

Excerpts from Scottish Government Guidance “Taxi and Private Hire Car Licensing Best Practice for Licensing Authorities”, Second Edition April 2012 referred to within the body of the report.

Role of Licensing

- 2.3. It is, of course, good practice for local authorities to consult on any significant proposed changes in licensing rules. Such consultation should include not only the taxi and private hire car trade but also customers, local businesses/organisations (public and private) dependent on or affected by the trade and organisations with a wider transport interest (e.g. Transform Scotland). Again it is particularly useful to be aware of the profile of the local market to best target consultation, ensuring groups with particular requirements (i.e. due to a disability) are represented.

Security

- 5.6. Licensing authorities should actively promote and facilitate good links between the taxi and private hire car trades and the local police force, including active participation in any crime reduction initiatives.

Excerpts from the Scottish Development Department Circular 25/1986 Information for Local Licensing Authorities on the Licensing of Taxi and Private Hire Cars and their Drivers referred to within the body of the report.

Re taxi fees (section 12 of the Civic Government (Scotland) Act 1982):

- 2.25 Differing levels of fees should bear an obvious relationship to costs incurred (for example a taxi driver's licence involving a "knowledge test" should cost more than a "private hire" driver's licence) and the Secretary of State expects that authorities will ensure that costs are kept to the minimum and that the basis for the fees charged should be explained to the local trade organisations, who should be consulted well before charges or adjustments are proposed. It may often be convenient to adjust charges at the same time as taxi fares are reviewed” and

Re taxi fares (section 19 of the Civic Government (Scotland) Act 1982):

- 2.35 Before fixing any scales or carrying out any review the licensing authority is required to undertake consultations with the taxi trade and the public and to take into account any representations received. As regards the taxi trade, consultation must be with persons or organisations appearing to the licensing authority to be, or be representative of, the operators of taxis within their area. It is open to the licensing authority to decide who are so representative but as it is open to any taxi operator to appeal under section 18 against the decision it is likely to be in authorities' interests to try to reduce appeals by as full and early consultation as possible. Public consultation must be by public notice.