

Appendix – Any other comments on a mixed fleet

1. A mixed fleet is required. However, forcing people to do this in the current cost of living crisis is unacceptable
2. The council should solve the problem of lack of taxi provision before tackling the issue of WAVs. Abandon the knowledge exam, allow Uber or similar we need to be able to have a city with a lot more taxis.
3. When I became a taxi driver 27 years ago Aberdeen council said every driver would be driving wav taxis but never happened so not fare on many taxi drivers we do need wav taxis most who drive them if a street car will rarely do a wheel chair job off a taxi rank
4. Aberdeen desperately needs more taxis. Policies hampering the likes of Uber from attracting new drivers. Our city center night time economy dying, and transport is a huge part of the cause. A change in rules is urgently required before the influx of visitors for The Tall Ships and in general.
5. Most customers I talk to want a saloon car, even special needs customers, I acknowledge there is a need for a proportionate amount of Wheelchair Cars, 50/50 seems about right.
6. This is wasted effort. The council should focus on increasing numbers and availability- not the type
7. I do not want to travel in a WAV, a saloon car suits my needs as is.
8. Given the financial and operational challenges currently facing taxi drivers in Aberdeen, particularly around vehicle availability and affordability, it is only fair that operators are allowed at least one opportunity to defer before facing any penalties. Immediate penalisation would only serve to discourage participation and cooperation in a system that already lacks capacity.
9. More 7 seater for families and groups to make it more affordable. Currently family of 5 need 2 cars. 30% wheelchair, 30% 7seater and 40 standard would meet needs better . As clinician, wheelchair vehicles don't work for most elderly patients
10. Stop interfering with taxi drivers and how they do their job. Also sort out the ridiculous charges at the airport!
11. Need lower prices 6quid start is a joke
12. I am a new taxi driver and tried hiring a wav, the rattles and banging with state of the roads in Aberdeen aren't good, you also find a lot of people that go on longer runs prefer saloon cars so you miss out on business. Not sure what the best way to do is !! But I have went PH just for saloon car comfort, not what I wanted and also don't see point in working weekend as a lot PH are no shows they have phoned every taxi firm and there friends for a lift, 1st there and they're gone which I don't blame them for. Good luck with whatever you decide but you will never stop people moaning!
13. Another mad initiative that makes it more costly and harder for people to make a living. Already a shortage of taxis in general, why make it harder for people to provide the service
14. Best option is to drop the knowledge requirement and allow mixed private and licensees use which will increase WAV from the general fleet with disadvantaging taxi drivers or the general public
15. No real need. What is the demand for WAVs?
16. Just a disproportionate policy that is simply driving a shortage of taxis in Aberdeen.

17. Yes i travel from Aberdeen to surrounding towns. I refuse a WAV car as they are uncomfortable to sit in. If you have 1 seat that faces backwards also. I dont believe that 50% need to be WAV but a percentage should always be available should a wheel chair user require a lift. Can have a deticates number for wheel chair.
18. Everything should be done to make it easier for drivers, we don't have enough taxis
19. This policy will decrease overall access to taxis and ultimately be negative for wheel chair users
20. There aren't enough taxis at present, make it easier not harder for existing and new entrants
21. It's a fine idea but there is a massive shortage of taxis in the city so think of everyone
22. I don't agree with the way you going to give saloon plate to the drivers, first to respond will get first saloon plate and it's not fair for the drivers who drive longer time with WAV . It should be who driven longer with WAV should be given priority. It's easy check the drivers Taxi license pass date , sometimes the driver need his/ her grand son / daughter's help to respond the email .Procedure should be change.
23. The below serves as the official response from the Disability Equity Partnership (DEP) to the two questions posed by Licensing personnel at Aberdeen City Council as part of their current consultation into the composition of the taxi fleet in Aberdeen and supersedes any previous submission on the same.

The Disability Equity Partnership are of the view that there is no single vehicle type that is fully accessible to all. Wheelchair accessible vehicles (WAVs) are primarily designed to allow those using a wheelchair to either access the vehicle whilst remaining seated in their wheelchair, or to provide space to allow the safe storage of wheelchairs and other mobility aids for those users who are able to transfer, with or without the aid of the driver, to existing seating within the vehicle. However, given their frequent high-floor design, these vehicles also pose problems for those people unable to manoeuvre themselves to step up into the vehicle from street level. This includes those with physical impairments, some elderly people, those with poor balance (including some people with sensory impairments) and those who may experience difficulties bending to accommodate the vehicle's ceiling height (such as those with back pain or spinal injury). For those unable to access a WAV, regular saloon-type vehicles eliminate the barriers described above.

The Disability Equity Partnership do not feel it would be appropriate to suggest a proportionality for the composition of the taxi fleet in Aberdeen based solely on a percentage split between two types of vehicles, given the additional factors influencing and dependent on usage patterns and behaviours as explained below, and given the unintended consequences and likelihood of exacerbating inequalities as a result. These factors broadly cover geographic dispersal and demand (including time-based) on taxis, the current and potential future availability of vehicles compliant with any existing or future emissions legislation and drivers' procurement considerations.

At present, taxi operators registered within the City of Aberdeen provide service not only to those whose journeys originate within the city limits, but also cater for demand by those travelling, from or within towns on the periphery (but not necessarily within) the local authority's boundary, such as Portlethen, Banchory, Westhill, Ellon or Inverurie. These areas typically have insufficient independent local taxi provision to meet spontaneous demand or are served by drivers registered with service providers registered with Aberdeen City Council for operational reasons. Any change to the fleet composition made by Aberdeen City licensing authorities would therefore require

cognisance on the disproportional impact this would have on residents depending on access to Aberdeen for work, study, healthcare, onward travel, or leisure, but who do not necessarily live within the city limits. Passengers in these areas who require a WAV to meet their accessibility requirements already have limited choice as the majority of accessible vehicles operating within a reasonable area and who are willing to respond to that demand are registered with Aberdeen City Council. DEP therefore submit that prior to any change analysis would be required to ensure that the effect of any change would not disproportionately impact the number of WAVs providing geographical coverage to the above areas. We place the onus on WAVs here given the specific accessibility features they provide and given that the presence or lack thereof in no way compromises their usability by non-disabled people.

