by the Strategic Lead – Regulatory concerning an application for Grant of a Taxi/Private Hire Car Driver's Licence by the above named person.

Having heard the Section Head (Licensing), it was noted that the applicant had advised in advance of the meeting that he was unable to attend the meeting and had requested that the application be continued to a future meeting to enable him to attend.

DECIDED:-

After consideration, the Committee agreed that the application be continued to the next scheduled meeting of the Licensing Committee being held on Wednesday, 5 December 2018.

HEARING REGARDING POSSIBLE SUSPENSION OR REVOCATION OF A TAXI DRIVER'S/PRIVATE HIRE CAR DRIVER'S LICENCE

A report was submitted by the Strategic Lead – Regulatory requesting consideration of a possible suspension or revocation of a Taxi Driver's/ Private Hire Car Driver's Licence for Mr Asif Khan which had been submitted by Police Scotland.

Following discussion and having heard the Section Head (Licensing), it was noted:-

- (a) that a letter had been received from the Chief Constable of Police Scotland on 25 September 2018 requesting the immediate suspension of a Taxi Driver's/ Private Hire Car Driver's Licence held by Mr Khan under Paragraph 12(1) of Schedule 1 to the Civic Government (Scotland) Act 1982 on the grounds that the carrying on of the activity to which the licence relates, was likely to cause a threat to public order or public safety;
- (b) that having consulted with the Strategic Lead – Regulatory on 25 September 2018, it had been decided that an immediate suspension was not merited in the circumstances;
- (c) that in view of the request for suspension of the licence received from Police Scotland, the licence holder and a representative of Police Scotland had been invited to attend the meeting in order that a hearing may take place;
- (d) that the applicant was not in attendance at the meeting;

- (e) that representatives of Police Scotland, Constables Alison Simpson and Kelly Houston, were in attendance; and
- (f) that copies of the letter from Police Scotland had been issued to Members of the Committee in advance of the meeting.

DECIDED:-

After consideration, the Committee agreed that the hearing be continued to the next scheduled meeting of the Licensing Committee being held on Wednesday, 5 December 2018 to provide the licence holder a further opportunity to attend and that a letter would be sent to the licence holder advising that his attendance at that hearing was essential.

The meeting closed at 2.45 p.m.

LICENSING COMMITTEE

At a Special Meeting of the Licensing Committee held in the Civic Space, Council Offices, 16 Church Street, Dumbarton on Friday, 9 November 2018 at 10.05 a.m.

Present: Councillors Jim Brown, Jonathan McColl, John Mooney and Brian Walker.

Attending: Raymond Lynch, Section Head (Licensing); Robert Mackie, Senior Officer (Licensing Services); Lawrence Knighton, Licensing Standards Officer and Craig Stewart, Committee Officer.

Also Attending: Constable Alison Simpson, Police Scotland and James Clark, Watch Manager, Scottish Fire and Rescue Service (SFRS).

Apologies: Apologies for absence were intimated on behalf of Councillors Ian Dickson, Jim Finn, Marie McNair and Lawrence O'Neill.

Councillor Jonathan McColl in the Chair

ADJOURNMENT

After hearing Councillor McColl, Chair, the meeting adjourned for a short period to allow Mr Clark, Watch Manager, SFRS to attend, whom it was noted was on his way to the meeting.

The meeting resumed at 10.20 a.m. with the same Members present as listed in the sederunt.

DECLARATION OF INTEREST

It was noted that there were no declarations of interest in any of the items of business on the agenda.

EXCLUSION OF PRESS AND PUBLIC

The Committee declined to pass the following resolution:-

“That under Section 50A(4) of the Local Government (Scotland) Act, 1973 the press and public be excluded from the meeting for the following item of business on the grounds that it may involve the likely disclosure of exempt information as defined in Paragraph 14 of Part 1 of Schedule 7A of the Act.”

In view of the resolution being declined, the application was therefore heard in public.

APPLICATION FOR GRANT OF A PUBLIC ENTERTAINMENT LICENCE

Name and Address of Applicant

Date Applied

Michael Reilly
114 Craigielea Road
Duntocher
Clydebank
G81 6LA

8 October 2018

A report was submitted by the Strategic Lead – Regulatory concerning an application for Grant of a Public Entertainment Licence by the above named person.

It was noted:-

- (a) that a letter had been received from the Chief Constable of Police Scotland on 25 October 2018 submitting a comment in relation to the application and that copies of the letter had been circulated to Members in advance of the meeting;
- (b) that in view of the letter received from Police Scotland, the applicant and a representative of Police Scotland had been invited to attend the meeting of the Committee in order that a hearing could take place;
- (c) that the applicant, Mr Michael Reilly, was in attendance;
- (d) that a representative of Police Scotland, Constable Alison Simpson was in attendance;
- (e) that subsequently an email had been received from the Scottish Fire and Rescue Service (SFRS) making comment in relation to the application, and particularly the view from them that the site for this event, in the opinion of SFRS, was unsuitable due to the proximity of the buildings to the firing site and the fact that the minimum safe distances for a fallout zone which was required to be kept clear and was not being met; and
- (f) that the applicant had brought with him copies of a revised Method Statement for Members, setting out the procedure to be followed in terms of event preparations, to consider during their deliberations.

The Committee then heard from Constable Simpson in relation to the letter from Police Scotland.

Thereafter Mr Clark was heard in respect of observations from the SFRS, and it was noted that it had been made clear at a previous meeting with the applicant 2 years ago that he had been advised to relocate to an alternative venue if he intended to continue with this event on an annual basis.

ADJOURNMENT

As Mr Clark had not seen the revised Method Statement, referred to at (f) above, the Committee agreed, having heard Councillor McColl, that the meeting be adjourned to allow Mr Clark to read over the terms of the document.

The Committee reconvened at 10.34 a.m. with all Members listed in the sederunt in attendance.

Mr Clark advised, that having considered the terms of the revised Method Statement, which he had just seen, he was of the provisional view that it did not alter the original concerns the SFRS had in relation to the application, particularly having looked at moving the firing site to other parts of the yard, it was clear that there was nowhere at this location that allowed the firing site to meet the minimum safe distances for the fallout zone without putting work premises and dwellings at risk. The applicant, Mr Reilly, then took the opportunity to ask questions of Mr Clark, in view of the representation from the SFRS.

