

Notice of meeting and agenda

Regulatory Committee

9.30 am, Friday, 20 June 2014

Dean of Guild Courtroom, City Chambers, High Street, Edinburgh

This is a public meeting and members of the public are welcome to attend.

Contact

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1. Order of business

- 1.1 Including any notices of motion and any other items of business submitted as urgent for consideration at the meeting.

2. Declaration of interests

- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

3. Deputations

- 3.1 If any.

4. Minutes

- 4.1 Regulatory Committee of 4 April 2013 (circulated – submitted for approval as a correct record).
- 4.2 Licensing Sub-Committees of 2, 4 April and 16, 21, 23 May 2014 (circulated – submitted for approval as correct records).

5. Work Plan and Rolling Actions Programme

- 5.1 Rolling Actions Programme.
- 5.2 Work Plan Update.

6. Executive decisions

- 6.1 Appointment to Sub-Committees and Working Groups – 2014-15 – report by the Director of Corporate Governance (circulated)
- 6.2 Late Hours Catering – Review Update – report by the Acting Director of Services for Communities (circulated).
- 6.3 Street Trader Licensing – Pedicabs: Update on Outstanding issues – report by the Acting Director of Services for Communities (circulated).
- 6.4 Taxi and Private Hire Car Driver Licences: 12 Month Driving Experience – report by the Acting Director of Services for Communities (circulated).
- 6.5 Update on Consultation on Forward-Facing Cameras in Taxis and Private Hire Cars – report by the Acting Director of Services for Communities (circulated).
- 6.6 Taxi Stances – Revocations, Variations and Appointment – Clifton Terrace and Dalry Road. Outcome of Consultation with the Taxi Trade and the General Public – report by the Acting Director of Services for Communities (circulated).

7. Routine decisions

7.1 None

8. Motions

8.1 None

Carol Campbell

Head of Legal, Risk and Compliance

Committee Members

Councillors Barrie (Convener), Blacklock (Vice-Convener), Aitken, Burgess, Cairns, Gardner, Bill Henderson, Heslop and Redpath.

Information about the Regulatory Committee

The Regulatory Committee consists of 9 Councillors and is appointed by the City of Edinburgh Council. The Regulatory Committee usually meets every eight weeks.

The Regulatory Committee usually meets in the Dean of Guild Room in the City Chambers on the High Street in Edinburgh. There is a seated public gallery and the meeting is open to all members of the public.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Aileen McGregor, Committee Services, City of Edinburgh Council, Waverley Court, Business Centre 2.1, 4 East Market Street Edinburgh EH8 8BG, Tel 0131 529 4325, e-mail aileen.mcgregoer@edinburgh.gov.uk

A copy of the agenda and papers for this meeting will be available for inspection prior to the meeting at the main reception office, City Chambers, High Street, Edinburgh.

The agenda, minutes and public reports for this meeting and all the main Council committees can be viewed online by going to www.edinburgh.gov.uk/cpol.

For remaining items of business likely to be considered in private, see separate agenda.

Regulatory Committee

9.30 am, Friday 4 April 2014

Present

Councillor Barrie (Convener), Blacklock (Vice-Convener) Aitken, Burgess, Gardner, Bill Henderson, Heslop, Lunn (substituting for Councillor Cairns) and Redpath.

1. Minutes

Decision

- 1) To approve the minute of the Regulatory Committees of 1 and 19 February 2014 as correct records.
- 2) To approve the minutes of the Licensing Sub-Committees of 29, 31 January, 19 February and 5 and 7 March 2014 as correct records.

2 Licensing Policy Development – Street Trading

The Regulatory Committee on 15 November 2013 agreed a Work Plan which included a review of key policies which were vital in ensuring the licensing system remained fit for purpose.

At the meeting in November 2013 a Member Officer Working Group (MOWG) was established to oversee policy reviews. The group had met four times and had identified specific issues that required to be addressed in any new Street Trading Policy.

Work was ongoing to develop a policy framework for street trading which would also take into account the wider vision for the city centre, in regards to the economic impact and implications for events management. It was proposed that a citywide framework policy be developed with individual areas of high demand having individual operational plans specific for those locations.