Any change to fleet composition must also ensure that availability of WAVs must be consistent at all times of the day and night. Evidence gathered by the Partnership already illustrates that those requiring an accessible vehicle currently have reduced choice due to the unavailability of vehicles outside times of peak demand (school drop-off/pick-up periods, morning and evening rush hour), such as later in the evenings, at weekends, over bank and other public holidays or during times when major events occur across the city or wider afield (such as concerts, sports events or cultural observances). In order to ensure the effect of any policy change is inclusive, any analysis undertaken must include scrutiny of time-based metrics through data collected from taxi operators with respect to the current availability, provision and utilisation of WAVs across all time periods.

Given the size, weight and handling requirements of wheelchairs and other mobility aids, the maintenance lifespan of a WAV is likely to be considerably shorter than that of a corresponding saloon-type vehicle. In addition, the cost of a wheelchair-accessible vehicle, including those compliant with emissions regulations in Aberdeen (and where applicable, other geographic areas of operation) is still prohibitive or financially unjustifiable, particularly for those drivers approaching the end of their working life or who may wish to enter the trade for the first time. Some drivers may also choose to sell or should be encouraged to consider making their vehicle available on the second-hand market, for example where injury precludes them from being able to handle mobility aids (but who can still drive a saloon-type vehicle) or where they are considering a vehicle upgrade. This promotes sustainable churn within the trade and industry more broadly, allowing those considering providing a service to disabled people to purchase an appropriate vehicle in a sustainable manner whilst continuing to operate as a going concern. Lastly, it ensures a suitable availability of spare parts which are often unique to WAVs and which, when required, curtail a driver's ability to operate due to supply-chain issues.

Finally, any policy change must consider whether any consequential detriment would simply be delayed until a future date. For example, consideration must be given to the viability of the accessible vehicle market, the current driver demographic, the proportion of owned vs rented WAVs, the current retail or hire price and the likely market trend over the next five years. A sustainable taxi fleet that meets the needs of its users must be assured now, without any policy-based disruptions that may affect the supply at a future date, either due to the expiry of standards excluding large numbers of WAVS from compliance simultaneously, or a demographic incongruence constraining the supply of suitable operators.

In addition to the specific issues around fleet composition, those we have support have also raised existing challenges around the related utilisation and availability of WAVs. We submit it would be beneficial to include responses to these in the scope of any guidance issued or recommended as an outcome of the consultation process. Specifically, members have reported instances of reduced driver awareness regarding the safe carriage of multiple wheelchairs where users are able to self-transfer into the vehicle, or processes surrounding the despatch of multiple taxis where more than one wheelchair user wishes to undertake the same journey. In addition, there were reports of uncertainty by taxi users as to the WAV (or non-WAV) availability within individual operators, particularly where this information was not available online and could only be obtained by telephone. This disproportionately affects the deaf community, and greater transparency and maintenance of accurate information online or within relevant apps was strongly advocated for. Members also felt that embedding knowledge of these issues within driver awareness processes would be beneficial.

In conclusion, the Disability Equity Partnership submit that a mixed fleet of vehicles is the most accessible option to ensure that all people are able to access a taxi when and where it is required, that no single vehicle offers universal accessibility and that it would be inappropriate to suggest a percentage-based proportionality standard for a mixed-fleet allocation given a number of important factors that must also be taken into account. The Partnership would strongly encourage licensing personnel to undertake detailed analysis to clearly understand the current use, reach and availability of WAVs in and around Aberdeen as well as the current and likely future WAV market using data from the industry and registered operators prior to any policy decision. We would note that such analysis as that proposed, and that required to take an evidence-based decision has not been presented to date. The Partnership as always remain happy to engage with anyone to provide a rich and extensive user-centred perspective and impact statement to ensure an inclusive, demand led transport system for all.

24. I personally find it difficult to get into and out of a WAV vehicle. The step is too high for me to navigate safely.
25. As per my previous comment I do not agree with the policy and it will ultimately mean less available taxis
26. When the council offer the plate to the drivers , most years driver service as WAV should be given first opportunity to have saloon plate
27. Allow Uber drivers to operate without passing Aberdeen knowledge test.
28. This policy is not aligned with other major cities in Scotland or indeed the wider UK and is archaic in nature. It is not conducive to increasing the fleet size in Aberdeen. Taxi availability is appalling and is a direct contributor to falling footfall for city centre hospitality venues as well as being a disgraceful factor in reduced safety for women
29. We need more taxis not reasons to make it more difficult or less attractive
30. Used taxis for 20+ years (oil industry) prefer a comfortable saloon car and not to be carted around in a rattly van type vehicle.
31. It's hard enough as it is to get a WAV taxi in Aberdeen, all taxis should be WAV's. If not viable then a 80/20 split in favour of WAV's.
32. Make it easier for taxi drivers.
33. Operating a complex prescriptive split system seems unnecessary to me. Operators should be obliged to offer customers a choice of vehicle - type ie maintain a mixed fleet and offer a prompt service to wheelchair users. Market conditions will likely sort out an

appropriate split. WAV vehicles are not that easy for people not in wheelchairs. Opening doors for example very difficult for elderly.

