

Regulation and Licensing Committee

Conference Rooms 2/3, Ground Floor, Fife House, North Street,
Glenrothes



Tuesday 9 September 2025 – 9.30am

AGENDA

Page Nos.

1. **APOLOGIES**
 2. **DECLARATIONS OF INTEREST** – In terms of Section 5 of the Code of Conduct, members of the Committee are asked to declare any interest in particular items on the agenda and the nature of the interest(s) at this stage.
 3. **MINUTE** – Minute of the meeting of the Regulation and Licensing Committee of 12 August 2025. 3 - 7
- CIVIC GOVERNMENT (SCOTLAND) ACT 1982
4. **TAXI FARE SCALE REVIEW 2025** – Report by the Head of Legal and Democratic Services. 8 - 33
 5. **TAXI AND PRIVATE HIRE CAR INSPECTION TESTS – KIRKCALDY ZONE** - Report by Service Manager, Fleet Operations on annual inspection tests carried out on vehicles in the Kirkcaldy Zone in July to August, 2025. 34 - 41
 6. **POLICE REPRESENTATION - IAN OVENDEN - TAXI DRIVER (NEW APPLICATION) - 1 YEAR**

Consideration of application for licence in respect of which police comments have been made.
 7. **POLICE REPRESENTATION - KYLE TAYLOR - TAXI DRIVER (NEW APPLICATION) - 1 YEAR**

Consideration of application for licence in respect of which police comments have been made.

Consideration of this application is continued from the meeting held on 12th August 2025.
 8. **OPPOSED APPLICATION - NAIM HASAN - TAXI DRIVER (RENEWAL) - 3 YEARS**

Consideration of application for licence in respect of which police objections have been made.

The/

The Committee is asked to resolve, under Section 50A(4) of the Local Government (Scotland) Act 1973, as amended, to exclude the public and press from the meeting for the following items of business on the grounds that it involved the likely disclosure of exempt information as defined in Part 1 of Schedule 7A of the Act.

9. POLICE REPRESENTATION - GREG MCCOLL - TAXI DRIVER (RENEWAL) - 1 YEAR

Consideration of application for licence in respect of which police comments have been made.

10. POLICE REPRESENTATION - PARVINDER SINGH - TAXI DRIVER (NEW APPLICATION) - 3 YEARS

Consideration of application for licence in respect of which police comments have been made.

Consideration of this application is continued from the meeting held on 12th August 2025.

11. OPPOSED APPLICATION - ANDREI BRASTAS - TAXI DRIVER (NEW APPLICATION) - 1 YEAR

Consideration of application for licence in respect of which police objections have been made.

N.B. The applicants and those making representation in relation to agenda items 6, 7, 9 and 10 have been invited to attend and be represented at the meeting.

The applicants and objectors in relation to agenda items 8 and 11 have been invited to attend and be represented at the meeting.

Members are reminded that should they have queries on the detail of a report they should, where possible, contact the report authors in advance of the meeting to seek clarification.

Lindsay Thomson
Head of Legal and Democratic Services
Finance and Corporate Services

Fife House
North Street
Glenrothes
Fife, KY7 5LT

2 September, 2025

If telephoning, please ask for:
Emma Whyte, Committee Officer, Fife House 06 (Main Building)
Telephone: 03451 555555, ext. 442303; email: Emma.Whyte@fife.gov.uk

Agendas and papers for all Committee meetings can be accessed on
www.fife.gov.uk/committees.

THE FIFE COUNCIL – REGULATION AND LICENSING COMMITTEE - GLENROTHES

12 August 2025

9.45 a.m. – 12.35 p.m.

PRESENT: Councillors Tom Adams (Convener), Lynn Ballantyne-Wardlaw, Patrick Browne, Alistair Cameron, Louise Kennedy-Dalby, Carol Lindsay, Donald Lothian, David MacDiarmid, Nicola Patrick, Gordon Pryde and Darren Watt.

ATTENDING: Steven Paterson, Legal Team Manager, Kimberley Langley, Solicitor, Helena Couperwhite, Service Manager, Committee Services, Craig Ritchie, Civic Government Licensing Enforcement Officer and Emma Whyte, Committee Officer, Finance and Corporate Services; and Sergeant Neil Ewing, Police Scotland (Fife Division).

APOLOGIES: Councillors Gavin Ellis, Margaret Kennedy, John O'Brien and Jonny Tepp.

214. MINUTE

The committee considered the minutes of meetings of the Regulation and Licensing Committee of 3 June and 23 July 2025.

Decision

The committee approved the minutes subject to minor changes.

215. TAXI FARE SCALE REVIEW 2025

The committee considered a report by the Executive Director, Finance and Corporate Services seeking authority to commence the 2025 review of the fixing of scales for the fares and other charges in connection with the hire or with the arrangements for the hire of a taxi, in terms of Section 17 of the Civic Government (Scotland) Act.

Decision

The committee:-

- (1) noted the legal requirements on licensing authorities in respect of the fixing of scales for the fares and other charges in connection with the hire or with the arrangements for the hire of a taxi, in terms of Section 17 of the Civic Government (Scotland) Act 1982;
- (2) noted the process of reviewing the fares and other charges in connection with the hire or with the arrangements for the hire of a taxi; and
- (3) agreed to commence the process of reviewing the fares and other charges in connection with the hire or with the arrangements for the hire of a taxi, through a working group of the committee in consultation with taxi operators.

CIVIC GOVERNMENT (SCOTLAND) ACT 1982**216. APPEAL TO SHERIFF – TAXI/PRIVATE HIRE CAR DRIVER, TAXI OPERATION AND PRIVATE HIRE OPERATOR LICENCE**

The committee were advised that the following appeal had been lodged with the Sheriff:-

- (i) Sadeq Alsafar against the decisions of 3 June 2025 to refuse his application for renewal of his taxi operator's licence and to suspend his taxi/private hire car driver's licence.

Decision

The committee noted that an appeal had been lodged.

217. APPLICATIONS IN RESPECT OF WHICH POLICE COMMENTS HAD BEEN MADE

The Committee considered applications for licences by the undernoted and, having heard the representative for Police Scotland (Fife Division) and the applicants thereon, dealt with the applications as shown:-

	<u>Applicant</u>	<u>Activity and period of licence applied for</u>
(a)	Matthew John (In attendance)	Taxi Driver (new application) 1 year

Decision

The committee agreed to grant the licence.

(b)	Stephen Kerr (In attendance)	Taxi Driver (new application) 1 year
-----	------------------------------	--

Decision

The committee agreed to grant the licence with a warning.

(c)	Moses Nwosu (In attendance)	Taxi Driver (new application) 1 year
-----	-----------------------------	--

Decision

The committee agreed to grant the licence with a warning.

(d)	Ali Raza (In attendance)	Taxi Driver (new application) 1 year
-----	--------------------------	--

Decision

The committee agreed to grant the licence with a warning.

- | | | |
|-----|---------------------------------|--|
| (e) | Kyle Taylor (Not in attendance) | Taxi Driver
(new application)
1 year |
|-----|---------------------------------|--|

Decision

The committee agreed to continue consideration of the above application to its next meeting to afford the applicant an opportunity to appear.

- | | | |
|-----|---------------------------------|--|
| (f) | Trevor Torrance (In attendance) | Taxi Driver
(new application)
1 year |
|-----|---------------------------------|--|

Decision

The committee agreed to grant the licence with a warning.

218. OPPOSED APPLICATION

The committee considered an application for licence by the undernoted in respect of which police objections had been intimated and dealt with the applications as shown:-

- | | <u>Applicant</u> | <u>Activity and period of licence applied for</u> |
|-----|---------------------------------|---|
| (a) | Bea Burgyan (Not in attendance) | Taxi Driver
(new application)
1 year |

Decision

The committee agreed to refuse the licence on the basis that the applicant, Bea Burgyan, was not considered a fit and proper person due to information received from Police Scotland.

EXCLUSION OF PUBLIC AND PRESS

The committee resolved, under Section 50(A)(4) of the Local Government (Scotland) Act 1973, to exclude the public and press from the meeting for the following items of business on the grounds that it involved the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 7A to the Act.

219. APPLICATIONS IN RESPECT OF WHICH POLICE COMMENTS HAD BEEN MADE

The committee considered applications for licences by the undernoted and, having heard the representative for Police Scotland (Fife Division) and the applicants thereon, dealt with the applications as shown:-

2025.R.L.172

	<u>Applicant</u>	<u>Activity and period of licence applied for</u>
(a)	Michael Berturelli (Not in attendance)	Taxi Driver (new application) 1 year

Decision

The committee agreed to refuse the licence on the basis that the applicant, Michael Berturelli, was not considered a fit and proper person due to information received from Police Scotland.

(b)	Angela Lackie (In attendance)	Taxi Driver (new application) 1 year
-----	-------------------------------	--

Decision

The committee agreed to grant the licence with a warning.

(c)	David Martin	Taxi Driver (new application) 1 year
-----	--------------	--

The committee were advised that the application had been dealt with under delegated powers following the withdrawal of the representation from the police.

