

**To: Regulatory Functions Board**

**On: 7<sup>th</sup> June 2018**

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**Report by: Director of Finance and Resources**

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**Heading: Taxi Licensing: Unmet Demand**

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**1. Summary**

- 1.1 A licensing authority may refuse to grant taxi licences in order to limit the number of taxis licensed in their area. In order to do so, the licensing authority must be satisfied that there is no significant demand for the services of taxis in their area which is unmet.
- 1.2 The Council currently has a policy of limiting the number of taxis within Renfrewshire and keeps the demand for taxis under review. The purpose of this report is to advise the Board of recent observations by the Civic Government Enforcement Officer in relation to demand for taxis.
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**2. Recommendations**

- 2.1 It is recommended that the Board note the contents of this report and continue to keep the numbers limit under review.
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### **3. Background**

- 3.1 Section 10(3) of the Civic Government (Scotland) Act 1982 ("the Act") empowers the Council as licensing authority to refuse to grant new taxi licences in order to limit the number of taxis in its area providing it is satisfied that there is no significant demand for taxi services in its area which is unmet.
- 3.2 On 26 May 2016, the Board considered a detailed report, carried out externally by Vector Transport Consultancy, in relation to demand for taxi services in Renfrewshire. The Board agreed at that time to increase the limit in relation to the number of taxis in Renfrewshire to 235. On 1 November 2017, the Board considered a report by the Civic Government Enforcement Officer setting out her findings following taxi stance observations at Gilmour Street, Paisley, and at Glasgow Airport in April and August 2017. Following consideration of that report, the policy of maintaining the limit of 235 taxis was maintained.
- 3.3 In February and April 2018, the Civic Government Enforcement Officer carried out further observations at Gilmour Street, Paisley, and at Glasgow Airport to assess whether there was any significant unmet demand. Surveys were undertaken at Gilmour Street and Glasgow Airport for thirty minute periods as detailed in the report attached at Appendix 1 to this report, which sets out her detailed findings.

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### **Implications of the Report**

1. **Financial** - none.
2. **HR & Organisational Development** – none
3. **Community/Council Planning** –
- Building strong, safe and resilient communities- the continued review of taxi demand improves the service to the travelling public and contributes to safer communities.
4. **Legal** – The grant of a taxi licence may be refused by a licensing authority for the purpose of limiting the number of taxis in respect of which licences are granted by them if, but only if, they are satisfied that there is no significant demand for the services of taxis in their area which is unmet.
5. **Property/Assets** – none
6. **Information Technology** - none

7. **Equality & Human Rights** -
- (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report as the report relates to a review of the taxi numbers limitation policy and seeks no change to the existing position.
8. **Health & Safety** - none.
9. **Procurement** –none.
10. **Risk** - none
11. **Privacy Impact** - none.
12. **Cosla Policy Position** – none

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**List of Background Papers-** None

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# **Report on Unmet Demand for Taxis**

## **by Gillian McIntosh, Civic Government Enforcement Officer**

### Summary

Surveys have been undertaken at the main taxi stances in Paisley and at Glasgow Airport. These surveys were conducted on Friday 16 February 2018 and Friday 20 April 2018. This report documents the findings of the surveys.

### Methodology

Surveys were undertaken at Gilmour Street and Glasgow Airport for 30 minute periods during the evening on the above dates, commencing at the times shown below.

### Findings

#### Gilmour Street, Paisley

Surveys were conducted at the taxi rank on:-

- Friday 16 February at 2230 hours and 0030 hours (in the early hours of 17 February)
- Friday 20 April at 2230 hours and 0030 hours (in the early hours of 21 April)

The surveys lasted 30 minutes.

During the survey conducted on Friday 16 February at 2230 hours, **26** taxis picked up passengers and no waiting times were incurred. Later on, at 0030 hours on 17 February, **11** taxis picked up passengers with no waiting times. At 0100 hours, the conclusion of the observations, there were no passengers waiting at the rank and 4 taxis were available for hire.

During the survey conducted on Friday 20 April at 2230 hours, **27** taxis picked up passengers and no waiting times were incurred. Later on, at 0030 hours on 21 April, **16** taxis picked up passengers with a waiting time of approximately 5 minutes. There were no passengers waiting at the rank at 0100, the conclusion of the observations, and 1 taxi was available for hire.

#### Glasgow Airport

Surveys were conducted at the taxi rank on  
Friday 16 February at 2130 and 2330  
Friday 20 April at 2130 and 2330  
The surveys lasted 30 minutes.

During the surveys conducted on Friday 16 February at 2130 hours, **28** taxis picked up passengers and at 2330 hours, **15** taxis picked up passengers and no waiting times were incurred at either survey.

During the surveys conducted on Friday 20 April at 2130 hours, **36** taxis picked up passengers, with no waiting time. At 2330 hours, **11** taxis picked up passengers with no waiting time.

### Johnstone, Renfrew

It should be noted during that the taxi ranks at Houston Square, Johnstone, and High Street, Renfrew, are not utilized by the trade.

### Conclusion

The surveys indicate that general demand is currently being met at the taxi ranks in Renfrewshire.

No complaints have been received from the public about the availability of taxis since the Board last considered demand for taxis on 1 November 2017.

A timetable of rank observations is noted below.

### Timetable of Rank Observations 2018

#### **Gilmour Street**

##### Friday 16 February 2018

2230- 2300

On arrival at rank, 4 taxis waiting, no passengers  
26 taxis picked up passengers in 30 minute period  
No waiting times incurred

Average 4 taxis at rank at all times

0030-0100 (on 17 February)

On arrival at rank, 3 taxis waiting  
11 taxis picked up passengers, no waiting time

Average 3 taxis at rank at all times

4 taxis for hire at rank at conclusion of observations

The weather was heavy rain on this date.

It should be noted that of the taxis picking up at Gilmour Street, there was a mixture of independents, Paisley Taxis and Airport Taxis

##### Friday 20 April 2018

2230-2300

On arrival at rank, 3 taxis waiting, no passengers  
27 taxis picked up passengers in 30 minute period  
No waiting times incurred

2 taxis at rank at conclusion of observations

0030-0100 (on 21 April)

16 taxis picked up passengers with approximate 5 minutes waiting time  
1 taxi for hire at rank at conclusion of observations

Again, it should be noted that of the taxis picking up at Gilmour Street, there was a mixture of independents, Paisley Taxis and Airport Taxis

### **Glasgow Airport**

Friday 16 February 2018

2130-2200

28 taxis picked up passengers, no waiting time

2330-0000

15 taxis picked up passengers, no waiting time

Friday 20 April 2018

2130-2200

36 taxis picked up passengers, no waiting time

2330-0000

11 taxis picked up passengers, no waiting time