34. Passengers who are physically disadvantaged should never be penalised for their disability. Especially now when local authorities support services are being closed down.
35. WAVs aren't always accessible to people with other disabilities. The Hackney Cab style vehicles (where you have to clamber right to the back to get in) tend to be difficult to get out of if you are visually impaired or have mobility issues that don't require the use of a wheelchair. I worry that saloon cars will become scarce and people may have to have an inaccessible WAV who don't use wheelchairs.
36. These WAV are a lot more expensive than regular saloon cars so drivers are being penalised for having to buy one when they get their taxi licence. Those who get their licence should have an opportunity to have a saloon car at the beginning
37. MORE SALOONS!!!!!!
38. No comment
39. Too Expensive to use taxis in Aberdeen.
40. Its a very good step will increase the interest of drivers to join taxi business
41. Wheelchairs accessible sre not always easy for frail people. Cars with higher front seat often best . Drivers competence in securing Wheelchairs should be spot checked
42. Increase the total number of taxis
43. Use of the Aberdeenshire fleet for shire to town by operators
44. It all does not help if the costs for a taxi are so very high that many disabled people simply can't afford them
45. The fleet isn't big enough or its not working to get people home after midnight your looking at the road things
46. Yes, I think the council is too involved and has too much oversight. If taxi firms believe there is a demand then they'll supply it.
47. Is the customer ratio of those requiring WAV at or above 50%? If not - why is this even a discussion? 100% have a number of them available for those who require it but not require 50% as this would likely increase costs to taxi drivers and may as a result have drivers leaving the profession.
48. I think 50/50 mixed fleet is to high. Should be 70/30
49. My father is a taxi driver and he often has elderly passengers who struggle to get into the WAV due to the high step, I think having more saloon cars on the road could help with this issue. this happens more frequently than having passengers than require a wheelchair accessible taxi.
50. Too much WAC
51. Needs to be balanced with the costs of buying and running the wheelchair accessible one, as well as accessibility for non wheelchair users. I think taxi drivers are having a hard enough time operating in the current financial climate in the City.
52. WAV is a costly modification. 50% of the population do not use a wheelchair. I do. Of those that do, not all need a WAV. I regularly request an estate car. Focus should be spent on ensuring a correct blend of cars are available at all times instead of a blunt force 50/50 solution regardless of availability. Either that or the council should provide a standard type of car to buy and help drivers meet the cost. Eg London black cab design which are great. A much bigger problem is the aging drivers who are unable and unwilling on medical grounds to assist a wheelchair user and the fragmented and nonsensical issuing of train or airport licensing. I feel there are more intelligent ways to

provide wheelchair service without requiring extensive upgrades of a fleet that is ultimately privately owned. Happy to discuss in more detail.

53. No driver should have to pass knowledge test. Technology!
54. While I agree that wav are a must have, we need more taxis in total. Limiting and requiring wav numbers is a bad policy.
55. This is a fact of demand and supply. I often wait up to one hour evenings if I want a taxi, but I'm not in a wheelchair yet. If I'm waiting so are wheelchair users. However, if there is demand for wheelchair cars the by all means. However, if they are not busy they should take other customers to.
56. It's a ridiculous idea, let the private sector do what it does best
57. You should be making it easier for taxis to operate in Aberdeen as there is a lack of them especially at weekends. Even 50% of taxis being wav seems excessive to me. I find the WAV taxis generally old and poor quality, probably due to cost of replacing them.
58. Aberdeen has more important issues with respect to taxi service for this to be high on the agenda
59. Flexibility is the most important factor. Making it easy to have more vehicles offering taxi services and changing the rules so that driver can use sat nav to find their destination instead of having to pass an lengthy and expensive exam
60. Some drivers have already purchased wavs in relation to be lez compliant.theyd lose a lot of money on vehicle if they were offered saloon car choice..3 months option isn't very fair.
61. We need more taxis full stop
62. As part of taxi recruitment and training. Drivers should be required to assist those requiring a little help, not sitting in their cars ignoring the passenger. I see this pal the time with drivers arriving at the hospital. Poor service. Seldom does one come in to collect passenger, instead sit in their vehicles, sometimes driving away quickly if the person hasn't been given time to get out or time to even see them. The driver that cares nowadays is rare.
63. We need a mixed taxi fleet but more than that we need licensed taxis on the road. There should be a 'min hours' of availability. I understand why some drivers don't want to be on the road at certain times but they are meant to be a service.
64. Rather than just including WAVs in the mixed fleet, larger vehicles capable of taking > 5 should be included. Reduce WAV percentage and introduce minimum percentage of larger capacity vehicles. Work with operators to ensure the fleet is available for use at all times and not just what suits the drivers to turn out. Fleet is one thing but general availability is more important and in more need of regulation
65. Listen to the people of Aberdeen and drop the knowledge test
66. We need more taxis servicing the city center at any cost. Maybe there could be a selection option when booking a taxi whether disabled is required and if not then a non WAV is sent. Keeping WAV vehicles free for disabled patrons
67. This may discourage new drivers as being forced to purchase a wheelchair accessible vehicle.
68. Yes there needs to be a mixed fleet, however not 50/50. Should be getting more taxi driver not stopping people wanting to become/stay. but the real issue is not enough taxis in general, especially evening/night taxis
69. Drop the requirement to pass the local knowledge test, ludicrous with SAT Nav etc and especially when there is a Taxi shortage

70. Taxi driving should be encouraged and made easier, to increase availability, competition and service levels available.
71. Seems a bit short sighted with the rising costs and drive for electric vehicles. In other cities electric cars are everywhere for general use as taxis and this would make the city more challenging to maintain net zero and affordable.
72. Yes I hate the WAV do not take this decision. A bad choice and bad for most of the folk of Aberdeen
73. Drop the WAV on all new applications.. !! I have a disability but find these vehicles very hard to enter / exit. Saloon cars must be an option not just for able bodied but for disabled as well
74. Please keep things flexible but encourage WAV through other methods.
75. We have a lack of taxis full stop, I don't think the problem is forcing drivers to have these vehicles which many users struggle with. (I can't close the doors and can't always get up into them) It seems like most taxis are some kind of mobility vehicle now, and they *****
76. Give them benefits to do this
77. I think by proposing a 50/50 split ACC is catering for a minority.
78. Costs are higher to run a WAV taxi, this then has a knock on effect to the customer
79. Another move that will limit the choices of the Aberdeen public and make life more difficult for business operators.
80. Focus should be on a safe and well maintained and presented fleet and improving the standards of the drivers. Traditional WAV's in use are barely fit for purpose, most are converted LCV. Instead look at a funding option for the purpose built taxis like LEVC that are identifiable, safe and easily accessible for all.
81. You need to make it easier for people to be taxi drivers to increase the fleet. Expecting new drivers to buy expensive wav vehicles is not fair and prohibitive.
82. There needs to be the right balance. Able bodied can access a WAV but lots of people with disabilities have difficulty getting in and out of a saloon car. If drivers apply for a wheelchair exemption, they should have to supply at least 2 years medical proof of why needed. If they can't do this a red plate should be offered and I'm sure these drivers would then manage to do wheelchair hires.
83. Licences should be granted with an obligation to work specific shift. Far too many licence holders don't want to work evening/ weekends/late nights when people actually need a taxi
84. Allow uber which will provide a complete array of cars
85. Long overdue
86. The age of some of the taxis in use is questionable. A taxi is a vehicle used for carrying the public. With this the vehicle should be less than 7 years old and mot'd every 6 months
87. The survey questions don't allow to search for the need. Taxi operators should decide themselves based on demand like any other business
88. Why regulate things that don't need regulating? The taxi fleet should be governed, not dictated. If 20 additional taxi drivers come forward but all in saloons they should be encouraged to increase the overall availability of the fleet rather than pushed away because they cannot cater for an average of 1.9% of the population!
89. I am for making sure people can get around. I feel though that the number of WAV vehicles is too high, and the comfort of the majority is not taken into consideration
90. Requiring 100% of new applications to be WAVs is contributing to the woeful taxi services in Aberdeen. Which is in turn a major element in the struggling high street and