Councillor McColl, Chair, then invited Mr Reilly to speak in support of his application, following which both parties summed up their respective cases and then withdrew from the meeting, in order to enable Members to deliberate in private.

DECIDED:-

After the Committee had deliberated the matter in private, both parties were re-admitted to the meeting and advised that the application be refused on the grounds that given the location and character of the site there was a significant risk to public safety.

The meeting closed at 11.36 a.m.

WEST DUNBARTONSHIRE COUNCIL

Report by Strategic Lead – Regulatory

Licensing Committee – 5 December 2018

Subject: Application for grant of a temporary Taxi/Private Hire Car Driver's Licence

1. Purpose

- 1.1** To consider an application for grant of a temporary Taxi/Private Hire Car Driver's Licence submitted by Mr. William Buchanan, 26 Myrtle Road, Dalmuir, Clydebank G81 4NR.

2. Recommendations

- 2.1** It is recommended that the application be considered and determined by the Committee.

3. Background

- 3.1** Mr. Buchanan submitted an application for grant of a temporary Taxi/Private Hire Car Driver's Licence to the Council on 31 October 2018.
- 3.2** A letter was received from the Chief Constable of the Police authority on 16 November 2018 submitting a comment in relation to the application.

4. Main Issues

- 4.1** In view of the submission received from the Police, the applicant and a representative of the Police authority have been invited to attend the meeting of the Committee to be held on 5 December 2018.
- 4.2** The terms of the letter from the Police will be made known to the Committee at the meeting as appropriate.

5. People Implications

- 5.1** There are no personnel issues.

6. Financial Implications

- 6.1** There are no financial implications

7. Risk Analysis

- 7.1** There is no increased risk to the Council associated with the contents of this report.

8. Equalities Impact Assessment (EIA)

- 8.1** No impact assessment is required because this report does not involve any change to policies or services or financial decisions.

9. Consultation

- 9.1** Police Scotland were consulted in relation to the application.

10. Strategic Assessment

- 10.1** In terms of the Council's Strategic Priorities, the purpose of licensing is to protect the welfare of the community, including vulnerable people.

Strategic Lead - Regulatory

Date 16 November 2018

Person to Contact: Robert Mackie,
Senior Officer (Licensing Services),
Licensing Team,
Municipal Buildings,
College Street,
Dumbarton,
G82 1NR.

Tel. No. (Direct line) 01389 738742.
robert.mackie@wdc.gcsx.gov.uk

Appendices: N/A.

Background Papers:

- 1.** Application for grant of a temporary Taxi/Private Hire Car Driver's Licence from Mr. William Buchanan, 26 Myrtle Road, Dalmuir, Clydebank G81 4NR.
- 2.** Letter dated 16 November 2018 from the Chief Constable, Police Scotland, 'L' Divisional Headquarters, Stirling Road, Dumbarton G82 3PT.
- 3.** Letter to Mr. Buchanan dated 19 November 2018.

Wards Affected: N/A.

WEST DUNBARTONSHIRE COUNCIL

Report by Strategic Lead - Regulatory

Licensing Committee – 5 December 2018

**Subject: Civic Government (Scotland) Act 1982
Review of Taxi Fares and Charges
Clydebank Taxi Licensing Zone**

1. Purpose

- 1.1** To report to the Committee on the review of fares and charges applicable to taxis operating within the Clydebank Taxi Licensing Zone.

2. Recommendations

2.1 It is recommended:-

- (a) that the current level of fares and charges applicable to the Clydebank Taxi Licensing Zone be amended by increasing the flagfall on all tariffs by 20p and to include within Extra Charges the wording

‘An extra charge of £3.00 will be applied where passengers are either dropped off or picked up at Glasgow Airport. Any subsequent changes to the extra charges imposed by Glasgow Airport will be applied’.

- (b) that officers arrange for the advertisement of the fares and charges agreed by the Committee; and

- (c) that authority be delegated to the Strategic Lead -Regulatory, in consultation with the Chair of the Licensing Committee, to conclude the review without the requirement for the Committee to consider a further report on the matter provided no objections or representations are received in relation to the proposal.

3. Background

- 3.1** In terms of the Civic Government (Scotland) Act, 1982, Licensing Authorities must fix scales for taxi fares and related charges within 18 months from the date on which the scales came into effect.
- 3.2** The fares and charges which are applicable to taxis operating within the Clydebank Taxi Licensing Zone have been in effect since 21 September 2017 and these are detailed in Appendix 1.
- 3.3** At a meeting of the Licensing Committee held on 16 August 2017, Members

agreed to extend future consultations to all taxi drivers and taxi licence holders and to report the findings separately.

- 3.4** In the previous fare review, consultation was carried out by issuing a questionnaire to Clydebank Taxi Operators only.
- 3.5** At a meeting of the Taxi Forum held on 22 June 2018, the issue of the taxi fare review for the Clydebank zone was discussed. A number of options were put forward and these are outlined in the accompanying questionnaires attached in Appendices 2 and 3.

4. Main Issues

- 4.1** The questionnaire was subsequently issued to 91 taxi operators which represent the 159 taxi licences issued in the Clydebank zone of West Dunbartonshire and also to a further 173 taxi driver's operating within the same zone. The questionnaire was first issued on 31 July 2018 allowing until 31 August 2018 for submission.
- 4.2** Having received information that some responses submitted at the One Stop Shop, and by post, had not been received, it was decided to re-issue the questionnaire to all operators and drivers who had not submitted a response, following the first issuing of the questionnaire allowing until 31 October for submission.
- 4.3** Of the 91 taxi operators who were issued a questionnaire, 34 were returned.
- 4.4** Of the 173 taxi drivers who were issued a questionnaire, 21 were returned.
- 4.5** The questionnaire asked 6 questions pertaining to the taxi fare review. The questions and subsequent responses to each question are detailed as follows:-

Q1.

Do you wish to retain the current fare chart with no increase to the flagfall, waiting time or running mile? If you answer Yes please go straight to Q5.

