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Date: 29 January 2019

Dear Sir/Madam

You are invited to the following meeting:

Environment and Transport Committee
Council Chamber, Town Hall, Lerwick
Tuesday 5 February 2019 at 10am

Apologies for absence should be notified to Leisel Malcolmson, at the above number.

Yours faithfully

Executive Manager – Governance and Law

Chair: R Thomson
Vice Chair: R McGregor

AGENDA

- (a) Hold circular calling the meeting as read.
- (b) Apologies for absence, if any.
- (c) Declarations of Interest - Members are asked to consider whether they have an interest to declare in relation to any item on the agenda for this meeting. Any Member making a declaration of interest should indicate whether it is a financial or non-financial interest and include some information on the nature of the interest. Advice may be sought from Officers prior to the meeting taking place.

- d) Confirm the minutes of the meeting held on 11 December 2018 (enclosed).
- 1. Exception from Contract Standing Orders – Purchase of Dumper for Gremista Waste Management Centre and Landfill
ES-01
- 2. Taxi Tariff Review
DV-03

The following item contains EXEMPT information

- 3. Infrastructure Services Department – Executive Management Restructure
ISD-01



Shetland Islands Council

MINUTE

A&B - PUBLIC

Environment and Transport Committee
Council Chamber, Town Hall, Lerwick
Tuesday 11 December 2018 at 3.30pm

Present:

P Campbell	S Coutts
C Hughson	S Leask
A Manson	R McGregor
A Priest	D Sandison
G Smith	R Thomson

Apologies:

None.

In Attendance (Officers):

J Smith, Director of Infrastructure Services
D Coupe, Executive Manager - Roads
M Craigie, Executive Manager – Transport Planning
C Bragg, Team Leader – Waste Management
R Williamson - Acting Energy Recovery Plant Engineer
A Inkster, Team Leader – Port Engineering
B Robb, Management Accountant
K Collins, Senior Assistant Accountant
J Macleod, Performance & Improvement Adviser
P Sutherland, Solicitor
B Kerr, Communications Officer
L Malcolmson, Committee Officer

Chair:

Mr Thomson, Chair of the Committee, presided.

Circular:

The circular calling the meeting was held as read.

Declarations of Interests

None

Minutes

The Committee approved the minutes of the meeting held on 2 October 2018 on the motion of Mr Leask, seconded by Mr Campbell, with the exception of the following:

Last sentence – change “10.30pm” to read “10.30am”.

29/18 **Infrastructure Services Directorate Performance Report - 6 Month/2nd Quarter 2018/19**

The Committee considered a report by the Director of Infrastructure Services (ISD-11-18-F) that summarised the activity and performance of the Infrastructure Directorate for the second quarter of 2018/19.

The Director of Infrastructure Services introduced the report and advised on the Risk and Service Challenges set out in section 4 and that the Team Leader – Waste Management was present to answer any questions specifically on the roll out of the recycling programme, as requested at the last meeting.

(Mr G Smith attended the meeting)

The Team Leader – Waste Management provided a detailed update on the tonnages collected to 31 October 2018 which included one collection from Lerwick. It was noted that an update at quarter three would provide more data across every area. He spoke of the logistical undertaking and the issues that arose during the roll out. The Team Leader – Waste Management explained that the construction of the shed had been delayed for a number of reasons including planning, due to an objection, and also drainage problems on the site. It was noted however that a contractor had been appointed and the recycling shed should be completed by the end of the summer. The Team Leader – Waste Management also commented on the current arrangement for bailing and shipping of the recyclates, and reported that there was no gate fee for the plastic and cans and there had been a rebate on paper and card as a result of the good quality materials being shipped. He explained that there had been market fluctuations but the quality of the material meant that a good price was achieved and these factors had resulted in a saving of £11/tonne versus incineration. The Director of Infrastructure Services added that the overall savings would not be achieved until after the recycling shed had been completed.

In responding to questions the Team Leader – Waste Management advised that 70-75% of recycling was now from kerbside collection and the bring sites had been retained for glass recycling. He added that there is an issue with regard to the use of communal points and this would continue to be monitored to encourage people to continue to recycle.