hospitality sectors. Uber operating in the city was a major step forward, however it has been stifled by the ridiculous rules on WAVs and outdated Hackney test.

91. This initiative has been miss managed since day one. If there are 10% of users with wheelchair needs then allowing for shift rotas 15% of the fleet should be WAV . It's not a difficult calculation. Many WAV vehicles create issues for elderly getting in and out of vehicles, yet no allowance is made for them and there is a much higher percentage of elderly users than wheelchair users. Why does the policy not include the elderly or those with mobility issues but bot in a wheelchair? I know this situation first hand after doing 15 years as a cabbee in the past where I drove both saloon cars and London Cabs. One policy does not fit all.
92. Wheelchair users should have immediate priority on dispatch of WAV. 80/20 split would be sufficient to provide this
93. Given the current issues the public are having with getting taxis when needed, you should be doing everything you can to encourage participation, not squeezing people out.
94. Taxi's should be required to work when they are needed not just the hours they want
95. Yes. Scrap the knowledge test. Outdated and restricts the availability when technology is now more advanced.
96. Provided most of my thoughts in the first answer.
97. The mix has gone too far. WAVs are uncomfortable and unpleasant for drivers and passengers. The default should be to allow saloon cars so long as a small percentage of WAVs are available
98. You need to serve the whole community and whatever the priorities are now, it's not working for me.
99. There should be a variety of car types to reflect diverse needs of a population. Wav aren't suitable for more elderly people or with mobility needs. More cars that take larger families are needed also. Additionally taxi drivers need financial support if they are required to have more expensive type of cars. You need to consider the financial viability for those that need to make the car investment. 50% seems an arbitrary figure, that doesn't consider other factors in the taxi mix.
100. If you want it to be mixed you need to make sure you have a good taxi fleet as a baseline before imposing silly 50:50 restrictions.
101. A full and transparent survey is required, where drivers are required to collect information on when a wheelchair user is a passenger, this would allow a better picture on the actual requirement of WAV.
102. Personally if the council want wheelchair access vehicles they should provide them at no extra cost to the drivers
103. 60/40 or 70/30
104. Anyone who drives a WAV needs to be fit enough to help a passenger get into the vehicle - in another city, I ordered a WAV to take my disabled mother to an appointment only to be told by the driver that he had hurt his back so I had to assist my Mum get into the vehicle!
105. No more wheel chair cabs
106. I think this is a very good idea it's fair for everyone
107. There is no need to have a 50/50 split. There are not 50% of taxi users who use wheelchairs.
108. I agree there should be a mix but 50/50 is ridiculous. As with any business, they need to be wheelchair accessible to a certain degree. But it should be more like 20/80.

109. Why when numbers don't require it
110. Mixed fleet means effective for customers.
111. Eliminate the Knowledge requirement for Uber drivers in Aberdeen City. Enabling an effective Uber or other similar, modern, ride-share service in Aberdeen is the only way to bring the City, belatedly into the 21st Century. Please, please please listen to this consultation response and the same request from all right-minded Aberdeen citizens. We deserve an effective, actual taxi choice.
112. The opportunity to have a saloon car plate should be how long a taxi driver has had his badge for. Because not all taxi drivers have had a WAV due to things like ill health, hardship etc. It's a lot fairer to have this judged on the length of time they've been in the job for.
113. I think more red plate taxis should be wavs than yellow plates. Most wheelchair users would call for a taxi opposed to try and flag one down on the street.
114. Should have built in ramps that easy to take out. Central belts have, much needed here. Never any taxis for my wheelchair unless prebooked ages in advance. If try to just grab one really difficult. Drivers have to want to take disabled and be good at taking out ramps etc. Know who to do it. Some can't be bothered and just drive by as don't want hassle.
115. A mixed taxi fleet is a novel idea, however I feel the implementation is flawed.
116. 50/50 mix is excessive. A flat requirement for all new licenses to be WAV is extremely restrictive and will further exasperate the Aberdeen taxi shortage- which is particularly evident during certain times or certain weather conditions. I would like to see other incentives put in place to encourage WAV uptake, for example: reduced license cost for WAV licenses, or other incentives.
117. Eliminate the Knowledge requirement for Uber drivers in Aberdeen City. Enabling an effective Uber or other similar, modern, ride-share service in Aberdeen is the only way to bring the City, belatedly into the 21st Century. Please, please please listen to this consultation response and the same request from all right-minded Aberdeen citizens. We deserve an effective, actual taxi choice.
118. I absolutely support a mixed taxi fleet and understand the need to enforce it but the ratio proposed is too high and there are far bigger issues with taxi service in Aberdeen.
119. All licences should be for proper taxis that can accommodate everyone. A disabled person could end up waiting 3 times longer if appropriate vehicles do not turn up. Discrimination
120. If people are not free to choose what vehicle they drive then they are much less likely to become taxi drivers at all. This proposal makes the job much less appealing as the choice of wheelchair accessible vehicles is slim and may not fit with the type of vehicle the driver already has or wants
121. The whole system of taxi provision needs updating in Aberdeen due to the severe lack of taxis, the inability of the general public to be able to book a taxi as taxi firms prioritise company accounts to the detriment of the general public. More accessible taxis are required and maybe if a person operating an accessible taxi paid less for their licence than a person who can only accept general passengers. In addition licences should be made so expensive that only drivers wanting a full time occupation applied this might increase the accessibility of taxis in the city