Taxi Operator's Response

Agree 14

Disagree 24

Taxi Driver's Response

Agree 8

Disagree 13

Q2. FLAGFALL

Do you wish to see an increase of 20p on the initial flagfall which is currently set at £2.50 on Tariff 1, £3.00 On Tariff 2 and £4.00 on Tariff 3? If your preference is for a different increase than the 20p option, please indicate your preferred amount.

Taxi Operator's Response

Of the 24 taxi operators who disagreed with retaining the status quo, 19 operators preferred an increase of 20p on the flagfall, one of which also wished to see an increase in the running mile.

One operator stated their preference to be an additional 30p on the flagfall while another requested it be increased by 50p. 2 operators did not want to see a change in the flagfall but preferred to see a change to the running mile and that it be set to the same rate applicable in Dumbarton & Vale of Leven zone. One operator did not want an increase to the flagfall but only suggested a change to waiting time.

Taxi Driver's Response

Of the 13 taxi drivers who disagreed with retaining the status quo, 10 drivers preferred an increase of 20p on the flagfall. One driver stated their preference to be an additional 30p on the flagfall for tariffs 1 and 2 and an additional 50p for tariff 3. Similarly another driver stated their preference to be the same additional 30p on tariffs 1 and 2 but an additional £1.00 on tariff 3. One driver did not want an increase to the flagfall but only suggested a change to waiting time.

Q3. Waiting Time

The current waiting time on all Tariffs is 10p for each period of 30 seconds (£12.00 per hour). Bearing in mind your answer to Q2 above, do you wish to see an increase in the waiting time either in addition to or as an alternative to an increase in the flagfall? If you answer Yes please indicate the preferred incremental amount and period of seconds for which waiting time should apply.

Taxi Operator's Response

Of the 24 taxi operators who disagreed with retaining the status quo, 14 preferred to see no change to the current rate for waiting time. 28 of the 38 taxi operators who submitted a response therefore wished to retain waiting time at the rate of 10p for each period of 30 seconds.

The options put forward by the 10 remaining operators are as follows:-

5 operators preferred an increase to 10p for each period of 20 seconds (£18.00 per hour).

3 operators preferred an increase to 20p for each period of 30 seconds (£24.00 per hour)

2 operators preferred an increase to the equivalent of £15.00 per hour on tariff 1, £20.00 per hour on tariff 2 and £24.00 per hour on tariff 3. One of these operators also suggested removing the reference to waiting time within the Fares by Distance which states :-

'For a distance not exceeding 5/11ths of a mile or for waiting time not exceeding 3 minutes 45 seconds (or a combination of both)'.

Taxi Driver's Response

Of the 13 taxi drivers who disagreed with retaining the status quo, 6 preferred to see no change to the current rate for waiting time. 14 of the 21 taxi drivers who submitted a response therefore wished to retain waiting time at the rate of 10p for each period of 30 seconds.

The options put forward by the 7 remaining drivers are as follows:-

2 drivers preferred an increase to 10p for each period of 20 seconds (£18.00 per hour).

3 drivers preferred an increase to 20p for each period of 30 seconds (£24.00 per hour).

1 driver preferred an increase to 30p for each period of 30 seconds (£36.00 per hour).

1 driver failed to indicate their preferred amount.

Q4.1 Christmas and New Year Tariff 2

Tariff 2 is currently applicable from 6pm on both Christmas Eve and New Year's Eve. Do you wish to see a change in the times when Tariff 2 is applicable on these days?

Taxi Operator's Response

Of the 24 taxi operators who disagreed with retaining the status quo, 15 preferred to see no change to the period when tariff 2 is applicable. 29 of the 38 taxi operators who submitted a response therefore wished to retain the times when tariff 2 is applicable on both Christmas Eve and New Year's Eve.

The options put forward by the 9 remaining operators are as follows:-

3 operators preferred tariff 2 to commence at 12 noon on 24th and 31st December rather than 6pm.

1 operator preferred tariff 2 to commence at 12 noon but only on 24th December with tariff 1 and tariff 2 applying as normal on 31st December.

3 operators preferred tariff 2 to commence at Midnight on both 23rd December and 30th December for the full day. Tariff 2 is already applicable from Midnight until 6am each day.

1 operator preferred tariff 2 to end at 6pm on both 24th and 31st December reverting to tariff 3 instead. Their preference was also to apply tariff 2 instead of tariff 3 from 6am until Midnight on both 26th December and 2nd January.

1 operator preferred the times applicable to tariffs 2 and 3 be brought in line with those applicable in the Dumbarton and Vale of Leven zone. This would have the effect of applying tariff 3 from 6pm on 24th and 31st December to 6am on 27th December and 2 January respectively.

Taxi Driver's Response

Of the 13 taxi drivers who disagreed with retaining the status quo, 7 preferred to see no change to the period when tariff 2 is applicable. 15 of the 21 taxi drivers who submitted a response therefore wished to retain the times when tariff 2 is applicable on both Christmas Eve and New Year's Eve.

The options put forward by the 6 remaining drivers are as follows:-

3 drivers preferred tariff 2 to commence at Midnight on both 23rd December and 30th December for the full day. Tariff 2 is already applicable from Midnight until 6am each day.

2 drivers preferred tariff 2 to commence at 9pm on 24th and 31st December rather than 6pm.

1 driver preferred tariff 2 to commence at 4pm on 24th and 31st December rather than 6pm.

Q4.2 Christmas and New Year Tariff 3

Tariff 3 is currently applicable between Midnight on 24th December until Midnight on 26th December and also from Midnight on 31st December until Midnight on 2nd January. Do you wish to see a change in the dates/times when Tariff 3 is applicable?

Taxi Operator's Response

Of the 24 taxi operators who disagreed with retaining the status quo, 15 preferred to see no change to the period when tariff 3 is applicable. 29 of the 38 taxi operators who submitted a response therefore wished to retain the times when tariff 3 is applicable on Christmas Day/Boxing Day and New Year's Day/2nd January.

The options put forward by the 9 remaining operators are as follows:-

2 operators preferred tariff 3 to cease at 6am on both 26th December and 2nd January.

1 operator preferred tariff 3 to cease at 6am on 2nd January only, then reverting to tariff 2.

1 operator preferred tariff 3 to cease at 6pm on both 26th December and 2nd January.

1 operator preferred tariff 3 to cease at 6pm on 2nd January only.