In terms of rolling out recycling to the business sector the Team Leader – Waste Management advised that would take place early in the new year as there were resource limitations over the Christmas period with seasonal activities taking priority. He explained that bins would be distributed to all businesses before April 2019, following a piece of work to establish the size of bins required to suit the business activity.

The Chair invited the Team Leader – Waste Management to return in three months with a further update.

Reference was made to employment of apprenticeships and the evidence available that apprentices were being employed by contractors as required under the terms of procurement tender arrangements. The Director of Infrastructure Services agreed to circulate an update to Members following

the meeting. It was further commented that apprenticeships were a means of growing your own workforce. Officers were asked what was being done to develop the Council's young workforce. It was suggested that the previous graduate placement scheme was based around project work but more should be done on developing an appropriate level of skilled staff to start filling the vacancies available. The Committee were advised that a number of the graduate placements are still in the Council working their way up the ranks and that the scheme had made a useful contribution at that time.

In noting an intimation from Sustrans that there had be no funding provided in Shetland in 2018, Officers were asked if there were any plans for projects to put forward in 2019. The Executive Manager – Transport advised that contact had been made in regard to an officer on sustainable travel. He advised that the role of Embedded Active Travel Officer was a post that exists in other Regional Transport Partnership and there was an opportunity to work with NHS, Council and HIE to secure funding for projects. He said that there was £100k available and it was hoped that projects would be prepared to put forward in the next financial year. Members were advised that the Roads Services had a group looking at active travel and travel to schools. It was noted however that to attract Sustrans funding there needs to be 50% match funding by the Council. During further discussion on this matter it was also suggested that Community Groups may be able to attract funding in a different way and that the Council could support these groups in achieving the same result. Officers gave the Hoswick path as an example of where the Roads Service was involved with the Community in the design of the project. The Committee were further advised that there are other sources of funding to apply for.

Under paragraph 4.5 Risks and Challenges, Officers were asked why fixed links was not included as a solution to the ferry service vessel issue. The Chair explained that there were two pieces of ongoing work carried out alongside the outline business case (OBC) for the Whalsay and Fair Isle routes. The Executive Manager – Transport Planning advised that the issue of fixed links was taken into the National Strategy programme in 2016. The Scottish Government Island Community review is where fixed links aims sit and will be considered. He explained that when the Strategic Transport Review starts the two issues will be linked and that is likely to start within the first three months of 2019. The Director of Infrastructure Services added that this Committee is part of that information gathering process on ferry options which will be updated and the Committee will be appraised on the process as it progresses.

The Chair added that whether the outcome is for tunnels or bridges tunnels would be a long way off but there would have to be an evidence based approach put before the Scottish Government and the National Strategy would do that.

Officers were asked if there was an up-to-date quote for a tunnel with more technical data. The Director of Infrastructure Service advised that a geo survey would be required so it was necessary to be practical in terms

of costs and investment. He said that in order to make a STAG case the project would have to be closer to shovel ready than conceptual.

During further discussion a request was made that consideration be given to Skerries Ferry Route being added to the online booking systems as it is not possible to book on the ferry on a Sunday when the booking office is closed. It was agreed that this would be looked into to ensure there was no technical reason for that.

Reference was made to the number of lost sailings against a target of 5 and a comparison was made to other services in Scotland, operated by Calmac. It was noticed by the Director of Infrastructure Services that the figures for quarter two had not been included in the appendix. Following some discussion the Director of Infrastructure Services advised that he would provide quarter 2 figures and an explanation behind the target set to ensure that it is both realistic and achievable.

During debate the Leader commented on the Government operated ferry services and the need for the Scottish Government to be realistic about what is needed to provide a lifeline service to the North Isles and that they should come to the table with the funding for replacing the ageing fleet. The Leader also referred to the staffing issues in the Council and that credit should be paid to staff providing services in a challenging environment.

Decision:

The Environment and Transport Committee noted the report as appropriate to their remit and commented on progress against priorities to inform further activity within the remainder of this year, and the planning process for next and future years.

30/18

Development Services Directorate Performance Report - 6 Month/2nd Quarter 2018/19

The Committee considered a report by the Director of Development Services (DV-39-18-F) that summarised the activity and performance of the Development Directorate for the second quarter of 2017/18.