As part of the review, Castle Street had been identified as a site of particular concern due to the frequency and duration of markets, their impact on local amenity and also retailers fears that they were suffering loss of business. As a result, it had been agreed on 6 September 2013 that all applications for this area would be considered by the Licensing Sub-Committee.

Work was ongoing to identify a way forward for Castle Street and consultation had now commenced with a number of small stakeholder meetings taking place with Essential Edinburgh, local retail businesses and traders in Castle Street. Council officers had also held a number of one to one meetings with traders. The consultation process was being

expanded to include the wider business and residential community, relevant partners and agencies. This was in the form of an online questionnaire which had also been published on the Council Website. The consultation exercise would be completed by April 2014.

Decision

1. To note the progress the Licensing Policy Development: MOWG had made to date.
2. To note the Castle Street consultation process.
3. To agree to receive a further report on Castle Street following this consultation process.
4. To agree that no further licenses be granted for Castle Street until the outcome of the consultation had been considered.
5. To receive a further update on Street Trading in six months.

(Reference –Licensing Sub-Committee 6 September 2013 (item 2), Regulatory Committee 15 November 2013 (item 3), report by the Director of Services for Communities, circulated)

3. Use of CCTV in Taxis and Private Hire Cars – Safety

On 15 November 2013 the Regulatory Committee agreed to consult on the installation of forward facing cameras in taxis and PHCs, subject to compliance with certain conditions. The purpose of forward facing cameras was specifically for insurance purposes, and such cameras do not record activity within a vehicle. The outcome of this consultation will be reported back to Regulatory Committee in June 2014.

The Council had received requests to allow the installation of CCTV cameras in taxis and private hire cars (PHCs) for driver safety purposes and approval was sought to carry out a consultation on whether taxi or PHCs licence holders should be allowed to fit such cameras to their vehicles subject to certain conditions.

Decision

1. To agree in principle that safety cameras may be installed in taxis and PHCs on application, subject to the requirements set out in the attached Guidance Note in Appendix 1 to the report by the Director of Services for Communities.
2. To authorise the Director of Services for Communities to approve individual licence applications, in terms of paragraphs 260 and 261 of the Council's Licensing Conditions, to allow the installation of safety cameras within taxis and PHCs.
3. To agree that there should be an initial one off inspection fee of £50 per vehicle for each application to install CCTV.
4. To note that the approval to fit a camera system would include permission to display any appropriate warning stickers or signs which are required by the Data Protection Act 1998, provided such signs or stickers are of a reasonable size, do not obscure views through the windows, and do not contain advertising.

5. To agree that the display of appropriate warning notices and stickers will be a mandatory condition.
6. To note the information contained within the report relating to the potential use of CCTV within taxis and PHCs for driver safety purposes, and agree to consultation taking place on this.
7. To instruct the Director of Services for Communities to engage in further consultation with the trade and the public on this topic and to report back to Committee in six months.

(Reference –Regulatory Committee 15 November 2013 (item 5), report by the Director of Services for Communities, circulated)

4. Consultation on Wheelchair – Accessible Private Hire Cars

The Regulatory Committee on 15 November 2013 approved that consultation be carried out on proposed new procedures for private hire car licence holders seeking approval to modify their vehicles to facilitate wheelchair access to the rear of the vehicle.

Details were provided on the responses received from the consultation.

Decision

1. To note the consultation responses from affected licence holders and other stakeholders.
2. To agree that any PHC modified for wheelchair users shall be required to obtain a Independent Vehicle Assessment (IVA) prior to the relevant licence being granted for that vehicle.
3. To agree that where the modification involves a chair lift, that suitable test certificates shall be provided by the applicant.
4. To agree the process was only to be used for PHCs which are intended to be used for hires contracted by organisations on behalf of school children with special needs and their carers and nursing homes.
5. To agree that the cost of obtaining these certificates for each vehicle shall be borne by the licence holder.
6. To discharge the outstanding remit from the Regulatory Committee of 15 November 2013.