1 operator preferred tariff 3 to commence at 6pm on 24th December and 31st December until 6 am on 27th December and 2nd January respectively.

1 operator preferred tariff 3 to commence at 6pm on 24th December and 31st December until Midnight on 26th December and 2nd January respectively.

1 operator preferred tariff 3 to commence at 10pm on 24th December and 31st December until 6 am on 27th December and 2nd January respectively.

1 operator preferred tariff 3 to commence at Midday on 24th December and 31st December until 6 am on 27th December and 2nd January respectively.

Taxi Driver's Response

Of the 13 taxi drivers who disagreed with retaining the status quo, 8 preferred to see no change to the period when tariff 3 is applicable. 16 of the 21 taxi drivers who submitted a response therefore wished to retain the times when tariff 3 is applicable on Christmas Day/Boxing Day and New Year's Day/2nd January.

The options put forward by the 5 remaining drivers are as follows:-

1 driver preferred tariff 3 to commence at 6pm on 24th December and 31st December until Midnight on 26th December and 2nd January respectively.

1 driver preferred tariff 3 to commence at 9pm on 24th December and 31st December until Midnight on 26th December and 2nd January respectively.

2 drivers preferred tariff 3 to commence at 10pm on 24th December and 31st December until Midnight on 26th December and 2nd January respectively.

1 driver preferred tariff 3 to cease at Midnight on 2nd January only.

Q5. Extra Charges

Do you wish the following to be added to the existing fare chart?

'An extra charge, currently set at £3.00, will be applied where passengers are either dropped off or picked up at Glasgow Airport. Any subsequent change to the extra charge imposed by Glasgow Airport will be applied.'

Taxi Operator's Response

Of the 38 taxi operators who submitted a response, 26 agreed to add the paragraph relating to charges applicable at Glasgow Airport which are currently set at £3.00.

Taxi Driver's Response

Of the 21 taxi drivers who submitted a response, 20 agreed to add the paragraph relating to charges applicable at Glasgow Airport which are currently set at £3.00.

Q6. FEEDBACK

Please provide any other alternative proposal to the current fare chart you may have.

Taxi Operator's Response

Other than general comments reiterating points made within previous responses 2 operators suggested that both the Clydebank zone and Dumbarton & Vale of Leven zone tariff cards be the same. 1 operator suggested that Clydebank move to six tariffs from the existing three tariffs and that higher flagfalls be applied when 5 or more passengers are carried. This operator also suggested that the rates applicable to the running mile be increased to that of the Dumbarton & Vale of Leven taxi zone.

Taxi Driver's Response

1 driver suggested that Clydebank move to six tariffs from the existing three tariffs and that higher flagfalls be applied when 5 or more passengers are carried.

SUMMARY

63.2% of taxi operators who responded wished to see a change to the current fare structure. 50% of those operators who wished a change to the flagfall opted for a 20p rise on the initial flagfall. The remaining 13.2 % wished to see a rise of a higher amount.

61.2% of taxi drivers who responded wished to see a change to the current fare structure. 47.6% of those drivers who wished a change to the flagfall opted for a 20p rise on the initial flagfall. The remaining 13.6% wished to see a rise of a higher amount.

73.7% of taxi operators and 66.7 % of taxi drivers who responded wished to see no change to the current fare chart in terms of 'Fares for Waiting'.

76.3% of taxi operators and 71.4% of taxi drivers who responded wished to see no change to the times when tariff 2 is applicable on Christmas Eve and New Year's Eve.

76.3% of taxi operators and 76.2% of taxi drivers who responded wished to see no change to the times when tariff 3 is applicable on Christmas Day/Boxing Day and New Year's Day/2nd January.

68.4 % of taxi operators and 95.2% of taxi drivers who responded agreed with including the additional paragraph relating to charges applicable at Glasgow Airport within 'Extra Charges'.

- 4.6** In terms of the Section 17 of the Civic Government (Scotland) Act 1982, before fixing any scales or carrying out any review the Licensing Authority are required to consult with persons or organisations appearing to be representative of operators of taxis within the area.
- 4.7** Before fixing any scales or carrying out any review, in addition to consulting with persons or organisations appearing to be representative of operators of taxis within the area, the Licensing Authority is required:
- (a) to publish the proposed scales in a newspaper circulating in the area setting out the proposed scales, explaining the effect of the proposed scales and proposing a date on which the proposed scales are to come into effect;
 - (b) to invite representations from any persons with respect to the proposals within a period of one month from the date of publication of the notice; and
 - (c) to consider any such representations which have been duly lodged before a decision is taken on the matter.
- 4.8** It should be noted that if representations or objections to the proposals are received, a further report on the matter will require to be considered by the Committee. In addition, there is provision within the legislation for taxi operators within the area to appeal to the Traffic Commissioner against any decision of the licensing authority on the review of scales.
- 4.9** Should no objections or representations be received in relation to the proposals, in order to expedite matters it is suggested that authority be delegated to the Strategic Lead - Regulatory, in consultation with the Chair of the Licensing Committee, to conclude the review without the requirement for the Committee to consider a further report on the matter.

5. People Implications

5.1 There are no personnel issues for the Council arising from this report.

6. Financial Implications

6.1 There are no financial implications for the Council arising from this report.

7. Risk Analysis

7.1 There is no increased risk to the Council associated with the contents of this report.

8. Equalities Impact Assessment (EIA)

8.1 No impact assessment is required because this report does not involve any change to policies or services or financial decisions.

9. Consultation

9.1 All Clydebank Taxi Operators and Taxi Drivers were consulted in relation to the Clydebank Fare Review.

10. Strategic Assessment

10.1 In terms of the Council's Strategic Priorities, the purpose of licensing is to protect the welfare of the community, including vulnerable people.

Strategic Lead - Regulatory

Date 15/11/18

Person to Contact: Robert Mackie,
Senior Officer (Licensing Services),
Licensing Team,
Municipal Buildings,
College Street,
Dumbarton,
G82 1NR.

Tel. No. (Direct line) 01389 738742.
robert.mackie@west-dunbarton.gov.uk

Appendices:

1. Current Fare Chart for Clydebank Taxi Licensing Zone.
2. Taxi Operator's questionnaire.
3. Taxi Driver's questionnaire.