The Executive Manager – Transport Planning introduced the main terms of the report that related to the Transport function of the Development Committee.

Reference was made to the fair funding for the Internal Ferry Services and Officers were asked if there was knowledge of what the Orkney Islands Council was seeking and whether this Council was aligned in time for the Scottish Government funding settlement. The Director of Infrastructure Services advised that this would be followed up with Orkney Islands Council.

The Leader explained that Orkney was different in some respects but there were key areas of common ground. He said that it was important that lobbying continue for fairness and equity however that the Council's role and number one focus was to do the best it can for the Shetland

Community. Following a comment on last year's settlement the Leader confirmed that the Council's responsibility was very much to the Shetland Community.

Concern was expressed that if the Internal Ferry funding was 100% funded by the Scottish Government they would push for their own model that could affect the number of sailings each day.

In response to a request the Executive Manager – Transport Planning agreed to provide the cost of each aircraft movement at Tingwall Airport, following the meeting.

The Executive Manager – Transport Planning confirmed that the Public Bus Network extension could be granted for up to 5 years without a committee decision. He said that the next step would be to inform bus operators of the extension before the end of the calendar year.

Decision:

The Environment and Transport Committee noted the report as appropriate to their remit and commented on progress against priorities to inform further activity within the remainder of this year, and the planning process for next and future years.

31/18

Management Accounts for Environment & Transport Committee: 2018/19 - Projected Outturn at Quarter 2

The Committee considered a report by the Executive Manager - Finance (F-081-18-F) that presented the details of the projected outturn position for the second quarter of 2018/19 on net controllable costs for revenue and capital, to enable the Committee to monitor the financial performance of the services within its remit.

The Management Accountant introduced the report and highlighted the projected overspend on revenue and underspend on capital drawing attention to the reasons for the variances in Appendix 1 and 2. The Management Accountant advised that a decision was required on the proposed new income charges for the Energy Recovery Plant set out in Appendix 3.

The Committee noted the contingency allocation for ferry fuel and sought and update on the current trend in fuel pricing. The Director of Infrastructure Services advised that staff have an arrangement in place for receiving advice on fuel costs. He said that consideration was being given to whether a fixed price arrangement would be best but advice had been received to wait so it was important to monitor the situation and make the right decision. The Committee were advised that every 1p increase in fuel prices would be an additional cost of £48k to the Council as it currently uses 4.3m litres of gas oil with an overall cost of £2m.

The Team Leader – Waste Management was questioned on the charge for fish waste as this was an increase of 400%, and it was suggested that it would be interesting to get the views of the industry on this. The Team Leader – Waste Management explained that there is a need to maximise

income streams and also that due to recycling there is potential for additional capacity at the plant for waste streams such as fish waste. The Director of Infrastructure Services advised that up to now there was no additional charge and this would normally be brought as part of the charge setting process but there was a case for consultation on fish waste charges to be carried out more fully. It was suggested that, when looked at in the wider economic context, it would be welcomed by the industry as incineration is their cheapest disposal option.

The Committee unanimously agree that the new charges be forwarded to Policy and Resources Committee for recommendation to the Council for approval.

Decision:

The Environment & Transport Committee:

- RESOLVED to review the Management Accounts showing the projected outturn position at Quarter 2; and
- RECOMMENDED to Policy and Resources Committee and Council that they approve the proposed new waste disposal charges set out in detail in Appendix 3, with effect from 20 December 2018.

The meeting concluded at 2.50pm.

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Chair



Meeting(s):	Environment & Transport Committee	05 February 2019
Report Title:	Exception from Contract Standing Orders – Purchase of Dumper for Gremista Waste Management Centre and Landfill.	
Reference Number:	ES-01-19-F	
Author / Job Title:	Colin Bragg / Team Leader – Waste Management	

1.0 Decisions / Action required:

- 1.1 That the Environment and Transport Committee NOTE the exception applied.

2.0 High Level Summary:

- 2.1 This report informs the Environment and Transport Committee of a contract award and the works carried out as an exception to the Council's Contract Standing Orders by Environmental Services.