122. Yes. Do away with the knowledge test to get MORE taxis on the road in Aberdeen. There's this amazing new thing called sat-nav. Tells you exactly where an address is and (this is mind blowing) HOW to get there.
123. As a wheelchair user, it's great to hear about the new WAVs and the goal to go up 50/50 split. Currently is very difficult to get a wav taxi and I rely on them to get to work etc. please support this as much as possible. This is our freedom and independence.
124. Saloon cars are much more comfortable and each person should have the ability to choose within the local demographics
125. I personally think a mixed fleet gives the customer a wider choice and gives the driver an incentive to either start a career knowing a saloon car choice may be available.
126. The WAVs are generally noisy, uncomfortable and I would imagine more expensive. Whilst there is clearly a need for them, I doubt it is in the 50% range. Penalising new applications to be WAVs is likely one of the reasons for a low application rate.
127. Make it easier to be a taxi driver in first place not harder
128. Although I am disabled I do not use a wheelchair and I really struggle to get in and out of the large vans for disabled. Needs to be variety or suv cars
129. I think overall, the concept of having a mixed fleet is a great idea, but some taxi drivers lack training with helping their disabled passengers, or just don't have the right attitude/mental resolve to be helping these types of people day in, day out. I think new and existing taxi drivers should not be penalised for simply saying they wouldn't be able to do it, possibly due to knowing they're not going to be the best service provider for these individuals
130. I had a WCA taxi for about 8 years and you would be lucky to get maybe 10 hires a week which was ridiculous considering the cost to get the taxi fitted to wheelchair standards
131. I think as long as WAV vehicles are available a 50% split makes sense. As someone with mobility issues and a part time wheelchair user, I don't think there's any issues.
132. As the mother of a wheelchair user there is simply not enough whee taxis in Aberdeen. We have been let down several times by one of the city's operations
133. All taxis should be WAV not just so they can be used by wheelchair users but also so that they can e.g. accommodate a bike should a cyclist needs a lift home (see Copenhagen). Also helps put larger buggies etc in taxis. Improving accessibility for some enables accessibility for all.
134. Just get more taxis on the street and available at the airport. Folks don't care about what they are - we just need a taxi!!
135. Move on from this. It was defeated before and no one wants it.
136. Mixing it with uber or similar would help dramatically! Fed up of waiting hours for a taxi
137. WAV are highly sought after I. The city
138. I left the trade because of the higher costs running a WAV in comparison to a saloon, something needs done to restore a fair balance.
139. Maintain and retain a quota of WAV licences separate to those who have a saloon licence. Perhaps a 15/85 or 20/80 split of the total operators - WAV/saloon
140. Have a set low percentage of the taxi fleet required to be wheelchair accessible according to the amount of wheelchair users in the city. Allow more saloon cars in the fleet.

141. It should always be 50/50 saloon and wheelchair for equal opportunity and all drivers should be prepared to take a wheelchair if their car is adapted to do so.
142. Open up the airport to all Its a disgraceful and an embarrassment to the city people waiting on taxis Look at Europe airports, lines of taxis waiting No cues
143. As said before, given the lack of drivers and taxis in Aberdeen, imposing a 50/50 split will impact the number of taxis for everyone.
144. There should be less bureaucracy imposed by the council to encourage more taxis WAV or not onto the roads. There is a huge safety concern for those seeking taxis not only late at night but during peak times. Uber is needed urgently and no additional tests should be imposed by the council to his tried and tested service. Let common sense prevail please!
145. As a wheelchair user it is already very hard to get a wheelchair car when needed. I have an account with ComCab meaning I yet priority for bookings however if I need a wheelchair car (for example if two wheelchair users are travelling or if my wheelchair is broken and will not fold) I can be waiting upwards of an hour. I can't imagine what the wait is if you don't have an account and preferential treatment. Many wheelchair users cannot transfer into a car and need to remain in their chair and their choice of transport cannot be reduced further. Taxi drivers have already told me in the 10 years I've been using them that they fake medical ailments to try and avoid having a wheelchair car because it is more expensive than a saloon and some saloon drivers refuse to take my chair although it fits in all boots and say it counts as extra luggage and should be a higher fee. The attitude and behaviour of drivers towards wheelchair users is already appalling and allowing more to not take wheelchair users is a mistake.
146. It should have happened years ago as many people including the disabled and elderly prefer saloon cars
147. Provide an incentive to people to choose WAV but I feel the council won't do that as they are only about making money. There is no need for 50% split. Restricting people's choice and it's their livelihood you are trying to dictate
148. Incentivise the wheelchair accessible vehicles but theres no need to force half of them to be that.
149. Focus should be on improving the availability of taxis at the moment first and foremost. You can then grandfather out the non-WAVs by not allowing nay new non-WAVs to be registered
150. Aberdeen currently has the worst provision for taxis out of the main cities in Scotland. I travel all over the country for work and it is only when I am home in Aberdeen I ever have an issue getting a taxi. We need urgent reform and modernisation of the taxi licensing as it is causing significant economic damage to the city in an already challenging time for shop owners, hospitality and everyone else city centre based.
151. A mixed taxi fleet is sensible. There is zero need for the whole fleet to be WAVs
152. Do away with ph cars, then all taxis can pick up from the ranks thus clearing the ques on the street quicker
153. You put new drivers off by insisting on WAV not that many people in Wheelchairs out on a weekend night at 3am
154. Current rules have caused a drastic reduction to the fleet which affects the whole public, not just wheelchair users. Need more availability at all times to reduce car ownership.
155. Pedicabs included in the mix. Useful for short city based trips