(d)	Parvinder Singh (Not in attendance)	Taxi Driver (new application) 1 year
-----	--	--

Decision

The committee agreed to continue consideration of the above application to its next meeting to afford the applicant an opportunity to appear.

220. OPPOSED APPLICATION

The committee considered an application for licence by the undernoted in respect of which a police objection had been intimated and dealt with the applications as shown:-

	<u>Applicant</u>	<u>Activity and period of licence applied for</u>
(a)	Kenneth Crawford (In attendance)	Vehicle Operator (renewal) 1 year

Decision

The committee agreed to refuse the licence as the applicant was not considered to be a fit and proper person due to information received from Police Scotland.

9 September 2025

Agenda Item No. 4

Taxi Fare Scale Review 2025

Report by: Head of Legal and Democratic Services

Wards Affected: All

Purpose

The purpose of this report is to invite the Committee to consider the information provided in relation to the review of fares.

Recommendation(s)

It is recommended that the Committee:-

- (1) considers the taxi fare review representations received from taxi operators contained in Appendix 1 to this report;
- (2) considers the table illustrating the effect of proposed options, contained in Appendix 2;
- (3) delegates to the Head of Legal & Democratic Services to publish those proposed scales:-
 - (i) Setting out the proposed scales;
 - (ii) Explaining the effect of the proposed scales;
 - (iii) Proposing a date on which the proposed scales are to come into effect; and
 - (iv) inviting representations in writing until the relevant date (as defined in Section 17 of the Act considers the fare scales contained in Appendix 3;
- (4) Notes that the Head of Legal & Democratic Services will prepare a further report on any such representations received by the Council for the consideration of the Licensing Committee or, in the absence of any such representations, to fix the scales and give further notice in accordance with the Act with delegation to set out, and explain the effect of, the scales as fixed and to set the date on which the scales as fixed are to come into effect

Resource Implications

There will be no financial implications to the Council arising from this report. If the scales are changed requiring meter recalibration, there will be an associated cost to taxi operators.

Legal & Risk Implications

There are no direct risk implications arising from the recommendations of this report. There is a statutory requirement to complete the review within 18 months of the previous review undertaken on 3 June 2024.

Impact Assessment

Given the current economic climate any fare increase could be perceived as being disproportionately prejudicial to those most affected by the cost of living crisis. This could consequentially have a negative impact and result in those members of society being denied the use of taxi services due to inaccessible costs

Consultation

The licensing section has consulted directly with every holder of a taxi vehicle licence and has considered the practices and tariffs of several local authorities within Scotland for benchmarking purposes.

1.0 Background

- 1.1 In terms of section 17 of the Civic Government (Scotland) Act 1982 (“the Act”), the licencing authority must fix scales for the fares and other charges in connection with the hire or with the arrangements for the hire of a taxi, within 18 months, beginning on the date on which the scales came into effect. The current scales came into effect on 3 June 2024. The current review was initiated on 12 August 2025.
- 1.2 In fixing scales, the licensing authority may alter fares or other charges or fix fares or other charges at the same rates as they were previously. It should be noted that this exercise applies only to taxis and not to private hire cars.
- 1.3 Before fixing fares or other charges, the licensing authority must review the scales in accordance with Section 17 (4A) of the Act. In carrying out a review, the licensing authority must consult with persons or organisations appearing to be, or to be representative of, the operators of taxis operating within its area and, following such consultation, review the existing scales and propose new scales (whether at altered rates or the same rates). The proposed scales must then be published in a newspaper circulating in this area with an explanation of their effect and an indication of the proposed date on which they are to come into effect. The advert must also invite written representations by the relevant date from anyone wishing to make them. Finally, the committee are required to consider any such representations received before finalising the scales and introducing them.
- 1.4 The last review of taxi fares in Fife Council was in 2023 and it was agreed that there be no increase in fares at that time. Over the interim period it is noted that the cost of living has increased and running costs for operators have risen. There is a continuing impact on drivers, operators and the wider public, in terms of the cost of living crisis. Taking into account the representations of licence holders and the existing fares, the Committee is asked to consider the proposals, as are reflected in the request from Sam Green on behalf of the Taxi Drivers, and which appear to reflect the majority consensus.
- 1.5 In terms of current National Statistics, the current All Items Retail Price Index is set at 4.2% as at August 2025.
- 1.6 Appendix 3 to this report provides a copy of the existing fares.

2.0 Issues and Options

- 2.1 The Civic Government (Scotland) Act 1982 provides that the licensing authority must fix scales for the fares and other charges made in the connection with the hire of a taxi or with the arrangements for its hire. This process requires to be concluded no later than 18 months following the last setting of scales. In Fife, scales were last set in 3 June 2024 and as such this exercise requires to be concluded by the end of December 2025.
- 2.2 The setting of taxi fares is not an exact science but guidance given to Councils by the Traffic Commissioner states that Councils should attempt to calculate the charges and costs that taxi operators face. The current Best Practice Guidance issued by the Scottish Government in May 2023 endorses guidance issued by the Secretary of State in 1982 which in turn notes that “the public interest is better served by ensuring the maintenance of an adequate taxi service by giving the trade a fair return, rather than by depressing fares for social reasons, however understandable.”
- 2.3 Officers and Elected Members of the Regulation & Licensing Committee met with representatives of various Taxi Licensing Associations and individual operators on 27 August 2025 to seek their views on the proposed review of taxi fares and to invite written submissions/responses. Those members in attendance for the Trade were of the view that there should be an increase in the existing fares this year and that the increase should be a fair increase for both operators and the public. The increase proposed is based on

information in the written representations received. In this regard, the consensus view expressed and as supported by the Elected Members attending was that there should be an uplift in relation to Stage 1 levels together with a more significant uplift in relation to Stage 2 levels. The responses received from the trade in response on the consultation are attached at Appendix 1.

- 2.4 Private Hire and Taxi monthly magazine maintains a league table showing the level of taxi fares applying in all UK local authority areas. At present, Fife is 125th out of 341 authorities and sits mid/higher priced in terms of all the Scottish local authority areas (see Appendix 2).
- 2.5 It had previously been agreed that the review of fares would be carried out at twelve monthly intervals and to allow this to be achieved within this timescale, the Committee requires to decide the level of fares or other charges at this meeting.
- 2.6 The Committee can consider the following options:-
- decline to make any changes to the current fare scales and other charges;
 - consider the proposals submitted by the operators for an increase/uplift in fares and/or other charges with particular reference to Stage 1 and Stage 2 uplifts;
 - consider an uplift in fares in line with the current RPI level (see Appendix 4); or
 - make such other alternative changes to the fare levels as the Committee considers expedient, reasonable and proportionate other than those proposed by the operators.

3.0 Conclusions

- 3.1 It is recommended that Committee note all representations received and considered in respect of the taxi fares review and those subsequently received in response to the consultation with operators regarding the proposed fares.
- 3.2 It is recommended that Committee consider the terms of this report and review the fares for the hire of taxis in Fife.

List of Appendices

- Written representations from various taxi operators/taxi association.
- Extract from Private Hire & Taxi Monthly Magazine, September 2025.
- Current Scale of Taxi Fares in Fife.
- Proposed Scale of Taxi Fares in Fife as calculated in relation to current RPI.

Background Papers

The following papers were relied on in the preparation of this report in terms of the Local Government (Scotland) Act, 1973:-

- The Civic Government (Scotland) Act 1982
- The current Taxi Fare Scale, with effect from 3 June, 2024
- Private Hire and Taxi Monthly newspaper
- RPI Statistics from Office of National Statistics

Steven Paterson,
Solicitor and Legal Team Manager – Regulation, Legal Services,
Fife House
Telephone: 03451 55 55 55 + VOIP Number 444221
Email: steven.paterson@fife.gov.uk

Appendix 1

Representations from vehicle operators and taxi trade associations proposing changes to the fare scale tariffs from 1st December 2025:

1. Representation received from Sam Green, Magnum Taxis on 25th August 2025 (Appendix A):

Summarised as follows:

5.5% increase on the flag across all stages

50% increase on additional yardage rates across all stages

2. Representation received from Tony Beattie and Alistair McLelland on 1st September 2025 (Appendix B):

Generally opposed to an increase but if increases are made they would like to see raising either the flag by 40p or yardage cost to 25p at stage 1, not both at once, and distance should remain unchanged.

3. Representation received from James Glen and Linda Holt acting as the East Fife Taxi association on 1st September 2025 with results of a survey of the operators they represent (Appendix C) and proposals for increases received on 2nd September 2025 (Appendix D):

1. Increase in Flag Fare (Stage/Rate 1 & 2)

a. Stage/Rate 1 (daytime): increase to £5.50

b. Stage/Rate 2 (evening/night): increase to £6.00

Rationale: Reflects fixed overheads such as insurance, licensing fees, and compliance costs that apply regardless of mileage.

2. Earlier Start for Stage/Rate 2

a. Change start time from 10:00pm to 8:00pm

Rationale: Evening operating costs (staffing, safety, and demand patterns) justify applying the higher rate earlier, bringing Fife into line with many other authorities.