Background Papers:

1. Letters to all taxi operators and drivers.
2. Returned questionnaires.

Licence Plate No. _____

Civic Government (Scotland) Act 1982

Fare Chart (Effective from 21 September 2017)

CLYDEBANK ZONE



Fares by Distance

Tariff One

6.00 am to 10.00 pm daily

For a distance not exceeding 5/11ths OF A MILE
or for waiting time not exceeding 3 minutes 45
seconds (or a combination of both)..... £2.50

For each additional 1/17th OF A MILE.....£0.10

Tariff Two

10.00 pm to 6.00 am daily

For a distance not exceeding
5/11ths OF A MILE.....£3.00

6.00 pm to 12 Midnight on Christmas
Eve and 31st December;

For each additional 1/18th OF A MILE.....£0.10

Tariff Three

Midnight on 24th December to
Midnight on 26th December;
Midnight on 31st December to
Midnight on 2nd January

For a distance not exceeding
5/11ths OF A MILE.....£4.00

For each additional 1/20th OF A MILE.....£0.10

Between 10.00 pm and 6.00 am a 50p extra charge applies

Any hire terminating outwith the West Dunbartonshire area will be at a rate to be agreed at
the time of hire.

Fares for Waiting

The driver is, in addition to the above, entitled to charge for waiting whether in one stoppage or
in several stoppages as follows:

For each period of THIRTY SECONDS or part thereof.....£0.10

Extra Charges

A charge of £2.50 shall be payable for a taxi called by telephone or via App and not cancelled
before arrival. An additional charge of 10p shall be payable for each passenger beyond two.

Soiling Fee

A maximum fee of £50.00 is chargeable for any soiling which necessitates a taxi being
removed from service for cleaning. Soiling in this context includes any soiling by means of
food, drink, vomit, urine or excrement.

COMPLAINTS

Any complaint about the taxi or driver should be made to the Licensing Team (Telephone
01389 738741) (email licensing@wdc.gcsx.gov.uk) The plate number of the taxi and/or the
driver's badge number should ALWAYS be quoted.

CLYDEBANK TAXI FARE REVIEW – PLATE NUMBER X

A copy of the current fare chart is enclosed for reference purposes

Q1.	
Do you wish to retain the current fare chart with no increase to the flagfall, waiting time or running mile? If you answer Yes please go straight to Q5 overleaf.	
YES <input type="checkbox"/>	NO <input type="checkbox"/>

Q2. FLAGFALL	
Do you wish to see an increase of 20p on the initial flagfall which is currently set at £2.50 on Tariff 1, £3.00 on Tariff 2 and £4.00 on Tariff 3. If your preference is for a different increase than the 20p option please select YES and indicate your preferred amount in the line below.	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
If you wish a different increase to the initial flagfall please indicate here:-	

Q3. WAITING TIME	
The current waiting time on all Tariffs is 10p for each period of 30 seconds (£12.00 per hour). Bearing in mind your answer to Q2 above, do you wish to see an increase in the waiting time either in addition to or as an alternative to an increase in the flagfall? If you answer Yes please indicate the preferred incremental amount and period of seconds for which waiting time should apply.	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
If you wish an increase in waiting time, please indicate your preferred incremental amount and period of seconds for which waiting time should apply:-	

Please turn over

Q4. CHRISTMAS AND NEW YEAR TARIFF	
<p>Tariff 2 is currently applicable from 6pm on both Christmas Eve and New Year's Eve.</p> <p>Do you wish to see a change in the times when Tariff 2 is applicable on these days?</p> <p>If you answer Yes please indicate the preferred time when Tariff 2 should apply.</p>	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
When should Tariff 2 be applied on Christmas Eve and New Year's Eve?	
<p>Tariff 3 is currently applicable between Midnight on 24th December until Midnight on 26th December and also from Midnight on 31st December until Midnight on 2nd January.</p> <p>Do you wish to see a change in the dates/times when Tariff 3 is applicable?</p> <p>If you answer Yes please indicate the preferred time when Tariff 3 should apply.</p>	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
When should Tariff 3 be applied?	

Q5. EXTRA CHARGES	
<p>Do you wish the following to be added to the existing fare chart?</p> <p>'An extra charge, currently set at £2.00, will be applied where passengers are either dropped off or picked up at Glasgow Airport. Any subsequent change to the extra charge imposed by Glasgow Airport will be applied.'</p>	
YES <input type="checkbox"/>	NO <input type="checkbox"/>

Q6. FEEDBACK
<p>Please use this space to provide any other alternative proposal to the current fare chart you may have or attach separately.</p>

Principal Licence Holder - XX

Signed _____

Dated _____

CLYDEBANK TAXI FARE REVIEW – BADGE NUMBER X

A copy of the current fare chart is enclosed for reference purposes

<p>Please note that we can only consider the views of licence holders who drive a Taxi as opposed to those licence holders who solely drive a Private Hire Car.</p> <p>You are therefore required to state the name of the taxi operator for whom you drive and the Plate number which you normally drive.</p> <p>Name of Taxi Operator _____</p> <p>Taxi Plate Number _____</p>
--

Q1.	
Do you wish to retain the current fare chart with no increase to the flagfall, waiting time or running mile? If you answer Yes please go straight to Q5 overleaf.	
YES <input type="checkbox"/>	NO <input type="checkbox"/>

Q2. FLAGFALL	
Do you wish to see an increase of 20p on the initial flagfall which is currently set at £2.50 on Tariff 1, £3.00 on Tariff 2 and £4.00 on Tariff 3. If your preference is for a different increase than the 20p option please select YES and indicate your preferred amount in the line below.	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
If you wish a different increase to the initial flagfall please indicate here:- <div style="border: 1px solid black; height: 40px; width: 100%;"></div>	

Q3. WAITING TIME	
The current waiting time on all Tariffs is 10p for each period of 30 seconds (£12.00 per hour). Bearing in mind your answer to Q2 above, do you wish to see an increase in the waiting time either in addition to or as an alternative to an increase in the flagfall? If you answer Yes please indicate the preferred incremental amount and period of seconds for which waiting time should apply.	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
If you wish an increase in waiting time, please indicate your preferred incremental amount and period of seconds for which waiting time should apply:- <div style="border: 1px solid black; height: 60px; width: 100%;"></div>	

Q4. CHRISTMAS AND NEW YEAR TARIFF	
<p>Tariff 2 is currently applicable from 6pm on both Christmas Eve and New Year's Eve.</p> <p>Do you wish to see a change in the times when Tariff 2 is applicable on these days?</p> <p>If you answer Yes please indicate the preferred time when Tariff 2 should apply.</p>	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
When should Tariff 2 be applied on Christmas Eve and New Year's Eve?	
<p>Tariff 3 is currently applicable between Midnight on 24th December until Midnight on 26th December and also from Midnight on 31st December until Midnight on 2nd January.</p> <p>Do you wish to see a change in the dates/times when Tariff 3 is applicable?</p> <p>If you answer Yes please indicate the preferred time when Tariff 3 should apply.</p>	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
When should Tariff 3 be applied?	