3.0 Corporate Priorities and Joint Working:

- 3.1 Our Plan sets out 20 Actions to be achieved by 2020. The issues set out in this report relate to the following actions:
Statement 6 "Excellent financial-management arrangements will make sure we are continuing to keep to a balanced and sustainable budget, and are living within our means."
Statement 16 "We will have prioritised spending on building and maintaining assets and be clear on the whole of life costs of those activities, to make sure funding is being targeted to help achieve the outcomes set out in this plan and the Community Plan".

4.0 Key Issues:

- 4.1 The Council's Contract Standing Orders require competitive tendering where the estimated value of goods, works and services is in excess of £10k. Where the estimated cost is equal to or greater than £50k, appropriate advertising would apply in accordance with the Contract Standing Orders.
- 4.2 The Council's Contract Standing Orders contain an exception to the above that if the contract is for the supply of used or second hand goods or materials, and the relevant Director, where he or she is satisfied that it is in the interests of the Council to purchase such goods or materials and that they are fit for the purpose for which they are being purchased, may submit or accept an offer for the purchase of such goods or materials, provided that all contracts for the supply of such goods or materials shall be in writing and subject to the Law of Scotland.

4.3	The Council's Contract Standing Orders further state that all instances of such exceptions arising shall be reported to the relevant Service Committee within six months of the exception occurring where the outturn cost exceeds £50,000.
4.4	Shetland Islands Council operate the Gremista Waste Management Centre and Landfill. The original Environmental Services dumper operating at the landfill site became uneconomical to maintain after breaking down on 15 August 2017. As it was used on a daily basis a hired replacement (£2400 per month) was used until October 2018. This was while alternative options to like-for-like replacement were explored – none were found.
4.5	Long-term leasing arrangements were expensive and a review of options indicated that, given the need for this type of vehicle, better value will be achieved in the purchase of a replacement vehicle with 7-10 years' service life. Team Leader – Fleet made local enquiries seeking a suitable replacement.
4.6	A suitable replacement was sourced from Garriock Brothers, as opposed to more expensive rental options. The decision was taken to procure a five year old like-for-like replacement. The vehicle was registered on 30 June 2013 and has done 3243 engine hours and there is a 10 years' service life remaining.
4.7	The Director of Infrastructure Services, being satisfied with the matters outlined in 2.3 above, approved the purchase in terms of the said exception to the Council's Contract Standing Orders.
5.0 Exempt and/or confidential information:	
5.1	None
6.0 Implications :	
6.1 Service Users, Patients and Communities:	Achieving best value financially for the community - as well as keeping the Gremista Waste Management Centre and Landfill operational for the disposal and transportation of Shetland's waste.
6.2 Human Resources and Organisational Development:	None
6.3 Equality, Diversity and Human Rights:	None
6.4 Legal:	<p>The Council must comply with EU Procurement Regulations and Council Contract Standing Orders.</p> <p>Specific Exception applying under the Contract Standing Orders (Part 1 – Section 17).</p> <p>(vi) Applies:</p>

	<p>If the contract is for the supply of used or second hand goods or materials, and the relevant Director, where he or she is satisfied that it is in the interests of the Council to purchase such goods or materials and that they are fit for the purpose for which they are being purchased, may submit or accept an offer for the purchase of such goods or materials, provided that all contracts for the supply of such goods or materials shall be in writing and subject to the Law of Scotland.</p> <p>All instances of such exceptions arising shall be reported to the relevant Service Committee within six months of the exception occurring, where the outturn cost exceeds £50,000.</p>	
6.5 Finance:	<p>The cost of the replacement dumper was £125,600 which was funded from the approved Vehicle & Plant Replacement Programme capital budget in the 2018/19 Asset Investment Plan.</p>	
6.6 Assets and Property:	<p>The landfill is a key Council asset.</p>	
6.7 ICT and new technologies:	<p>None</p>	
6.8 Environmental:	<p>None</p>	
6.9 Risk Management:	<p>There is a risk to businesses and industry and as such a risk to economic development in the local economy - if landfill and other waste management operations are interrupted.</p>	
6.10 Policy and Delegated Authority:	<p>In accordance with Section 2.3.1 of the Council's Scheme of Administration and Delegations the Environment and Transport Committee has functional responsibility for Environmental Services.</p> <p>The Council's Contract Standing Orders allow exceptions to be considered, where certain criteria apply. The Director of Infrastructure in accordance with Council Contract Standing Orders approved the exception to enable the procurement of the dumper from a local contractor because this action provided the Council with best value and expedience</p>	
6.11 Previously considered by:	<p>N/A</p>	