3. Adjustment to Yardage

a. Reduce the yardage increment by 20 yards

Rationale: Maintains fare value in line with increased fuel and maintenance costs. The ONS shows vehicle maintenance and repair costs rose by 7.3% year-on-year (June 2024–2025).

4. Tariff Increase for Minibuses

a. Apply a 25% uplift on all tariffs for minibuses

Rationale: Minibuses are more expensive to buy, insure, fuel, and maintain. Recent data shows suitable vehicles are £3,000–£6,000 more expensive than three years ago, and Fife Council's 5-year rule forces operators into newer, higher-cost purchases.

4. Representation received from Sean Murphy and Lauren Scott, Taxi Centre, Leven on 1st September 2025 (Appendix E):

Summarised as follows:

**Increase in the flag to £5.00
Shorten the yardage by 10 yards.**

25% increase in fare for 5 or more seats.

Add an incentive for the weekend.

5. Representation received from William Laing, Prompt Taxis, Glenrothes and West Fife, on 1st September 2025 (Appendix F):

Summarised as follows:

Increase flag to £5

Yardage for 20p reduced by 10 yards.

6pm Friday to 6am Monday extra 10 per cent 5 plus seats extra 25per cent

6. Representation received from Muhammad Ul-Haq, Ash Cabs, West Fife, on 2nd September 2025 (Appendix G):

Summarised as follows:

an increment of 35% overall will be better instead of increasing the flag and additional yardage separately.

For the 5+ passengers I would suggest that the fares should be set as stage 3 & Stage 4 prices.



Dear Committee

As always, we are for small annual increases and although it was decided that there should be no increase last year I now believe that we need a substantial fare increase this year to get us back on track and hopefully next year we can get back into a routine of minimal increases which have always been better suited to the operators and the public.

Our customers are not silly, they know prices have to go up, they see supermarket, bus and train fares going up and like everyone they may have an opinion but on the whole they are very understanding.

I will reiterate my comments from previous years that operating taxis is not all about fuel costs! Fuel accounts for between 10 and 13% of an operators costs and although increases affect our profit levels our main concerns, as a fleet company employing staff, are the wages. This may not be the same for the single owner/driver businesses but for us and many other fleet owners it's the ever increasing motor insurance costs, motor maintenance costs, council licensing costs, but the biggest increase to our businesses are the staff wages.

As councillors you are continually asking us to improve our standards so it's up to you to provide us with a reasonable fare structure that will allow us to continue to reinvest in our businesses. In my opinion you cannot expect higher standards without giving us a decent fare increase.

price of cars has risen dramatically and yet the standard of new cars had decreased. In the past I could buy a 6 seater Berlingo for 10k plus VAT now the same car is 22k. we need help!

I Have made up a graph with the current fares and a proposal for the new one.

Yours Truly

Sam Green

	yards per mile	yards to first charge	first charge upto 800	each additional yard after 800	charge for each 150 after 800	FARE PER MILE	
1st Mile	1760	1600	£3.16	150	£0.20	£5.15	STAGE 1L:
Every mile after 1st	1760			150	£0.20	£2.35	
1st Mile	1760	1600	£4.50	150	£0.25	£6.43	STAGE 2:
Every mile after 1st	1760			150	£0.25	£2.93	25% increase on stage 1
1st Mile	1760	1600	£5.40	150	£0.50	£7.72	STAGE 3:
Every mile after 1st	1760			150	£0.50	£3.52	50% increase on stage 1
1st Mile	1760	1600	£6.75	150	£0.55	£9.65	STAGE 4:
Every mile after 1st	1760			150	£0.58	£4.40	50% increase on stage 2

	yards per mile	yards to first charge	first charge upto 800	each additional yard after 800	charge for each 150 after 800	FARE PER MILE	
1st Mile	1760	1600	£3.80	150	£0.30	£6.12	STAGE 1:
Every mile after 1st	1760			150	£0.30	£3.52	
1st Mile	1760	1600	£4.75	150	£0.38	£1.65	STAGE 2:
Every mile after 1st	1760			150	£0.38	£4.40	25% increase on stage 1
1st Mile	1760	1600	£5.70	150	£0.45	£1.98	STAGE 3:
Every mile after 1st	1760			150	£0.45	£5.28	50% increase on stage 1
1st Mile	1760	1600	£7.13	150	£0.56	£11.48	STAGE 4:
Every mile after 1st	1760			150	£0.56	£6.60	50% increase on stage 2

TONY BEATTIE

ALISTER MCLELLAND

TONYS TAXIS

ALI'S TAXIS

31/08/2025

To all member of the committee.

Firstly, I would like to thank those committee members that attended the taxi fare review, and for giving us operators a little leeway to discuss other issues that are affecting the taxi trade. I personal felt you listened to our concerns and did an excellent job engaging with us thank you.

Again, for the record I would not support an increase in the taxi fares, yes us operators are struggling but then so are most people in the country with the cost of living and by increasing cost we run a big risk of pricing ourselves out the market. I often transport elderly passengers who use taxi services because mobility difficulties make buses less accessible for them. As these individuals have limited financial resources, fare increases could adversely affect their ability to travel.

While I know many operators want a price increase, I would only support raising either the flag by 40p or yardage cost to 25p at stage 1, not both at once, and distance should remain unchanged. But again, I would not like to see any fare increases.

Let's look our main competitors and how they charger, I obtained this information from <https://www.phtm.co.uk/taxi-fares-league-tables/2025-08&filter=F>.

These figures are for a 2-mile fare

16 of 251 EDINBURGH £9.00

124 of 251 FIFE £7.60

107 of 251 DUNDEE CITY £7.72

These amounts may fluctuate, as certain providers apply supplementary charges for additional passengers and/or luggage.

Edinburgh tends to have higher costs; however, Fife experiences reduced foot traffic due to its status as a non-tourist centre. Taxi demand I believe in Edinburgh has declined as more individuals choose Uber, which frequently provides rides at lower costs.

Dundee's rates are closer to Fife, but weekend tariffs and extra passenger fees make it more expensive. With Uber now operating there, Dundee risks pricing itself out of the market. See table below to see what they charge for.



DUNDEE CITY COUNCIL - FARES FOR THE HIRE OF TAXIS
FARES 1st DECEMBER 2024

For the first passenger carried:-

CHARGES	TARIFF 1	TARIFF 2	TARIFF 3	TARIFF 4
	DAYTIME	WEEKDAY EVENINGS	WEEKEND EVENINGS	FESTIVE PERIOD
Initial hire not exceeding 4/10th of a mile (704 yards) or 169 seconds of waiting time or a combination of both time and distance	Monday to Sunday 6am to 10pm £4.20	Monday to Thursday 10pm to 6am £4.62	Friday to Sunday 10pm to 6am £5.04	Throughout period £5.88
Each additional 1/10th of a mile (176 yards) or part thereof, or 42 seconds of waiting time or part thereof, or a combination of both time and distance	22p	24p	26p	31p
EXTRAS - ALL TARIFFS				
For each passenger in excess of the first passenger				50p
For each parcel carried in the luggage compartment, boot or rack				50p
FESTIVE PERIOD				
Between 6pm on 24th December until 6am on 27th December and between 6pm on 31st December until 6am on 3rd January				

NB No charge shall be made for a child's perambulator or carriage, any items designed to assist the mobility of users such as wheelchairs or walkers, a bag or bags containing loose groceries or shopping carried in a taxi, whether in the luggage compartment or inside the taxi.

SOILING CHARGE (which results in the vehicle being taken off service for any period of time) Minimum - £25, Maximum - £50

1st December 2024

And yes, Uber operates in Dundee, with the company granted a license to operate in the city by the local council in June 2024. You can use the Uber app to hail a ride for transportation around Dundee.

You can see in both my responses to Edinburgh and Dundee I mention uber why is this? Well, uber do routinely undercut taxi prices affecting the taxi trade, to be frank at times they have a far less than stellar reputation, I believe it is every one's interest to keep them out of fife and by increasing prices we may just price our self out of the market and invite them into fife.

Thank you for taking time to read

this. Tony Beattie Alister

McLelland Tonys Taxis Ali's

Taxis

Introduction and Methodology

The East Fife Taxi Association (EFTA) carried out a survey of licensed taxi drivers and operators in Zone E to gather views on the 2025 Fife Council Taxi Fare Review. The purpose was to provide Councillors with clear, evidence-based feedback from the trade to inform their decision-making.

The survey was hosted on Google Forms and was live from 15 August 2025 until 1 September 2025 at 00:01. It was promoted via the EFTA website (www.eastfife.scot), the official EFTA Facebook page, and through WhatsApp groups used by drivers and operators across East Fife.

In total, 44 responses were received. Respondents included both drivers and operators, with a mix of vehicle owners and non-owners. The survey asked about support for a fare increase, preferred levels of increase, reasons for opposition, key cost pressures, and provided space for additional comments.

The responses have been compiled and are presented in full in the following document. They give a strong indication of the pressures facing the trade, the overwhelming support for a fare increase, and the range of views on how best to structure any adjustment.