156. Maybe carry out a comprehensive survey of existing companies to determine how many times a WAV is actually requested and base the split on fact
157. We obviously need a mixed fleet, but incentivising current drivers to step up to WAV is better than making any new taxi drivers become a WAV.
158. More taxis on the road with better pricing
159. A mixed fleet is a big step forward, as many disabilities make it more difficult for someone to access a WAV
160. I do think that a family member such as a father should be able to pass his saloon car plate onto his son as long as he also holds a taxi license badge.
161. I've driven had my WAV plate since 2009. My WAV was written off in a non fault accident in Nov 2024. As I had no choice but to buy a new ULEZ compatible WAV. I have subsequently left the trade due to the cost of these vehicles. I'd love to have continued in the taxi trade with a saloon plated vehicle but up til now there never seemed to be a chance of that happening. If it does and after operating a WAV for 15 years I'd certainly come back to the job if I could get a saloon plate. I'm sure I'm not alone in this situation.
162. Leave it down to the operator
163. Electric Vehicles? Or is this not the right crowd!
164. If the council start giving saloon car to all of them city out of wheelchairs cars , better give 10 years or more experience driver saloon car
165. Increasing the number of saloon taxis would free up WAVs to cater for customers.
166. Dear sir I am working at night I have red plate car day to many time in night I am free I don't have hire ranks Are busy people are waiting for taxi we are waiting for company hire that's why I recommend driver whose working at night time I think they need a yellow plate.
167. Like I said in my previous comment that there are not many wheelchair passengers so there is no reason to have so many wheelchair cars
168. I spoke with taxi drivers when I travelled , how many wheelchair hires you are doing , most of them telling once a year or two . No need all of them to be driving van .
169. After speaking to taxi driver and former taxi driver there seems to be several issues, the main one is medicals every year, this can't be required and is an extra burden on drivers. Also the way council manages tariffs needs to be amended and costs reassessed
170. When I'm traveling by taxi , most of the time needing to work on laptop, not comfortable traveling with van type with noise from the back
171. I pay for the taxi for my own comfort , when I get in don't feel comfortable coz of the rattling noise coming from the back . Better mix the the fleet to have more choice of vehicles
172. Drivers who have a WAV at present should be given 1 year after accepting a saloon plate as they may still have finance to pay on WAV
173. We just need more taxis, whether they are WAV or not, we need more in this city, it has to be made easier for taxi drivers to become taxi drivers.
174. I think it should be at least 60/40 split in favour of saloon cars as over 90% of hires do not need wav vehicle
175. I am okay with a mixed fleet but I do believe WAV use numbers - ownership will continue to decrease for those who work through an office. Most people requiring a WAV use an Office Booking. My view is although the council will have a large number of WAVs, these are mainly street cars and never or very seldom do a WAV job. I am the first to

admit I don't have the answer but I'm not too sure why you need a WAV to work the streets. Most WAVs are rattly and noisy and I don't think they are a good experience for the passenger. Saloon car would be a much better passenger experience.

176. Get with the rest of country and stop killing taxis by putting unnecessary restrictions on driver's knowledge. Cars all have satnav let uber do what uber do elsewhere!!
177. I feel that one plate one driver should be the correct way forward and no hire of plate unless transferred to spouse on documents or immediate family member
178. We need uber like rest UK ASAP
179. It should be if the taxi driver has done at least 10 years as a Wav driver and is at retirement age he or she should be considered before a younger driver , as Wav taxis are really expensive now Â£35000 to Â£50000 and getting finance at that age for that amount is near impossible! , but a Saloon car can be as little as Â£15000 which is affordable at that age .
180. Simplify, who can become taxi driver. There is no need for street knowledge test
181. There is approx 1.2% of the population who are wheelchair users, the most of these are over 60yrs of age. The use of taxis by this group of the community does not warrant this proposal.
182. Aberdeen desperately needs to solve the taxi situation. Absolutely no need for the street test now either with technology available. More saloon cars are perfect
183. give freedom of choice
184. Do it very soon!
185. Yes all new drivers should be WAV
186. Get enough taxis to cover Aberdeen as the waiting for the taxi in Aberdeen is a night mare it's Easier to walk! Establish mixed taxi fleet in this current situation doesn't make any sense! Modernize taxi fleet is well as the 80% of all taxis in Aberdeen is old and stinky cars! Allow new drivers to come in and make a change! make knowledge test Easier to pass!
187. Just don't. Wav vehicles are what taxis are all about. A huge part of being a taxi. We cannot be without Wavs
188. This is unnecessary and very polarising You can create wheelchair accessibility and also vehicle accessibility without penalising everyone with silly rules. These people are self employed and should have some say in the vehicles they'd like to use
189. This is not required and is a case of the council causing changes which will ultimately increase costs to the taxi owners and then to the customers. Particularly in Aberdeen where it is already more expensive for taxis compared to other cities in the uk and the availability of taxis is really poor on Aberdeen and this will further impact the availability
190. They should not be able to control companies and drivers choose what vehicle they want
191. All measures to incentivise numbers of taxis in the city should be undertaken, which should minimise private vehicle use and make it more attractive and safer to move around, particularly at night.
192. Other than the fact that some wavs are required, I think all taxis should be yellow plate including saloons.
193. Change the knowledge test, remove requirement to know routes and where streets are located, technology has adapted and drivers can use sat nav. Adapt the test to ensure it covers basics, English language, first aid, gender training etc