Contact Details:

Colin Bragg, Team Leader – Waste Management

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Appendices:

None

Background Documents:

None

END



Meeting(s):	Environment and Transport Committee Policy and Resources Committee	5 February 2019 11 February 2019
Report Title:	Taxi Tariff Review	
Reference Number:	DV-03-19-F	
Author / Job Title:	Robina Barton – Transport Policy and Projects Officer	

1.0 Decisions / Action Required:

- 1.1 That the Environment and Transport Committee RECOMMENDS that the Policy and Resources Committee RESOLVE to approve the table of tariffs given in Appendix 1 as the basis for statutory consultation and reporting as set out in Appendix 2.

2.0 High Level Summary:

- 2.1 Shetland Islands Council, as Licensing Authority, is required in terms of section 17 of the Civic Government (Scotland) Act 1982 to review at intervals not more than 18 months the maximum tariffs that may be charged by taxis and private hire cars fitted with taxi meters.
- 2.2 This report sets out the revised table of tariffs proposed, subsequent to consultation with the Shetland Taxi Owners Association, for comment by the Committee and seeks Committee approval to engage statutory consultees on the detail of the proposals.
- 2.3 If subsequently approved by the Policy and Resources Committee at its meeting on 11 February 2019, the proposed Taxi Tariffs will be published, and written representations invited, with a view to them being fixed on 14 June 2019.

3.0 Corporate Priorities and Joint Working:

- 3.1 The Licensing Function helps to make Shetland safer, contributing to the Shetland Partnership Plan 'People' priority outcome 'Shetland will continue to be a safe and happy place'.
- 3.2 The Council Corporate Plan 2016-2020 states that we will 'Provide quality transport services within Shetland' as a top priority.
- 3.3 The recommendations in this report would contribute to the Corporate Plan aim to ensure that 'there will be transport arrangements in place that meet people's needs'.
- 3.4 The local Taxi Trade re-established a representative and consultative body in October 2018. The Shetland Taxi Owners Association (STOA) held their first meeting on 17 October 2018. The Tariff changes have been proposed by this body.

4.0 Key Issues:

- 4.1 Shetland Islands Council, as licensing authority is required, after carrying out a review, to set Taxi Tariffs. The licensing authority must fix scales for the fares and other charges within 18 months beginning with the date on which the scales came into effect .
- 4.2 The last change in Taxi Tariffs took place in December 2014. The last Taxi Tariff Review began in August 2017.
- 4.3 The timetable for the current review is contained in Appendix 2.
- 4.4 Appendix 1 to this report contains a table of the existing tariffs and revised tariffs proposed by the Shetland Taxi Owners Association.
- 4.5 Proposed changes and rationale:
- During the meeting of the STOA on 17 October 2018, members agreed unanimously that fares should rise to take account of the rising costs of vehicles, fuel, garage services and other expenses relating to the industry that have risen since the last tariff increase in 2014. This was felt to be necessary to ensure the continued and sustainable provision of a reliable and professional service.
 - An incremental change from ¼ mile units to 0.1 mile units is proposed due to the large number of short journeys undertaken within the town of Lerwick.
 - A change in the holiday timespan is proposed to take account of the fact that people on a festive night out will often return home after midnight and the fares should not be cheaper when returning late night/early morning than they are when going out early evening.
 - An increase in the cleaning charge is proposed to take account of the time taken to ensure vehicles that have been soiled are returned to a high standard of cleanliness.
 - A separate excursion rate is proposed to provide tourists with clarity on what they can expect to pay for a tour in the time that they have available and help to ensure a high quality experience, based on destinations, rather than distance travelled. This is felt to be important given the growing industry and the increased demand for taxis to offer private tours.
- 4.6 Shetland currently ranks 136th of 359 Licensing authorities in terms of taxi tariffs. (Source: Private Hire Car and Taxi Monthly, where 359 is the lowest and 1 is the highest fare). The proposed amendments will raise it up the league table to be above the average, at circa 49th to 63rd of 359. This can be seen in the context of relative costs for fuel, vehicle maintenance, and other services which are generally higher in Shetland than in Mainland UK.
- 4.7 The tariff for a 2 mile journey at Rate 1 would be £6.60, level with Fife and Guernsey, as compared with East Lothian at £6.80 Argyll & Bute at £6.20, Aberdeenshire at £6.00, Orkney at £5.80, Highland at £5.80, Dumfries and Galloway at £5.50, and the Western Isles at £4.85.