Q5. EXTRA CHARGES	
<p>Do you wish the following to be added to the existing fare chart?</p> <p>'An extra charge, currently set at £2.00, will be applied where passengers are either dropped off or picked up at Glasgow Airport. Any subsequent change to the extra charge imposed by Glasgow Airport will be applied.'</p>	
YES <input type="checkbox"/>	NO <input type="checkbox"/>

Q6. FEEDBACK
<p>Please use this space to provide any other alternative proposal to the current fare chart you may have or attach separately.</p>

Taxi Driver's Licence Holder - XX

Signed _____

Dated _____

WEST DUNBARTONSHIRE COUNCIL

Report by Strategic Lead - Regulatory

Licensing Committee – 5 December 2018

**Subject: Civic Government (Scotland) Act 1982
Review of Taxi Fares and Charges
Dumbarton & Vale of Leven Taxi Licensing Zone**

1. Purpose

- 1.1** To report to the Committee on the review of fares and charges applicable to taxis operating within the Dumbarton & Vale of Leven Taxi Licensing Zone.

2. Recommendations

2.1 It is recommended:-

- (a) that the Committee agrees to retain the current level of fares and charges applicable to the Dumbarton & Vale of Leven Taxi Licensing Zone;
- (b) that officers arrange for the advertisement of the fares and charges agreed by the Committee; and
- (c) that authority be delegated to the Strategic Lead -Regulatory, in consultation with the Chair of the Licensing Committee, to conclude the review without the requirement for the Committee to consider a further report on the matter provided no objections or representations be received in relation to the proposal.

3. Background

- 3.1** In terms of the Civic Government (Scotland) Act, 1982, Licensing Authorities must fix scales for taxi fares and related charges within 18 months from the date on which the scales came into effect.
- 3.2** The fares and charges which are applicable to taxis operating within the Dumbarton & Vale of Leven Taxi Licensing Zone have been in effect since 18 October 2017 and these are detailed in Appendix 1.
- 3.3** At a meeting of the Licensing Committee held on 16 August 2017, Members agreed to extend future consultations to all taxi drivers and taxi licence holders and to report the findings separately.
- 3.4** In previous years, consultation was carried out by contacting the trade association for the Dumbarton & Vale of Leven area however this was not required on this occasion as all taxi operators were consulted individually.

- 3.5** At a meeting of the Taxi Forum held on 22 June 2018, the issue of the taxi fare review for the Dumbarton & Vale of Leven zone was discussed. A number of options were put forward and these are outlined in the accompanying questionnaires attached in Appendices 2 and 3.

4. Main Issues

- 4.1** The questionnaire was subsequently issued to 116 taxi operators which represent the 177 taxi licences issued in the Dumbarton & Vale of Leven zone of West Dunbartonshire and also to a further 176 taxi driver's operating within the same zone. The questionnaire was first issued on 31 July 2018 allowing until 31 August 2018 for submission.
- 4.2** Having received information that some responses submitted at the One Stop Shop, and by post, had not been received, it was decided to re-issue the questionnaire to all operators and drivers who had not submitted a response, following the first issuing of the questionnaire allowing until 31 October for submission.
- 4.3** Of the 116 taxi operators who were issued a questionnaire, 34 were returned.
- 4.4** Of the 176 taxi drivers who were issued a questionnaire, 23 were returned
- 4.5** The questionnaire asked 3 questions pertaining to the taxi fare review. The questions and subsequent responses to each question are detailed as follows:-

Q1.

Do you wish to retain the current fare chart with no increase to the flagfall?

Taxi Operator's Response

Agree 24

Disagree 10

Taxi Driver's Response

Agree 11

Disagree 12

Q2. FLAGFALL

Do you wish to see an increase of 20p on the initial flagfall which is currently set at £2.50 on Tariff 1, £3.00 On Tariff 2 and £4.10 on Tariff 3, £.10 on Tariff 4, £3.60 on Tariff 5 and £5.40 on Tariff 6. If your preference is for a different increase than the 20p option, please indicate your preferred amount.

Taxi Operator's Response

Of the 10 taxi operators who disagreed with retaining the status quo, 7 operators preferred an increase of 20p on the flagfall and 1 operator suggested a 20p increase on the flagfall plus an additional 10p on the running mile across all tariffs. One operator stated their preference to be an additional 30p on the flagfall while another requested it be increased by 50p.

Taxi Driver's Response

Of the 12 taxi driver's who disagreed with retaining the status quo, 9 drivers preferred an increase of 20p on the flagfall while 1 driver suggested a 50p increase on the flagfall. One driver wished to retain the current flagfall but increase the running mile by 10p while another driver wished to see an increase of 20p on the flagfall plus increase the running mile by 10p.

Q3. FEEDBACK

Please provide any other alternative proposal to the current fare chart you may have.

Other than general comments reiterating points made at Q2, there were no alternative proposals submitted by either taxi operators or taxi drivers in relation to the fare chart.

SUMMARY

70.6% of taxi operators who responded wished to see no change to the current fare structure while 29.4% wished to see a rise of varying amounts, predominantly 20p on the initial flagfall.

47.8% of taxi drivers who responded wished to see no change to the current fare structure while 52.2% wished to see an increase of varying amounts, predominantly 20p on the flagfall.