194. I don't really understand why this is needed. People should be allowed to be a taxi driver in whatever car they drive. Most people probably already have a normal car and would have to go out their way to buy a disabled access taxi. Surely the majority of taxi users are not disabled so why does it have to be a 50/50 split? Surely more like 80/20 makes more sense
195. Have diversification by allowing uber. Not uber in its current form where only licensed taxi drivers can sign up
196. you need to relax the rules, nobody wants to be a taxi driver, the city has been suppressed, out at night is a real issue for many never mind being disabled, nobody needs to remember 35000 streets for a test we have gps & sat nav that tells congestion finding best routes, time for a review & realism to modern technologies
197. The council is contributing to the crippling of the city centre. Please make rational decisions about how to increase the amount of visitors. Is a 50/50 split really necessary given there is public transport which is free for pensioners who may have limited mobility issues.
198. what about ph drivers getting offered a yellow plate for servicing the public for the 10 years
199. Ban taxi drivers who peel off the start of a taxi rank when a customer in a wheelchair approaches
200. Get uber working properly. Scrap knowledge test
201. Remove the Knowledge Test for private hire.
202. Ensure better planning of trips and increased taxi drivers in regular cars allowing them to pick non wheelchair users up freeing up WAV for those that require them rather than sending them in a job to pick 1 person up who's able bodied
203. Won't really matter about 50/50 split , there will always be a shortage of taxis at weekends , All the hassle drivers get now, Electric bikes zooming about the city constantly, I had bad experiences lately with clowns on motorbikes doing wheelies around my car , dressed in black , no lights no helmets on , two police cars came down the road opposite side but just ignored it , Ridiculous .Police not interested .
204. We need more taxis in general
205. Let the established companies operate wav's. 25% of fleet to be wav's. If they want council contracts then the fleet must be mixed.
206. If changing to WAV then that requires at least 40k to buy a new vehicle. Will not be worth it for a lot of taxi drivers. Shouldn't force all drivers to change.
207. Increase the fleet and don't worry about the mix. Scrap the test and allow new drivers easier access to industry to enable the industry to grow. The service needs to be better before the demand will increase.
208. Get rid of the knowledge test. It's 2025.
209. I think it is ridiculous the amount of WAV you are proposing It's hard enough on taxi drivers as it is. We should be trying to encourage more taxis not putting even more obstacles in their way
210. Council should not be prescribing and setting taxi fleet requirements and fares. This should open to the market and allow taxi fleet to be supplemented by the market
211. I have arthritis and a back problem. It is a lot easier for me to get in and out of a car than WAV. It's quite discriminatory making all taxis WAV
212. Some WAV are too high for reduced mobility people, need a saloon type car
213. There are simply not enough vehicles on the road at peak times, whilst I appreciate this consultation is not addressing this, it should. The very fact that there

seems to be a heavy focus on creating "Lists" speaks for itself, yet another rule and road block to keep things as is, simply not good enough.

214. Stop the individual license for airport and train station, let all drivers pick up where the customer wants and needs, never enough taxis at the airport or train station because they are restricted. Very unwelcoming and inconvenient for citizens and tourists arriving into the city.
215. Supply and demand some disabled people prefer normal taxi There should be a 40/60 split Not all disabled People need a wav vehicle
216. Remove the Knowledge requirement and allow a proper mixed fleet competition (Uber / Bolt etc)
217. Owner drivers should not hold the responsibility for WAVs this should be pushed onto office owned cars
218. They must spread their availability out across 24 / 7 days allowing people to get transport home
219. Yes uber without restriction
220. Consider the taxi drivers, potential taxi drivers and the greater population of Aberdeen. Survey the demand for accessible taxis before making a decision, the uses of the accessible taxis and the estimated percentage of the population that would require an accessible taxi before making any changes.
221. There just aren't enough WAVs available throughout all firms. Priorities of booking should be made. Any WAV going to pick up a larger amount of people should be redirected to someone who needs to use the vehicle for a wheelchair. As the parent of a wheelchair user, I do drive, but we can never attend family events without parking as there is never a vehicle available without a ridiculously long wait.
222. Why moderate it in the first place. Do away with the nonsense tests and allow actual competition. Let uber in properly.
223. Lower prices. It is extortionate. The central belt is so much cheaper.
224. Just axe taxis and let Uber/Didi run the show. Being serious
225. Can the amount of accessible taxis be related to the amount of people needing one
226. We need more taxis in Aberdeen - they don't require to be 50/50 WAV
227. It should be based on how long you have held your taxi badge licence rather than the length of time you have been driving a wav.
228. In a free market, it seems unreasonable to mandate local business to be financially impacted to accommodate a tiny proportion of the population.
229. Think there should be a yearly check on how competent drivers are. It happens in many professions ie yearly proficiency tests. This would raise more funds to reduce the councils dept.
230. This is a great idea although pushing for EVs / more efficient vehicles would also be a huge bonus
231. I agree there should be a mixed fleet but the fleet is currently too small, there aren't enough taxis in the city EVER. Should the focus not be on providing more taxis instead of whether they are WAV or saloon?
232. Have a lot more taxis available than there are now
233. Actually get sufficient taxis for the size of the city
234. Not all passengers require or want to travel in a wav. We have a serious shortage of multi seater vehicles, this would help.

235. The more yellow plated cars you have the sooner the ranks will be cleared, ph cars are driving past que's of people because they cant pick up from ranks. Up the numbers of yellow plates
236. I'm currently a taxi driver and have been for 21 years and I've yet to hear a strong reason for aberdeen requiring private hire vehicles. They have zero impact on the problems we face on a Saturday during busy periods. I have driven a WAV for 19 years and have since transferred to saloon vehicle on a private hire plate, this has put restrictions on my work and I find it very unfair, more so when my badge says taxi driver yet I'm private hire
237. You should be focusing on allowing taxis to pick up at airport instead not obsessed with wav vehicles and checking the driver is actually the driver because some don't even understand what your saying to them surely they should be able to talk Scottish if it's a public service
238. Allow private hires to transfer to full Hackney licences to help with clearing busy ranks at weekends where they have a shortage.
239. A mixed fleet is good but I do feel that it should not only be WAV drivers that are offered a saloon plate as other drivers who previously had WAV for a lot of years and the now have private hire as were not entitled to have a saloon plate
240. There doesn't appear to be enough in Aberdeen, the rules between the city and shire not being allowed to pick up when in the area are ludicrous. More should be done to encourage taxi drivers rather than make it impossible to pick up fares.
241. Get rid of the knowledge test and get into the 21st century!! Everyone has GPS Navigation in their cars or an app which is more upto date than any theory test!
242. Yes let Uber in without street knowledge, they all have satnav
243. More taxis generally would be helpful
244. Let uber operate drivers without the knowledge test and stop the duopoly on taxi cabs in Aberdeen by combat and rainbow
245. There is a desperate need forore wheelchair accessible cars
246. I fully back having a mixed fleet.
247. Majority should be saloons. They are comfortable for drivers to sit and drive for long hours as drivers are having to work longer hours in these financially challenging times similarly a lot of passengers do like to travel in quiet comfortable car rather than a noisy, rattling wav. It also seems that 50% of the passengers do not require wav, current legislation where all vehicles should be wav is absurd... more like 20% pessengers require wav and 80% dont.
248. Should only be for current yellow plate fleet drivers.
249. I've driven taxi for 15 years. Always WAV. I will continue to do so but 50% is plenty.
250. Still have medical exemptions
251. No requirement for a mixed fleet, 90% of wav vehicles have never seen a wheelchair where as I have a private hire saloon and regularly carry wheelchair users. As a person whom used to work at motability operations 99% of people who use a wheelchair would rather a saloon car and transfer than a degrading journey in a rickety unsafe, non ncap tested modified vehicle. Many corporate clients will not allow their staff to travel in a wheelchair accessible due to the unsafe nature of these vehicles
252. Drivers with longer service in the trade to be considered first ahead of those with lesser years service.