5.0 Exempt and/or Confidential Information:	
5.1	None.
6.0 Implications :	
6.1 Service Users, Patients and Communities:	As well as being used by the general public, Taxis and Private Hire Cars are frequently used both under contract and on an ad hoc basis by service providers such as the NHS and SIC. They form a vital part of Shetland's transport network.
6.2 Human Resources and Organisational Development:	None.
6.3 Equality, Diversity and Human Rights:	None.
6.4 Legal:	<p>The decision of this Committee at today's meeting forms part of the preliminary stage of reviewing and/or fixing the Taxi Tariffs. On reaching the final stage of the review, any Shetland Islands Council Taxi vehicle licensee will be able to appeal the final decision of the Council upon the Taxi Tariffs to the Traffic Commissioner for Scotland.</p> <p>In the event of such an appeal, the process of implementing the Council's decision upon the taxi Tariffs will be suspended pending the outcome of the appeal.</p>
6.5 Finance:	None arising from the licensing function of the Council.
6.6 Assets and Property:	None.
6.7 ICT and New Technologies:	None.
6.8 Environmental:	None.

6.9 Risk Management:	<p>If Taxi tariffs are set at too high a level it can impact on social inclusion with secondary effects such as increased risk of drink driving for example. On the other hand, if tariffs are too low then operators can have difficulty in terms of financial sustainability with risks of falling standards of vehicles and services, through to businesses failing resulting in inadequate provision to meet economic and social needs. It is felt that the proposed tariffs adequately address these risks.</p>	
6.10 Policy and Delegated Authority:	<p>In accordance with Section 2.3.1 of the Council's Scheme of delegations, the Environment and Transport Committee has responsibility for discharging the powers and duties of the Council within its functional area.</p> <p>In accordance with Section 2.3.1 of the Council's Scheme of delegations, the Environment and Transport Committee has responsibility for advising the Policy and Resources Committee on policies, plans and service delivery within its functional area.</p> <p>Section 2.2. confirms the role of Policy and Resources Committee in advising the Council in the development of its strategic objectives, policies and priorities. As there are no changes proposed to the policy, the decision required in this report rests with Policy and Resources Committee. Any change to policy would require a decision of the Council.</p>	
6.11 Previously Considered by:	None.	

Contact Details:

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Date Cleared: 28 January 2019
Tel: 01595 745802

Appendices:

Appendix 1 – Current and Proposed Taxi Tariffs
Appendix 2 – Taxi Tariff Review Timetable 2018-19

STANDARD RATES				
Rate 1: 0600-2159	CURRENT	For the first three quarters of a mile or part thereof	£3.80	SUMMARY OF CHANGE +£0.20 on the flag +£0.20 per mile
		For each additional quarter mile or part thereof	£0.45	
	PROPOSED	For the first 0.7 of a mile or part thereof	£4.00	
		For each additional 0.1 mile or part thereof	£0.20	
Rate 2: 2200-0559	CURRENT	For the first three quarters of a mile or part thereof	£4.00	SUMMARY OF CHANGE +£0.50 on the flag +£0.00 per mile
		For each additional quarter mile or part thereof	£0.55	
	PROPOSED	For the first 0.7 of a mile or part thereof	£4.50	
		For each additional 0.1 mile or part thereof	£0.22	
FESTIVE RATES				
Times of operation	CURRENT	00:00 25th December - 23.59 26th December		SUMMARY OF CHANGE + 6 hrs per holiday period
		00:00 1st January - 23.59 2nd January		
	PROPOSED	00:00 25th December - 05.59 27th December		
		00:00 1st January - 05.59 3rd January		
Rate 3: 0600-2159 (Rate 1 + 50%)	CURRENT	For the first three quarters of a mile or part thereof	£5.70	SUMMARY OF CHANGE +£0.30 on the flag +£0.60 per mile
		For each additional quarter mile or part thereof	£0.60	
	PROPOSED	For the first 0.7 of a mile or part thereof	£6.00	
		For each additional 0.1 mile or part thereof	£0.30	
Rate 4: 2200-0559 (Rate 2 + 50%)	CURRENT	For the first three quarters of a mile or part thereof	£6.00	SUMMARY OF CHANGE +£0.75 on the flag +£0.30 per mile
		For each additional quarter mile or part thereof	£0.75	
	PROPOSED	For the first 0.7 of a mile or part thereof	£6.75	
		For each additional 0.1 mile or part thereof	£0.33	