- 4.6** In terms of the Section 17 of the Civic Government (Scotland) Act 1982, before fixing any scales or carrying out any review the Licensing Authority are required to consult with persons or organisations appearing to be representative of operators of taxis within the area.
- 4.7** Before fixing any scales or carrying out any review, in addition to consulting with persons or organisations appearing to be representative of operators of taxis within the area, the Licensing Authority is required:
- (a) to publish the proposed scales in a newspaper circulating in the area setting out the proposed scales, explaining the effect of the proposed scales and proposing a date on which the proposed scales are to come into effect;

- (b) to invite representations from any persons with respect to the proposals within a period of one month from the date of publication of the notice; and
- (c) to consider any such representations which have been duly lodged before a decision is taken on the matter.

4.8 It should be noted that if representations or objections to the proposals are received, a further report on the matter will require to be considered by the Committee. In addition, there is provision within the legislation for taxi operators within the area to appeal to the Traffic Commissioner against any decision of the licensing authority on the review of scales.

4.9 Should no objections or representations be received in relation to the proposals, in order to expedite matters it is suggested that authority be delegated to the Strategic Lead - Regulatory, in consultation with the Chair of the Licensing Committee, to conclude the review without the requirement for the Committee to consider a further report on the matter.

5. People Implications

5.1 There are no personnel issues for the Council arising from this report.

6. Financial Implications

6.1 There are no financial implications for the Council arising from this report.

7. Risk Analysis

7.1 There is no increased risk to the Council associated with the contents of this report.

8. Equalities Impact Assessment (EIA)

8.1 No impact assessment is required because this report does not involve any change to policies or services or financial decisions.

9. Consultation

9.1 All Dumbarton & Vale of Leven Taxi Operators and Taxi Drivers were consulted in relation to the Dumbarton & Vale of Leven Fare Review.

10. Strategic Assessment

10.1 In terms of the Council's Strategic Priorities, the purpose of licensing is to protect the welfare of the community, including vulnerable people.

Strategic Lead - Regulatory

Date 8/11/18

Person to Contact: Robert Mackie,
Senior Officer (Licensing Services),
Licensing Team,
Municipal Buildings,
College Street,
Dumbarton,
G82 1NR.

Tel. No. (Direct line) 01389 738742.
robert.mackie@west-dunbarton.gov.uk

Appendices:

1. Current Fare Chart for Dumbarton & Vale of Leven Taxi Licensing Zone.
2. Taxi Operator's questionnaire.
3. Taxi Driver's questionnaire.

Background Papers:

1. Letters to all taxi operators and drivers.
2. Returned questionnaires.

Civic Government (Scotland) Act 1982

Fare Chart (Effective from 18 October 2017)

DUMBARTON AND VALE OF LEVEN ZONE

Tariff One 6.00am to 9.00pm Monday to Sunday	For a distance not exceeding ½ OF A MILE.....	£2.50
	For each additional 1/19th mile.....	£0.10
Tariff Two 9.00pm to 6.00am Monday to Sunday	For a distance not exceeding ½ OF A MILE.....	£3.00
	For each additional 1/21st mile.....	£0.10
Tariff Three 6.00pm on 24th December to 6.00am on 27th December and 6.00pm on 31st December to 6.00am on 3rd January	For a distance not exceeding ½ OF A MILE.....	£4.10
	For each additional 1/25th mile.....	£0.10
Tariff Four 6.00am to 9.00pm Monday to Sunday (Only applicable when five or more passengers are being carried)	For a distance not exceeding ½ OF A MILE.....	£3.10
	For each additional 1/23rd mile.....	£0.10
Tariff Five 9.00pm to 6.00am Monday to Sunday (Only applicable when five or more passengers are being carried)	For a distance not exceeding ½ OF A MILE.....	£3.60
	For each additional 1/25th mile.....	£0.10
Tariff Six Christmas and New Year hours as per Tariff Three (Only applicable when five or more passengers are being carried)	For a distance not exceeding ½ OF A MILE.....	£5.40
	For each additional 1/31st mile.....	£0.10

Any hire terminating out with the West Dunbartonshire area will be at a rate to be agreed at the time of hire.

Extra Charges

An extra charge, currently set at £2.00, will be applied where passengers are either dropped off or picked up at Glasgow Airport. Any subsequent change to the extra charge imposed by Glasgow Airport will be applied.

Fares for Waiting

The Driver is, in addition to the above, entitled to charge for waiting whether in one stoppage or in several stoppages as follows:

For each period of TWENTY SECONDS or part thereof£0.10 (All Tariffs)

Soiling Fee

A fee of £50 is chargeable for any soiling which necessitates a taxi being removed from service for cleaning. Soiling in this context includes any soiling by means of food, drink, vomit, urine or excrement.

DUMBARTON TAXI FARE REVIEW – PLATE NUMBER X

A copy of the current fare chart is enclosed for reference purposes

Q1.	
Do you wish to retain the current fare chart with no increase to the flagfall? If you answer Yes please go straight to Q3.	
YES <input type="checkbox"/>	NO <input type="checkbox"/>

Q2. FLAGFALL	
Do you wish to see an increase of 20p on the initial flagfall which is currently set at £2.50 on Tariff 1, £3.00 on Tariff 2, £4.10 on Tariff 3, £3.10 On Tariff 4, £3.60 on Tariff 5 and £5.40 on Triff 6. If your preference is for a different increase than the 20p option please select YES and indicate your preferred amount in the line below.	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
If you wish a different increase to the initial flagfall please indicate here:- 	

Q3. FEEDBACK
Please use this space to provide any other alternative proposal to the current fare chart you may have or attach separately.

Principal Licence Holder - XX

Signed _____

Dated _____

DUMBARTON TAXI FARE REVIEW – BADGE NUMBER X

A copy of the current fare chart is enclosed for reference purposes

Please note that we can only consider the views of licence holders who drive a Taxi as opposed to those licence holders who solely drive a Private Hire Car.

You are therefore required to state the name of the taxi operator for whom you drive and the Plate number which you normally drive.

Name of Taxi Operator _____

Taxi Plate Number _____

Q1.

Do you wish to retain the current fare chart with no increase to the flagfall? If you answer Yes please go straight to Q3.