253. We need to make transport accessible and having to wait lengthy periods for a WAV isn't acceptable.
254. Everyone who starts off as a taxi driver should start as a WAV driver for at least 5 years .
255. It would be beneficial if there were more people carriers available that can carry 5-8 people
256. Mix fleet will definitely help to improve the taxi Service
257. All taxis should be the same this then stops drivers finding a way not to have a WAV
258. Prioritisation of WAV-Experienced Drivers I would like to formally express concern regarding the prioritisation process for taxi licensing, specifically in relation to drivers who obtained their badge after the 1994 ruling but have never operated a Wheelchair Accessible Vehicle (WAV). Many of these individuals have effectively circumvented the intended regulations by avoiding the operation of a WAV, despite the clear requirement that such vehicles form a crucial part of an inclusive transport service. To ensure fairness and uphold the integrity of the licensing framework, only drivers who have demonstrably operated a WAV on the road should be given priority. Any driver who has never fulfilled this requirement should be placed at the bottom of the allocation list. Allowing otherwise would effectively reward those who have deliberately bypassed the rules, undermining both regulatory intent and service provision for passengers who rely on WAVs. I urge the council to take this matter seriously and implement a prioritisation system that recognises compliance with existing obligations rather than inadvertently favouring those who have sought to avoid them.
259. As a WAV owner/driver I think the offices should be responsible for most of the WAV percentage. As for a sole trader the price of a WAV is beyond a joke
260. The list should go to the people that have had to sell there wavs because they came too unaffordable then had to go private hire
261. It is a very good idea in fact an excellent idea in order to keep the taxi fleet in our city going and thriving. Please keep up the good work regarding our taxi industry
262. We should look at drivers length of service also. Only taking WAV drivers into consideration is wrong. Many drivers have had WAV and moved to PH due to cost of WAV or change in circumstances. Maybe 15 or 20 years having your badge.
263. I think that's very good idea and I would love to see more cars on taxi ranks
264. I think I made a suggestion in a previous question
265. I feel if it was a mixed fleet this would sort out any taxi shortages at peak times WAV vehicles are expensive hence the amount off Toyota Corolla type cars with red plates
266. I have had a wav for 15 years,i still have my plate 559,but fid not renew as waiting to hear the outcome,as cannot afford the new WAV cars
267. You should look at the driver's that have had a taxi badge the longest and operated a Wheelchair accessible taxi. They should be offered a saloon taxi plate first.
268. Longest serving first option
269. It would be fair to say that the proportion of 70% of the population does not require wheelchair access and to therefore have 30% of taxis to have wheelchair access.
270. Licensed taxis should be wav, PH taxis should be any car type. We need more taxi drivers so should find a ways to remover the barriers to entry

271. Maintaining a mixed fleet is correct. Not every vehicle should have wheelchair access.
272. Some saloon cars are difficult to access for those non-wheelchair users that have mobility difficulties. Perhaps there should be a standard of accessibility in terms of leg room, width of seats, height of rims and seats, etc to ensure all vehicles are at least age and mobility friendly.
273. The split of 25 WAV - 75 saloon should be reviewed regularly to ensure adequate provision remains in place
274. Taxi drivers and operators within Aberdeen need to improve their customer service skills. A code of conduct needs to be drawn up to ensure both customers and drivers are treated with respect. There needs to be a confidential reporting system to enable passengers to report a driver or taxi firm who do not comply with code.
275. You should discuss having more taxis work at peak times and prioritise women walking alone.
276. A mixed taxi fleet will ensure the inclusion of those less fortunate. Regular folk can use a WAV but a WAV cannot use a regular taxi.
277. Yes, allow Uber to progress their taxi's in Aberdeen. Hopefully this will encourage the old Aberdeen taxi driver mentality to remember they are there as a paid for service and not just for their part time convenience when they decide they need a bit more money.
278. Mixed fleet preference as not all disability can enter a WAV vehicle. The option to change in 5 years is much better as that is probably the life span of a WAV vehicle and also the duration of finance for the taxi driver.
279. Shopmobility Aberdeen has always advocated for a mixed fleet, and is pleased to see the Licencing Authority moving in this direction. Our concerns are making sure that this mixture is maintained at all times of day. Our client group often find themselves struggling to source taxi transport in the evenings due to a lack of WAV vehicles. It will be important to monitor the number of new licences (and therefore new WAV vehicles) in relation to the number of drivers switching to saloon cars, so that the 50% split is maintained. Will there be procedures in place to ensure that this happens?
280. I have no issue with a mixed fleet but I would encourage the council to actively look at increasing the number of all taxis and refrain from allowing private hire cabs from flooding the market, these companies have poor practices and poor employment ethics which can result in unsafe situations especially for women
281. Does the demand for wheelchair accessible cabs merit 50% of the fleet being wheelchair accessible?
282. Need to remember that some drivers may themselves be registered disabled.
283. Ensuring that drivers are experienced in the use of the WAV. Also that drivers are experienced in providing support to WAV users during transportation
284. Make sure taxis are all the same colour so that it's easier to hail a taxi.
285. Good to move to a mixed fleet
286. Any new taxis should be 100% compliant
287. Access to taxis at the moment is abysmal, specially if coming in to the bus station late at night, or at the airport. Anything that increases availability and choice would be good.
288. It should be done in the simplest most practical way, not complex or time based rules which always have unforeseen bad consequences