Key findings:

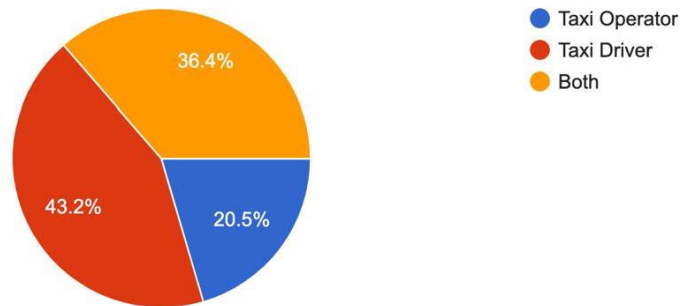
- 84.1% of respondents support a fare increase in the 2025 review.
- The most common preference is for a 20% increase, with others supporting 30% or 10%, and/or suggesting structural changes (e.g. adjusting the flag, yardage, or moving to a per-mile system).
- 9.1% opposed an increase, mainly citing affordability concerns for passengers or fears of losing business.
- Respondents consistently reported cost pressures: higher insurance, rising maintenance and repair bills, vehicle purchase challenges under the 5-year rule, increasing council fees, fuel prices, and staffing costs.
- Written comments show frustration that drivers' earnings are unsustainable, that licensing fees continue to climb, and that the current fare system leaves operators unable to keep pace with inflation and costs.

Conclusion:

The survey demonstrates clear support within the East Fife trade for a fare rise. While some concerns about passenger affordability remain, the majority view is that without an increase, drivers will continue to struggle to cover their costs and many may leave the trade.

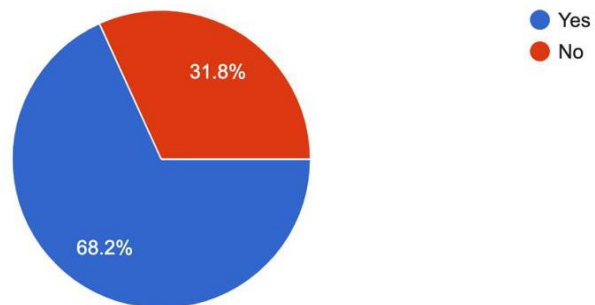
What is your role?

44 responses



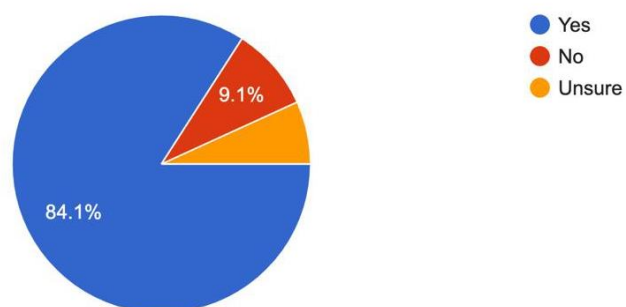
Do you own your own vehicle?

44 responses



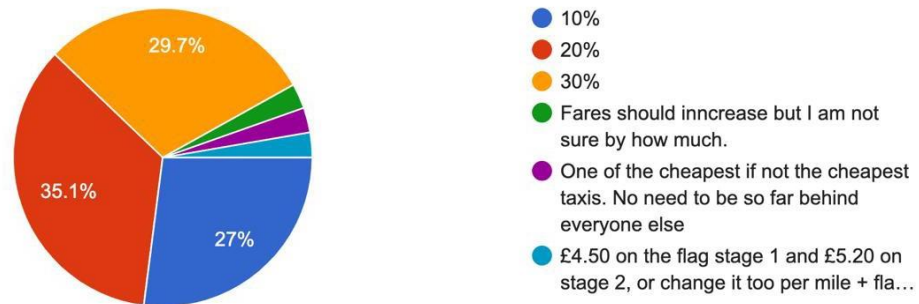
Do you support a fare increase in the 2025 review?

44 responses



If you answered yes, what should the fare increase by?

37 responses



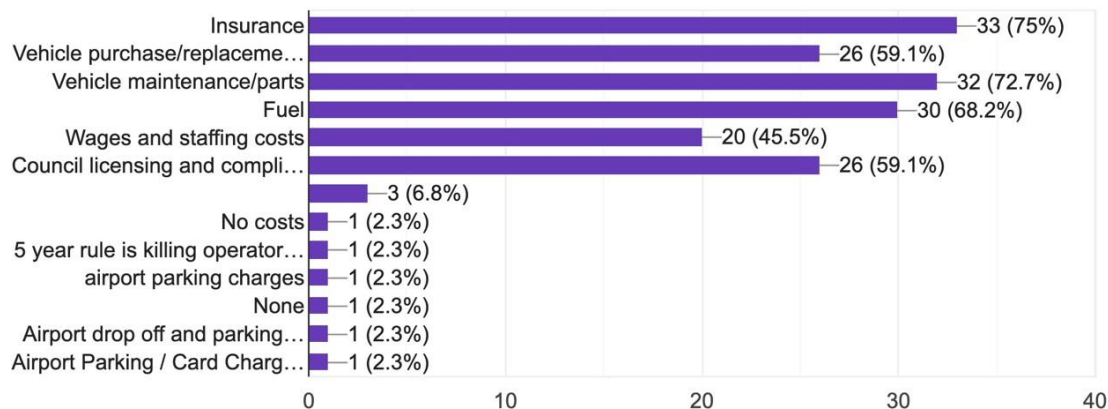
If no, please tell us your main reason

7 responses

- Driving for 2 years earn 60 most days for 8 hours this is bellowing basic wage
- People donot have the same disposable income the used to have. Under 22s having free transport from bus companies across Fife and Scotland
- Cost of living crisis
- Inflation, rising maintenance, vehicle purchase, insurance costs, employers' NI rises, minimum wage rise, rise in Council fees, rise in airport parking charges - and there was no rise in the last taxi fares review
- Too much hassle with meters
- Fares are high enough
- Looks like there has only been one increase since 2019. Costs have risen significantly since the last rise. Vehicle parts +29% labour +21%. Average new vehicle prices up 2018 avg was £27k by 2023 it's £39k. All making it more difficult to maintain income

Which of the following have increased your operating costs in the last year? (Tick all that apply)

44 responses



Any other comments for the fare review

14 responses

- Our running costs have increased across the board. A moderate rise will help cover expenses while still keeping taxis accessible to customers
- Yellow Plates are too expensive, in Belfast the plates are couple of 100 ,personal licence 1000pounds
- People already moan about prices. If fares jump again, they'll phone a pal or just not bother
- Please scrap the 5 year rule or taxis in Fife will sadly disappear.
- The night time economy is evaporating and our drivers are commissioned based. This results in part time drivers leaving the back shift and I am finding it very difficult to get replacement drivers as the money isn't there any more
- Costs just keep going up but the fares haven't matched it. Insurance is sky high, fuel prices never seem to drop proper, and parts n repairs are dearer than ever. Council fees and tests dont help either. We need a fair rise or its no worth sittin on the rank half the time
- It's fine
- New car cost 10k more than last vehicle. My 8k miles servicing has doubled in price!
- Other businesses can increase and decrease their pricing structures in line with inflation yet we are at the mercy of a slow bureaucratic system
- If fares dont go up proper folk will pack it in.
- Licencing introduced a range of fees because their skint yet we aren't allowed to raise prices!
- I run three taxis and although they pay for themselves they do not generate any profit so I am very concerned that if I have a major repair I will not be able to afford the maintenance. I do think fares should increase but I worry that a fare increase could further chase customers away
- I see both sides. Costs are up, but passengers are stretched too. We need to balance it carefully so we don't lose work
- The 5 year rule is out dated and unfair as other councils have scrapped this but we get told every time the councillors don't want to change it. The rule should just be straight no taxi can be older than 10 years as long as it passes it taxi test. An Introduction of maintenance sheets that must be submitted to the council annually would also prove the cars are maintained to a high standard throughout the year

Introduction

St Andrews Taxis welcomes the opportunity to contribute to the statutory review of taxi fares. Since the last fare scale took effect in June 2024, operators and drivers have faced sustained increases in costs, documented by official UK statistics and trade bodies. In addition, there is now a crisis in driver recruitment and retention across Fife. Operators are struggling to attract and keep drivers because low fares make the trade less competitive than other forms of employment.

Proposals

1. Increase in Flag Fare (Stage/Rate 1 & 2)
 - a. Stage/Rate 1 (daytime): increase to £5.50
 - b. Stage/Rate 2 (evening/night): increase to £6.00

Rationale: Reflects fixed overheads such as insurance, licensing fees, and compliance costs that apply regardless of mileage.

2. Earlier Start for Stage/Rate 2
 - a. Change start time from 10:00pm to 8:00pm

Rationale: Evening operating costs (staffing, safety, and demand patterns) justify applying the higher rate earlier, bringing Fife into line with many other authorities.

3. Adjustment to Yardage
 - a. Reduce the yardage increment by 20 yards

Rationale: Maintains fare value in line with increased fuel and maintenance costs. The ONS shows vehicle maintenance and repair costs rose by 7.3% year-on-year (June 2024–2025).