YES ☐

NO ☐

Q2. FLAGFALL

Do you wish to see an increase of 20p on the initial flagfall which is currently set at £2.50 on Tariff 1, £3.00 on Tariff 2, £4.10 on Tariff 3, £3.10 On Tariff 4, £3.60 on Tariff 5 and £5.40 on Triff 6. If your preference is for a different increase than the 20p option please select YES and indicate your preferred amount in the line below.

YES ☐

NO ☐

If you wish a different increase to the initial flagfall please indicate here:-

Q3. FEEDBACK

Please use this space to provide any other alternative proposal to the current fare chart you may have or attach separately.

Taxi Driver's Licence Holder - XX

Signed _____

Dated _____

WEST DUNBARTONSHIRE COUNCIL
Report by the Strategic Lead - Regulatory
Licensing Committee – 5 December 2018

Subject: Age limit of Wheelchair Accessible Vehicles (WAVs)

1. Purpose

- 1.1** To report to the Committee on a submission received from Clydebank Taxi Operator, Mr. James Aird, requesting that the age rules applicable to purpose built vehicles be similarly applied to adapted Wheelchair Accessible Vehicles (WAVs).

2. Recommendations

It is recommended that the age rules applicable to adapted WAVs be made the same as those currently applied to purpose built vehicles.

3. Background

- 3.1** At a meeting of the Licensing Committee held on 7 December 2016, Members agreed to increase the age limit of saloon vehicles operating as both taxis and private hire cars from 10 years to 14 years. Members also agreed to place an indefinite age limit on purpose built WAVs. Adapted WAVs continued to have a 14 year age limit but the restriction was removed on the age of the vehicle being less than 8 years old at the time of the vehicle first being used.
- 3.2** A purpose built vehicle is a vehicle which has been built for purpose as opposed to adapted for purpose. Vehicles which are purpose built are manufactured from materials and components on a production line. Vehicles which are adapted for purpose are pre-manufactured vehicles such as light vans which have the necessary adaptations carried out in order that they can be used as a WAV.
- 3.3** Mr Aird, holder of a Taxi Licence operating in the Clydebank zone, has requested that the 14 year age limit applicable to adapted WAVs be removed and placed on par with the indefinite age limit applied to purpose built WAVs. The reason given is that in his opinion, there is no practical difference in the two different types of vehicle in the service that they offer the public.

4. Main Issues

- 4.1** Any decision to put all WAVs on an equal status would need to apply to the holders of both taxi and private hire car licences throughout West Dunbartonshire.
- 4.2** The current policy of West Dunbartonshire Council states that purpose built WAVs can be licensed at any age and carry on indefinitely whilst adapted WAVs can also be licensed at any age but must be removed from service once they reach 14 years old. (Appendix 1)

- 4.3** It is Mr Aird's submission that the reason to allow use of any vehicle should be its suitability as a WAV and its continued use should be set by the vehicles ability to pass regular vehicle inspections.
- 4.4** Local Authorities have a wide discretion when considering the setting of an age limit in relation to licensing taxi and private hire vehicles however the Scottish Government document 'Taxi and Private Hire Car Licensing: Best Practice Guidance for Licensing Authorities' published in April 2012 states that

'The setting of an age limit beyond which a local authority will not licence vehicles is somewhat arbitrary and disproportionate particularly as it is perfectly possible for a well-maintained older vehicle to be in good condition. A greater frequency of inspection may, however, be appropriate for older vehicles.'

- 4.5** West Dunbartonshire Council requires vehicles over 8 years old to be tested at a minimum period of every 6 months. If a vehicle of this age fails a vehicle examination on what is considered as a major failure item, the frequency of inspection increases to every 4 months. There is no proposal to change this however it is relevant to know the frequency of testing that is applied to older vehicles.

5. People Implications

- 5.1** There are no personnel issues.

6. Financial Implications

- 6.1** There are no financial implications

7. Risk Analysis

- 7.1** There is no increased risk to the Council associated with the contents of this report.

8. Equalities Impact Assessment (EIA)

- 8.1** Having carried out an EIA screening test there will be no anticipated negative equalities impact on taxi or private hire car operators or passengers.

9. Consultation

- 9.1** Members of West Dunbartonshire Taxi Forum were consulted by email in relation to the proposal submitted by Mr. Aird and there were few responses. Those that responded were in favour of the proposed amendment to the policy.

10. Strategic Assessment

- 10.1** In terms of the Council's Strategic Priorities, the purpose of licensing is to protect the welfare of the community, including vulnerable people.

Strategic Lead - Regulatory

Date 13 November 2018

Person to Contact: Lawrence Knighton,
Licensing Standards Officer,
Licensing Team,
Municipal Buildings,
College Way,
Dumbarton,
G82 1NR

Tel. No. (Direct line) 0141 9517986
lawrence.knighton@west-dunbarton.gov.uk

Appendices:

1. Vehicle age limits and specification policy (current)

Background Papers: Content of email in reference to request From James Aird
Consultation responses



Taxi and Private Hire Vehicle Age and Vehicle Specification Requirements (approved December 2016)

All vehicles

- Must meet M1 type full vehicle approval;
- No less than 4 passengers seats and no more than 8;
- Minimum of 4 doors;
- Minimum space across the narrowest part of the backseat to be 122 cms;
- The steering wheel must be on the offside of the vehicle.

Saloon cars/MPVs

- May operate until 14 years old;
- They must be licensed prior to being 8 years old;
- Saloon type vehicles must have a luggage compartment space of at least 323 litres;
- must be a wheelchair accessible vehicle when replacing a vehicle with passenger carrying capacity of 5 or more. (This is only applicable in Dumbarton and VOL zone).

Purpose Built WAVs e.g. TXI, TXII, TXIV, Metrocab

- can operate indefinitely with no restriction on age at first use.

Adapted WAVs e.g. all other wheelchair accessible vehicles not mentioned above as purpose built.

- can operate until 14 years old with no restriction on age at first use.

WAVs - Wheelchair Accessible Vehicles



NOT FOR PUBLICATION

**by virtue of Paragraph 14 of Part 1 of Schedule 7A of
the Local Government (Scotland) Act, 1973**

**ANY ACTION TAKEN OR TO BE TAKEN IN
CONNECTION WITH THE PREVENTION,
INVESTIGATION OR PROSECUTION OF CRIME**