OTHER CHARGES				
Passenger Surchage	CURRENT	For carriage of 5 or more passengers for the 5th and subsequent passengers	£2.00	SUMMARY OF CHANGE No change
	PROPOSED	For carriage of 5 or more passengers for the 5th and subsequent passengers	£2.00	
Waiting Time	CURRENT		£0.40 per minute or £24.00 per hour	SUMMARY OF CHANGE +£0.10 per minute +£6.00 per hour
	PROPOSED		£0.50 per minute or £30 per hour	
Cleaning Charge	CURRENT	If vehicle soiled by passenger	£40.00	SUMMARY OF CHANGE +£20.00
	PROPOSED	If vehicle soiled by passenger	£60.00	
Excursion Rate When offering an excursion trip or service to an individual, group, or acting on behalf of an agent. <i>(Taxi operators/drivers may not describe themselves as a "tour guide" unless they are properly trained and certificated to do so)</i>	CURRENT	Taxi operators/drivers must use the taximeter on all hires, including excursions. Taxi operators/drivers are free to offer a lesser amount than displayed on the meter, expressed in monetary terms or as a percentage of the maximum fare at the commencement of the hire. This may be done on an individual basis, or as part of an agreement between the taxi operators and the contracting agent.		
	PROPOSED	Car carrying up to 4 passengers	£45 per hour	
		MPV carrying up to 8 passengers	£50 per hour	

Shetland Islands Council Taxi tariffs Review Timetable 2018-19

The timetable for the 2018-19 review of Shetland Islands Council's taxi Tariffs is as follows –

1. Taxi Trade licensees were invited to a Taxi Trade Forum on 30 October 2018 and the Tariff Review was launched.
2. A report detailing the draft Taxi Tariff proposals received and recommendations will be submitted to the Environment and Transport Committee at its meeting to be held on Tuesday 5 February 2019
3. A report seeking approval of the recommendations made by the Environment and Transport Committee on 5 February will be submitted to the Policy and Resources Committee at its meeting on Monday 11 February 2019
4. Dependent upon the decision of the Policy and Resources Committee on 11 February, an advertisement will appear in the Shetland Times on Friday 15 February 2019 detailing the proposed Taxi Tariffs and the date they will take effect.
5. Written representations on the proposals will require to be received no later than 17:00 on Friday 15 March 2019.
6. A report detailing the written representations received, final Taxi Tariff proposals and recommendations will be submitted to the Environment & Transport Committee at its meeting to be held on Tues 7 May (TBC) 2019.
7. A report seeking approval of the recommendations made by the Environment and Transport Committee on 7 May (TBC) will be submitted to the Policy and Resources Committee at its meeting on Monday 13 May (TBC) 2019.
8. All Taxi Trade consultees will be notified of the decisions taken by the Policy and Resources Committee at its meeting on 13 May (TBC) 2019.
9. Taxi Vehicle licensees will have the right to appeal the Council's decision to the Traffic Commissioner for Scotland within 14 days of notice being given of said decision. Any such appeal will have the effect of suspending the process until the appeal has been settled.
10. If no appeal is made, the approved Taxi Tariffs will be published in the Shetland Times on Friday 7 June and come into effect on Friday 14 June 2019¹.

¹ Subject to Committee Dates being confirmed as above