4. Tariff Increase for Minibuses
 - a. Apply a 25% uplift on all tariffs for minibuses

Rationale: Minibuses are more expensive to buy, insure, fuel, and maintain. Recent data shows suitable vehicles are £3,000–£6,000 more expensive than three years ago, and Fife Council's 5-year rule forces operators into newer, higher-cost purchases.

Supporting Evidence

- ONS CPI – Maintenance & Repairs of Personal Transport Equipment (Series D7ED): +7.3% (year to June 2025).
- ONS CPI – Motor Vehicle Insurance (Series L7JE): Still ~42% higher than 2022 baseline despite small easing in 2025.
- Association of British Insurers (ABI): Q2 2025 motor premium tracker – average premiums £562, down 9–10% year-on-year but historically high.
- DESNZ Weekly Fuel Prices: Petrol 134.39p/litre and diesel 142.49p/litre (Aug 2025), down 7–9% year-on-year but still elevated compared to pre-2022.
- National Minimum and Living Wage (from April 2025): £12.21/hr, +6.7%.
- Employer NIC changes (April 2025): NIC rate to 15% and lower threshold to £5,000.
- Aftermarket Online (Jan 2025): Garage labour +2.5%, invoice values +5%+.

- Fife Council Fees (effective April 2025): Operator licence £254, driver licence £76, plus new charges (missed test £15, meter reseal £15, substitutions £30).

References (Full URLs)

- ONS CPI datasets: <https://www.ons.gov.uk/datasets/cpih01/editions/time-series/versions/5>
- Gov.uk – Weekly Road Fuel Prices (DESNZ):
<https://www.gov.uk/government/statistics/weekly-road-fuel-prices>

Gov.uk – National Minimum and Living Wage rates: <https://www.gov.uk/national-minimum-wage-rates>

- UK Parliament briefing – NIC changes (April 2025):
<https://commonslibrary.parliament.uk/research-briefings/cbp-9798/>
- ABI Motor Insurance Premium Tracker (Q2 2025):
<https://www.abi.org.uk/data-and-resources/industry-data/average-motor-insurance-premium-tracker/>
- Aftermarket Online – Garage business performance data (Jan 2025):
https://www.aftermarketonline.net/news/fullstory.php/aid/8004/Garage_business_performance_data.html
- Fife Council – Fees Schedule 2025 (as circulated to operators).

From: [lauren.scott](#)
To: [EnforcementOfficer](#)
Subject: Fares
Date: 01 September 2025 16:20:00

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Craig,

Here are our proposals;

Increase in the flag to

£5.00

Shorten the yardage by 10

yards. 25% for 5 or more

seats.

Add an incentive for the weekend.

Kind regards,

Sean & Lauren

Sent from [Outlook for iOS](#)

This email was scanned by Fife Council

From: [Prompt Taxis](#)
To: [EnforcementOfficer](#)
Subject: Re: Taxi Fares Review - proposals
Date: 01 September 2025 17:44:28

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi

I propose flag to £5

Yardage for 20p reduced by 10 yards.

6pm Friday to 6am Monday extra 10 per cent
5 plus seats extra 25per cent

Thanks
William

On Thu, Aug 28, 2025, 4:29 PM EnforcementOfficer
<EnforcementOfficer@fife.gov.uk> wrote:

From: [Ash Cabs](#)
To: [EnforcementOfficer](#)
Subject: Re: Taxi Fares Review - proposals
Date: 02 September 2025 16:46:43

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hello Craig

Sorry for responding at the last minute but following are my proposals.

I'm my opinion an increment of 35% overall will be better instead of increasing the flag and additional yardage separately.

For the 5+ passengers I would suggest that the fares should be set as stage 3 & Stage 4 prices.

Rest I will go with the suggestions has been made by St Andrews Taxi Operators Representatives, Magnum Taxis and Taxi Centre representatives.

I hope council will take good measures to help the Taxi Operators grow and keep serving our local communities in best possible way.

Regards,

Muhammad Anwar-UI-Haq

THE NATIONAL HACKNEY FARES TABLE

SEPTEMBER 2025

RISE IN 2025	
RISE IN 2024	
RISE IN 2023	
RISE IN 2022	
RISE IN 2021	RISE IN 2017
RISE IN 2020	RISE IN 2015
RISE IN 2019	RISE IN 2013
NO SET FARE	

UPDATED DAILY
www.phtm.co.uk

NATIONAL AVERAGE
2 MILE
HACKNEY FARE
TARIFF ONE
£7.34

POSITION	TARIFF ONE 2 MILE FARE	
	COUNCIL	
1	LONDON (HEATHROW)	£13.60
2	LUTON AIRPORT	£12.60
3	EPSOM & EWELL	£12.00
4	TfL	£12.00
5	GUILDFORD	£10.00
6	JERSEY	£9.65
7	CARADON	£9.60
8	NORTH CORNWALL	£9.60
9	ELMBRIDGE	£9.50
10	CARRICK	£9.20
11	ST ALBANS	£9.15
12	GUERNSEY	£9.10
13	WORTHING	£9.10
14	HERTSMERE	£9.08
15	CHELTENHAM	£9.00
16	EDINBURGH	£9.00

POSITION	TARIFF ONE 2 MILE FARE	
	COUNCIL	
17	MID SUSSEX	£9.00
18	ORKNEY	£9.00
19	READING	£9.00
20	TONBRIDGE & MALLING	£9.00
21	BRENTWOOD	£8.90
22	GLASGOW	£8.90
23	REIGATE & BANSTEAD	£8.90
24	SOUTH OXFORDSHIRE	£8.90
25	STROUD	£8.90
26	UTTLESFORD	£8.90
27	VALE OF WHITE HORSE	£8.90
28	MIDLOTHIAN	£8.80
29	BRIGHTON & HOVE	£8.70
30	RESTORMEL	£8.70
31	SEVENOAKS	£8.70
32	SWINDON	£8.70
33	WOKING	£8.70
34	EAST DEVON	£8.69
35	CAMBRIDGE CITY	£8.60
36	TEST VALLEY	£8.60
37	TUNBRIDGE WELLS	£8.60
38	WEST BERKSHIRE	£8.60
39	BCP	£8.52
40	PENWITH	£8.52
41	ARUN	£ 8.50
42	CLACKMANNAN	£8.50
43	SLOUGH	£8.50
44	COLCHESTER	£8.40
45	EAST LOTHIAN	£8.40
46	EAST SUFFOLK (NORTH)	£8.40
47	EASTLEIGH	£8.40
48	LEEDS	£8.40
49	SOUTHAMPTON	£8.40
50	WATFORD	£8.40
51	DARTFORD	£8.30
52	HUNTINGDONSHIRE	£8.30
53	LINCOLN	£8.30
54	RUNNYMEDE	£8.30
55	SWALE	£8.30
56	TORBAY	£8.30
57	WILTSHIRE	£8.25
58	BASINGSTOKE & DEANE	£8.20
59	BROXBOURNE	£8.20
60	EAST HERTS	£8.20
61	GRAVESHAM	£8.20
62	HART	£8.20
63	MANCHESTER	£8.20
64	NORTH HERTS	£8.20
65	WOKINGHAM	£8.20
66	FOREST OF DEAN	£8.13
67	HASTINGS	£8.10
68	OXFORD CITY	£8.10
69	PLYMOUTH	£8.10
70	MOLE VALLEY	£8.08
71	BRECKLAND	£8.00
72	BUCKINGHAMSHIRE	£8.00
73	CHICHESTER	£8.00
74	COVENTRY	£8.00
75	EAST LINDSEY	£8.00
76	HARLOW	£8.00
77	HORSHAM	£8.00
78	MAIDSTONE	£8.00
79	MEDWAY	£8.00
80	NORTH YORKSHIRE	£8.00
81	NOTTINGHAM	£8.00

POSITION	TARIFF ONE 2 MILE FARE	
	COUNCIL	
82	RIBBLE VALLEY	£8.00
83	RUSHCLIFFE	£8.00
84	SHROPSHIRE	£8.00
85	SOUTH AYRSHIRE	£8.00
86	SOUTH GLOUCESTER	£8.00
87	TANDRIDGE	£8.00
88	TORRIDGE	£8.00
89	YORK	£8.00
90	HINCKLEY & BOSWORTH	£7.90
91	IPSWICH	£7.90
92	ROTHER	£7.90
93	STEVENAGE	£7.85
94	ADUR	£7.80
95	BRACKNELL FOREST	£7.80
96	DORSET	£7.80
97	EASTBOURNE	£7.80
98	GLOUCESTER	£7.80
99	LEICESTER	£7.80
100	NORTH SOMERSET	£7.80
101	ROCHFORD	£7.80
102	RUSHMOOR	£7.80
103	SOUTHEND ON SEA	£7.80
104	SOUTH HAMS	£7.80
105	STOCKPORT	£7.80
106	SURREY HEATH	£7.80
107	WAVERLEY	£7.80
108	MELTON	£7.75
109	DUNDEE CITY	£7.72
110	CHELMSFORD	£7.70
111	DACORUM	£7.70
112	HIGH PEAK	£7.70
113	WEALDON	£7.70
114	STRATFORD ON AVON	£7.68
115	NORTH TYNESIDE	£7.65
116	RENFREWSHIRE	£7.65
117	WARWICK	£7.65
118	SHETLAND ISLES	£7.62
119	ASHFORD	£7.60
120	BIRMINGHAM	£7.60
121	BRISTOL	£7.60
122	CONWY	£7.60
123	DUMBARTON & VALE OF LEVEN	£7.60
124	EAST AYRSHIRE	£7.60
125	FIFE	£7.60
126	GREAT YARMOUTH	£7.60
127	ISLE OF MAN	£7.60
128	KERRIER	£7.60
129	KINGS LYNN & WEST NORFOLK	£7.60
130	MONMOUTHSHIRE	£7.60
131	SCOTTISH BORDERS	£7.60
132	SOMERSET	£7.60
133	THREE RIVERS	£7.60
134	WEST SUFFOLK	£7.60
135	WEYMOUTH & PORTLAND	£7.60
136	WINCHESTER	£7.60
137	BATH & N. E. SOMERSET	£7.50
138	MILTON KEYNES	£7.55
139	BEDFORD	£7.50
140	CARDIFF	£7.50
141	CHESTER	£7.50
142	EPPING FOREST	£7.50
143	EXETER	£7.50
144	GOSPORT	£7.50
145	MID SUFFOLK	£7.50
146	SHEFFIELD	£7.50

POSITION	TARIFF ONE 2 MILE FARE	
	COUNCIL	
147	SOUTH NORFOLK	£7.50
148	TAMESIDE	£7.50
149	THANET	£7.50
	BRAINTREE	£7.40
151	CANTERBURY	£7.40
152	EAST HAMPSHIRE	£7.40
153	EAST RENFREW	£7.40
154	LEWES	£7.40
	LIVERPOOL	£7.40
156	PORTSMOUTH UA	£7.40
157	SOLIHULL	£7.40
158	STAFFORD	£7.40
159	TEWKESBURY	£7.40
	WEST OXFORD	£7.40
161	NEW FOREST	£7.35
162	NEWARK & SHERWOOD	£7.32
163	BLACKBURN	£7.30
164	DURHAM COUNTY COUNCIL	£7.30
	KINGSTON-UPON-HULL	£7.30
166	NORTH DEVON	£7.30
167	NORTH KESTEVEN	£7.30
168	NORWICH	£7.30
169	SOUTH CAMBRIDGE	£7.30
	VALE OF GLAMORGAN	£7.30
171	CENTRAL BEDFORDSHIRE	£7.25
172	MORAY	£7.26
173	TEIGNBRIDGE	£7.26
174	NUNEATON & BEDWORTH	£7.25
	BASILDON	£7.20
176	CASTLE POINT	£7.20
177	DERBY	£7.20
178	FAREHAM	£7.20
179	HAVANT	£7.20
	LUTON	£7.20
181	NORTH EAST LINCOLNSHIRE	£7.20
182	NORTH WARWICK	£7.20
183	SUNDERLAND	£7.20
184	SOUTH LAKELAND	£7.20
	WEST NORTHANTS	£7.20
186	CHESTERFIELD	£7.16
187	TAMWORTH	£7.14
188	ARGYLL & BUTE	£7.13
189	CANNOCK CHASE	£7.10
	COTSWOLD	£7.10
191	CRAWLEY	£7.10
192	DOVER	£7.10
193	HIGHLAND	£7.10
194	ISLE OF WIGHT	£7.10
	OLDHAM	£7.10
196	RUGBY	£7.10
197	WINDSOR & MAIDENHEAD	£7.10
198	HARBOROUGH	£7.09
199	ABERDEENSHIRE	£7.06
	BABERGH	£7.00
201	BROMSGROVE	£7.00
202	CARLISLE	£7.00
203	CARMARTHENSHIRE	£7.00
204	INVERCLYDE	£7.00
	MACCLESFIELD	£7.00
206	NEWPORT	£7.00
207	PEMBROKESHIRE	£7.00
208	SWANSEA	£7.00
209	WELWYN HATFIELD	£7.00
	COMHAIRLE NAN EILEAN SIAR	£7.00
211	SANDWELL	£6.92

POSITION	TARIFF ONE 2 MILE FARE	
	COUNCIL	
212	BURY	£6.90
213	CLYDEBANK	£6.90
214	FYLDE	£6.90
	NEWCASTLE UNDER LYME	£6.90
216	EAST DUNBARTONSHIRE	£6.90
217	WORCESTER CITY	£6.90
218	PERTH & KINROSS	£6.82
219	ABERDEEN CITY	£6.80
	BARROW IN FURNESS	£6.80
221	BLACKPOOL	£6.80
222	BOSTON	£6.80
223	BRIDGEND	£6.80
224	BROXTOWE	£6.80
	CEREDIGION	£6.80
226	EAST CAMBRIDGESHIRE	£6.80
227	EAST STAFFORDSHIRE	£6.80
228	EAST SUFFOLK (SOUTH)	£6.80
229	EDEN	£6.80
	ELLESMERE PORT	£6.80
231	MANSFIELD	£6.80
232	MID DEVON	£6.80
233	NORTH NORFOLK	£6.80
234	NORTH NORTHANTS	£6.80
	S. LANARKSHIRE (CAMBUS/R. GLEN)	£6.80
236	SOUTH STAFFORDSHIRE	£6.80
237	TENDRING	£6.80
238	TRAFFORD	£6.80
239	WEST Lothian	£6.80
	WIGAN	£6.80
241	WIRRAL	£6.80
242	WOLVERHAMPTON	£6.80
243	CHARNWOOD	£6.75
244	WALSALL	£6.75
	MALVERN HILLS	£6.72
246	ANGUS	£6.70
247	BLABY	£6.70
248	CONGLETON	£6.70
249	OADBY & WIGSTON	£6.70
	ROTHERHAM	£6.70
251	STIRLING	£6.70
252	DUDLEY	£6.60
253	FOLKESTONE & HYTHE	£6.60
254	KNOWSLEY	£6.60
	LANCASTER	£6.60
256	NORTH LINCOLNSHIRE	£6.60
257	S. LANARKSHIRE (E. KILBRIDE)	£6.60
258	SOUTH TYNESIDE	£6.60
259	ST HELENS	£6.60
	WAKEFIELD	£6.60
261	BASSETLAW	£6.50
262	CALDERDALE	£6.50
263	DUMFRIES & GALLOWAY	£6.50
264	EREWASH	£6.50
	GEDLING	£6.50
266	HALTON	£6.50
267	ROSSENDALE	£6.50
268	SEFTON	£6.50
269	TORFAEN	£6.50
	DONCASTER	£6.48
271	HYNDBURN	£6.42
272	BLAENAU GWENT	£6.40
273	COUNTY OF HEREFORD	£6.40
274	CREWE & NANTWICH	£6.40
	DERBYSHIRE DALES	£6.40
276	NORTH AYRSHIRE	£6.40

POSITION	TARIFF ONE 2 MILE FARE	
	COUNCIL	
277	NORTHUMBERLAND	£6.40
278	SALFORD	£6.40
279	WEST LINDSEY	£6.40
	WYRE	£6.38
281	WARRINGTON	£6.35
282	ANGLESEY	£6.30
283	BARNSEY	£6.30
284	DARLINGTON	£6.30
	GATESHEAD	£6.30
286	SOUTH HOLLAND	£6.30
287	SOUTH RIBBLE	£6.30
288	REDDITCH	£6.25
289	CHORLEY	£6.20
	COPELAND	£6.20
291	FALKIRK	£6.20
292	FENLAND	£6.20
293	NEWCASTLE-UPON-TYNE	£6.20
294	S. LANARKSHIRE (HAMILTON)	£6.20
	SPELTHORNE	£6.20
296	WYCHAVON	£6.20
297	WYRE FOREST	£6.14
298	BRADFORD	£6.10
299	NEATH PORT TALBOT	£6.10
	S. LANARKSHIRE (CLYDESDALE)	£6.10
301	NORTHERN IRELAND	£6.06
302	ALLERDALE	£6.00
303	BOLTON	£6.00
304	DENBIGHSHIRE	£6.00
	GWYNEDD	£6.00
306	KIRKLEES	£6.00
307	NORTH WEST LEICESTER	£6.00
308	PETERBOROUGH	£6.00
309	POWYS	£6.00
	PRESTON	£6.00
311	RHONDDA CYNON TAFF	£6.00
312	TELFORD & WREKIN	£6.00
313	THURROCK	£6.00
314	HARTLEPOOL	£5.90
	NORTH LANARKSHIRE	£5.90
316	STOKE-ON-TRENT	£5.90
317	VALE ROYAL	£5.90
318	EAST RIDING	£5.85
319	AMBER VALLEY	£5.80
	FLINTSHIRE	£5.80
321	LICHFIELD	£5.80
322	MERTHYR TYDFIL	£5.80
323	NORTH EAST DERBYSHIRE	£5.75
324	CAERPHILLY	£5.70
	STOCKTON ON TEES	£5.70
326	ASHFIELD	£5.60
327	MIDDLESBROUGH	£5.60
328	WREXHAM	£5.60
329	PENDLE	£5.50
	REDCAR & CLEVELAND	£5.50
331	ROCHDALE	£5.50
332	SOUTH KESTEVEN	£5.30
333	STAFFS MOORLANDS	£5.20
334	WEST LANCASHIRE	£5.20
	CHERWELL	£5.08
336	BURNLEY	£5.00
337	BOLSOVER	£4.60
338	MALDON	N.S.F.
339	RUTLAND	N.S.F.
	SOUTH DERBYSHIRE	N.S.F.
341	WEST DEVON	N.S.F.



Stage 1	
For hirings between 6.00am and 10.00pm	
Up to 600 yards (549 metres)	£3.60
For each additional 150 yards (137 metres) or uncompleted part thereof	£0.20
Stage 2	
For hirings between 10.00pm and 6.00am or where the hire extends beyond Fife s boundary	
Up to 600 yards (549 metres)	£4.50
For each additional 150 yards (137 metres) or uncompleted part thereof	£0.25
Waiting Time	£0.20
Each period of 48 seconds	(£15 per hr)

Extra Charges	
Christmas/New Year For hirings between 6.00am and 10.00pm on 25th and 26th December and 1st and 2nd January and for hirings between 6.00pm and 10.00pm on 24th and 31st December	Plus 50% on Stage 1 rate
For hirings between 10.00pm and 6.00am on 24th, 25th and 31st December and 1st January	Plus 50% on Stage 2 rate
Excess Load - Excess or abnormal luggage or load	Maximum charge £5.00
Soiling Charge - anyone soiling a taxi is liable to this charge	£60.00

N.B. The approved scale of fares are deemed by the Customs and Excise to be V.A.T. inclusive for the purposes of V.A.T. registered taxi operators.

These fares are effective from 3rd June 2024

THIS PLATE TO BE DISPLAYED IN THE TAXI OR PRIVATE HIRE CAR IF FITTED WITH A TAXIMETER



Civic Government (Scotland) Act 1982
**FARE PLATE FOR TAXIS AND PRIVATE HIRE CARS
 FITTED WITH A TAXI METER**



Stage 1		Extra Charges	
For hirings between 6.00am and 10.00pm			
Up to 600 yards (549 metres)	£3.75	Christmas/New Year	Plus 50% on Stage 1 rate
For each additional 150 yards (137 metres) or uncompleted part thereof	£0.21	For hirings between 6.00am and 10.00pm on 25th and 26th December and 1st and 2nd January and for hirings between 6.00pm and 10.00pm on 24th and 31st December	
Stage 2		For hirings between 10.00pm and 6.00am on 24th, 25th and 31st December and 1st January	Plus 50% on Stage 2 rate
For hirings between 10.00pm and 6.00am or where the hire extends beyond Fife's boundary		Excess Load - Excess or abnormal luggage or load	Maximum charge £5.00
Up to 600 yards (549 metres)	£4.69	Soiling Charge - anyone soiling a taxi is liable to this charge	£60.00
For each additional 150 yards (137 metres) or uncompleted part thereof	£0.26		
Waiting Time			
Each period of 48 seconds	£0.21 (£15 per hr)		

N.B. The approved scale of fares are deemed by the Customs and Excise to be V.A.T. inclusive for the purposes of V.A.T. registered taxi operators.

These fares are effective from 1st December 2025

THIS PLATE TO BE DISPLAYED IN THE TAXI OR PRIVATE HIRE CAR IF FITTED WITH A TAXIMETER

Annual Taxi/Private Hire Car Inspection Report for July & August 2025 - Kirkcaldy Zone

Report by: Billy Ferguson, Service Manager, Fleet Operations

Wards Affected: 10, 11, 12 & 13

Purpose:

To advise the Committee of the outcome of the Annual Taxi and Private Hire Car Inspection Tests for the Kirkcaldy Zone.

Recommendation:

It is recommended that the Committee takes any steps it deems appropriate.

Resource Implication:

Arrangements may have to be made for attendance at open days.

Legal & Risk Implications:

None

Policy & Impact Assessment:

None

Consultation:

None

1.0 Background

- 1.1 This report gives details of the results of the inspections carried out on vehicles operating in Kirkcaldy Zone in July & August 2025.
- 1.2 Of the 115 vehicles licensed in Kirkcaldy, 113 passed first time, which equates to 98%, 2 failed and passed on re-test equating to 2%. The percentage pass rate in 2024 was 97%.
- 1.3 Summaries of the results and failures are attached in Appendix 1 to this report.

2.0 Issues and Options

- 2.1 The Committee, may deem it appropriate to:
- subject those vehicles failing the test to a random test;
 - invite those operators whose vehicles failed the test to a meeting with the Convener and Vice-Convener of the Committee to discuss their maintenance procedures;
 - request that those operators failing the test attend an open day at Fleet Operations; or
- consider whether or not to hold Hearings under paragraph 11 of Schedule 1 to the Civic Government (Scotland) Act 1982 which relates to suspension of the licences

3.0 Conclusions

- 3.1 The first-time pass rate has increased from 2024. The Operators should be congratulated for their first-class efforts in continuing to maintain their cars to a very high standard.

List of Appendices

Hackney Carriage Test Reports for 115 vehicles.

Report Contact

Billy Ferguson
Service Manager
Fleet Operations
Bankhead Central
Bankhead Park
Glenrothes
KY7 6GH

Telephone: 08451 55 55 55, Ext. 441753
E-mail: Billy.Ferguson@fife.gov.uk

**FIFE COUNCIL
FLEET OPERATIONS
ANNUAL TAXI / PRIVATE HIRE CAR INSPECTION
FOR THE KIRKCALDY SECTOR**

APPENDIX 1

Name	Pl. No.	Date of Reg.	Make	Model	Date of Test	Result
AHMAD, Dawood	T054	09/03/2018	SKODA	OCTAVIA	07/08/2025	PASS
ALLAN, William	T050	31/12/2019	DACIA	LOGAN	12/08/2025	PASS
ALLISON, John	P018	26/01/2022	VOLKSWAGEN	PASSAT	18/07/2025	PASS
BALFOUR, Ian	T006	09/12/2016	VAUXHALL	INSIGNIA	20/08/2025	PASS
	T007	18/07/2019	FORD	MONDEO	22/08/2025	PASS
BRAID, William	T053	14/03/2022	DACIA	JOGGER	21/08/2025	PASS
CAMERON, Stephen	T041	13/12/2022	SKODA	OCTAVIA	06/08/2025	PASS
CATHIE, David	T066	30/04/2018	DACIA	LOGAN	09/08/2025	PASS
CHRISTENSEN, Peter	T020	31/12/2020	MG	ZS EXCLUSIVE	06/08/2025	PASS
CROSSAN, Alexander	P057	26/09/2020	MERCEDES-BENZ	E 220	22/08/2025	PASS
	T045	29/03/2018	MERCEDES	C220 SPORT D AUTO	26/08/2025	PASS
CUMMINGS, Fred	T018	21/06/2019	BMW	520D	20/08/2025	PASS
CUMMINGS, Margaret	T038	31/05/2017	MERCEDES	C220D	19/08/2025	PASS
DEAS, Graeme	T009	06/03/2023	SKODA	OCTAVIA	27/08/2025	PASS
DICKSON, Ryan	T016	31/03/2017	FORD	MONDEO	13/08/2025	PASS
DOJA, Radu-Silviu	P036	16/11/2017	FORD	MONDEO	13/08/2025	PASS
DRUMMOND, Andrew	T063	28/03/2018	SEAT	TOLEDO	07/08/2025	PASS
DUNCAN, Ian	T022	12/06/2019	SEAT	LEON	15/08/2025	PASS
	T027	13/09/2023	SKODA	SCALA	27/08/2025	PASS
	P024	31/10/2024	SKODA	OCTAVIA	06/07/2025	PASS
RAITH TAXIS LIMITED,	T065	06/04/2021	SKODA	OCTAVIA	09/07/2025	PASS

CHANDLER, Chris	T046	27/06/2023 SKODA	SCALA	05/08/2025	PASS
ELLIS, Fiona	T013	27/06/2023 SKODA	SCALA	06/08/2025	PASS
ELLIS, Gordon	T011	31/01/2020 SKODA	SCALA	05/08/2025	PASS
	T052	23/08/2019 DACIA	LOGAN	07/08/2025	PASS
	T056	14/04/2021 SKODA	OCTAVIA	08/08/2025	PASS
PICKARD, Neil	P066	11/05/2018 DACIA	LOGAN	05/08/2025	PASS
FORRESTER, Robert	T029	06/10/2018 SKODA	OCTAVIA	20/08/2025	PASS
	T030	23/09/2019 VAUXHALL	INSIGNIA	05/08/2025	PASS
GERRARD, Ralph	P087	31/10/2023 VAUXHALL	VIVARO	15/08/2025	PASS
GOODSIR, Gordon	T008	09/04/2019 SKODA	OCTAVIA	19/08/2025	PASS
HAMILTON, Ross	T023	14/02/2020 SKODA	OCTAVIA	19/08/2025	PASS
HOPGOOD, Kevin	P002	20/04/2018 VOLKSWAGEN	CADDY MAXI	12/08/2025	PASS
	T004	17/11/2015 VOLKSWAGEN	CADDY MAXI	27/08/2025	PASS
	T014	31/07/2020 SEAT	ALHAMBRA	08/08/2025	PASS
	T047	19/05/2017 SKODA	OCTAVIA	12/08/2025	PASS
	T062	30/03/2019 DACIA	LOGAN	29/07/2025	PASS
HUNTER, Dawn	T031	02/09/2021 SEAT	LEON	14/08/2025	PASS
HUTCHISON, John	T043	25/03/2020 FORD	FOCUS	13/08/2025	PASS
JOHAL, Gurvinder	P005	28/07/2017 SKODA	OCTAVIA	06/08/2025	PASS
	P035	28/11/2019 SKODA	OCTAVIA	13/08/2025	PASS
	T036	06/02/2020 SKODA	OCTAVIA	14/08/2025	PASS
	T037	24/08/2020 SKODA	OCTAVIA	08/08/2025	PASS
	T060	03/07/2020 SEAT	LEON	21/08/2025	PASS
PEDEN, Dale	P019	27/03/2020 DACIA	LOGAN	26/08/2025	PASS
SINGH, Parminder	T033	18/02/2019 SKODA	OCTAVIA	20/08/2025	PASS
SINGH, Surinder	T067	09/03/2021 VOLKSWAGEN	TOURAN	19/08/2025	PASS
KIRKCALDY CABS LIMITED	P025	30/05/2025 FORD	TOURNEO	21/07/2025	PASS
	P003	25/05/2021 SKODA	OCTAVIA	15/07/2025	PASS
	P004	01/03/2025 FORD	TOURNEO	22/07/2025	PASS
	P008	11/03/2020 FORD	TOURNEO	16/07/2025	PASS

	P013	01/09/2020 FORD	TOURNEO	15/07/2025	PASS
	P103	06/05/2022 FORD	INDEPENDENCE	25/07/2025	PASS
	T012	30/03/2023 TOYOTA	COROLLA	15/07/2025	PASS
	T015	31/03/2023 TOYOTA	COROLLA	22/07/2025	PASS
	T021	27/09/2017 HYUNDAI	I40	22/07/2025	PASS
	T035	27/03/2019 VOLKSWAGEN	CADDY MAXI	16/07/2025	PASS
	T048	31/03/2023 TOYOTA	COROLLA	16/07/2025	PASS
	T059	20/07/2023 TOYOTA	COROLLA	17/07/2025	PASS
	T061	04/01/2024 TOYOTA	COROLLA	17/07/2025	PASS
	T068	20/12/2019 VOLKSWAGEN	CADDY MAXI	22/07/2025	PASS
	T070	24/09/2021 TOYOTA	COROLLA	25/07/2025	PASS
	T024	07/09/2018 HYUNDAI	I40	17/07/2025	PASS
KRUMP, Ronald	T025	22/07/2020 TOYOTA	COROLLA	20/08/2025	PASS
MACKAY, Alexander	P001	31/03/2018 MERCEDES	VITO	06/08/2025	PASS
	P007	12/01/2024 MERCEDES	VITO	06/08/2025	PASS
MAHADY, Lee	P038	31/07/2019 FORD	TOURNEO	22/08/2025	PASS
	P044	09/08/2022 SKODA	OCTAVIA	22/08/2025	PASS
MATTHEWSON, George	T064	31/12/2023 SKODA	SUPERB	08/07/2025	PASS
MCCALLUM, David	T058	30/09/2023 SKODA	SUPERB	26/08/2025	PASS
PEARSON, Robert	T040	31/12/2019 DACIA	LOGAN	21/08/2025	PASS
MCCRABBE, Andrew	T051	30/04/2021 SKODA	OCTAVIA	22/08/2025	PASS
MCMILLAN, Ian	T024	19/12/2024 SKODA	OCTAVIA	19/08/2025	PASS
O'CONNOR, Andrew	T010	22/12/2023 VW	CADDY MAXI	06/08/2025	PASS
OGDEN, Richard	P010	10/05/2018 FORD	TOURNEO	12/08/2025	PASS
PEARSON, Graham	P016	31/07/2020 TOYOTA	PRIUS	26/08/2025	PASS
	T028	21/09/2018 SKODA	OCTAVIA	14/08/2025	PASS
PORTER, Alan	T032	25/11/2021 SKODA	OCTAVIA	19/08/2025	PASS
	P069	26/05/2021 SKODA	OCTAVIA	19/08/2025	PASS

PORTER, Alan Robert	T019	07/09/2021 SKODA	SUPERB	15/08/2025	PASS
PSYL, Stephen	P011	15/04/2019 SKODA	OCTAVIA	22/08/2025	PASS
	P021	01/04/2015 FORD	TOURNEO	05/08/2025	PASS
	P033	05/12/2023 SKODA	OCTAVIA	21/08/2025	PASS
	P070	10/03/2020 SKODA	OCTAVIA	12/08/2025	PASS
RIZWANULLAH, Ibadullah	T044	31/05/2017 SKODA	OCTAVIA	14/08/2025	PASS
RODGER, Brian	T034	01/09/2023 SKODA	OCTAVIA	15/08/2025	PASS
SKINNER, Helen Louise	T069	06/03/2020 VOLKSWAGEN	CADDY MAXI	08/08/2025	PASS
SMART, Colin	T017	23/09/2021 NISSAN	LEAF	13/08/2025	PASS
STEELE, Derek	T005	02/09/2021 SKODA	SUPERB	21/08/2025	PASS
	P027	20/07/2021 MERCEDES	VITO	17/08/2025	PASS
STEELE, Robert	T001	30/12/2020 SKODA	OCTAVIA	12/08/2025	PASS
TARKOCIN, Mehmet	P015	30/09/2023 MG	ZS TROPHY CONNECT EV	12/08/2025	PASS
TAXI CENTRAL LTD	P022	27/07/2020 SKODA	OCTAVIA	15/07/2025	PASS
	P047	24/02/2023 SKODA	SCALA	22/07/2025	PASS
	P043	07/06/2024 SKODA	OCTAVIA	18/07/2025	PASS
	P014	16/02/2023 SKODA	SCALA	16/07/2025	PASS
	P023	04/06/2024 SKODA	OCTAVIA	18/07/2025	PASS
	P041	10/06/2024 SKODA	OCTAVIA	22/07/2025	PASS
	P048	16/02/2023 SKODA	SCALA	15/07/2025	PASS
	P065	16/02/2023 SKODA	SCALA	17/07/2025	PASS
	P068	02/09/2024 SKODA	OCTAVIA	17/07/2025	PASS
	P074	04/09/2024 SKODA	OCTAVIA	15/07/2025	PASS
	P075	16/11/2023 SKODA	SCALA	16/07/2025	PASS
	P077	30/07/2021 FORD	TOURNEO	17/07/2025	PASS
	P094	29/09/2022 MG	5 EXCITE	16/07/2025	PASS
	P096	10/06/2021 MERCEDES	C300	18/07/2025	PASS
WILLIAMSON, Andrew	T002	31/08/2019 DACIA	LOGAN	26/08/2025	PASS
WYLIE, Arthur	T026	19/11/2019 VOLKSWAGEN	PASSAT	21/08/2025	PASS

YOUNGER, Harry	P029	30/10/2020 CITROEN	BERLINGO	05/08/2025	PASS
	P071	25/06/2018 CITROEN	BERLINGO	20/08/2025	FAIL
	T039	21/03/2019 KIA	OPTIMA	22/08/2025	PASS
	T042	16/07/2018 KIA	OPTIMA	14/08/2025	PASS
	T049	29/11/2019 KIA	OPTIMA	08/08/2025	PASS
	T057	23/06/2017 KIA	OPTIMA	12/08/2025	FAIL

**FIFE COUNCIL
FLEET OPERATIONS
ANNUAL TAXI / PRIVATE HIRE CAR INSPECTION
FAULTS FOR THE KIRKCALDY SECTOR**

Name	Date of Reg	Plate No.	Faults
YOUNGER, Harry	25/06/2018	P071	<p>Mileage at Fail - 102438 Mileage at Re-test - 102508 1. N/S/F inner arch trim insecure 2. N/S track-rod insecure 3. N/S headlight inoperable Advisory: Dampness at N/S of engine O/S outer cv boot insecure Exterior not clean when presented PLATES REMOVED</p>
YOUNGER, Harry	23/06/2017	T057	<p>Mileage at Fail - 198584 Mileage at Re-test - 198594 1. N/S/R tyre has cut to cord 2. N/S/F track rod end split pin missing 3. Roof light not working PLATES REMOVED</p>