(Reference – Regulatory Committee 15 November 2013 (item 7); report by the Director of Services for Communities, circulated)

5. Improved ICT - Licensing

As part of the ongoing licensing review it had been identified that the existing information/technology (IT) system used to process licence applications, IDOX Uniform,

lacked the key elements that would provide the service improvements essential for delivering improved customer service.

The Authority Public Protection (APP) system had been identified as a suitable replacement for Licensing. A dedicated Licensing module within APP would enable improvements in the processing of licence applications and have a positive impact on service delivery for customers by reducing inefficiencies and errors.

The introduction of APP was the first phase of a range of ICT developments within Licensing which were planned to drive service improvements and improved customer service delivery. Future plans include the use of an Electronic Document Management System which would automate many processes and greatly reduce the reliance on paper. In addition, the move to a fully integrated online application and payments process will offer customers a modern and convenient way of doing business with the Council.

Decision

To note the report.

(Reference – report by the Director of Services for Communities, submitted.)

6. Proactive Noise Impact Standard (PNIS)

The Regulatory Committee on 9 March 2012 adopted a PNIS for HMO properties following the introduction of new statutory guidance published by the Scottish Government.

On 3 May 2013 the Committee agreed a proposed amendment to the application of this standard by authorising officers to set aside this requirement in circumstances clearly identified as non-contentious. These would be considered on a case by case property basis, subject to the Director of Services for Communities reporting annually and providing statistics of the number of applications for exemption made, with information on grants/refusals, and neighbour refusal to agree with the landlords written statement.

Details were provided of the number of exemptions granted and refused and summarised the outcomes of the landlord engagement process on the PNIS, and approval was sought for a change to the exemption process for the PNIS to relieve the administrative burden on HMO applicants.

Decision

1. To note the contents of the report.
2. To agree that, once an HMO property had been granted an exemption from the PNIS, the property would remain exempt until any adverse information on impact noise level was received.
3. To agree that officer contact with neighbouring occupiers would be made, as necessary, during the HMO application process to confirm that neighbours were still experiencing an acceptable level of impact noise.

(Reference – Regulatory Committee 19 March 2012 (item 2) and 3 May 2013 (item 5), report by the Director of Services for Communities, circulated)

7. Future of the Taxi Examination Centre

On 6 September 2013, the Committee considered a report by the Director of Services for Communities on the future of the Taxi Examination Centre (TEC) and had agreed:

- a) To authorise officers to develop a business model. This model would provide the facility for vehicle examinations to be delivered internally by Council staff.
- b) To instruct officers to enter negotiations with Police Scotland to secure the continued involvement of the Cab Inspector in the revised operations.

Recommendations were provided for the future operation of the Taxi Examination Centre.

Decision

1. To agree that the operation of the TEC would transfer to the Council with effect from 1 October 2014.
2. To note that Police Scotland support the option to move the service in-house and instructs the Director of Services for Communities to complete negotiations with Police Scotland to introduce a Service Level Agreement as outlined in 2.12 and 2.13 of his report.
3. To instruct the Director of Services for Communities to complete negotiations with West and Midlothian Councils to introduce a Service Level Agreement should those authorities wish to continue to use the TEC.
4. To agree to receive an update report in 6 months.
5. To agree to place the report in the public domain.

(Reference – Regulatory Committee 6 September 2013 (item 9); report by the Director of Services for Communities, circulated)

Licensing Sub-Committee of the Regulatory Committee

2.00 pm, Wednesday, 2 April 2014

Present

Councillor Blacklock (In the Chair), Aitken, Booth (substituting for Councillor Burgess), Gardner, Bill Henderson, Heslop, Lunn (substituting for Councillor Cairns) and Redpath.

1. Chair

In the absence of the Convener (Councillor Barrie) the Vice-Convener (Councillor Blacklock) assumed the Chair

2. Resolution to Consider in Private

The Sub-Committee, under Section 50(A)(4) of the Local Government (Scotland) Act 1973, excluded the public from the meeting for the following items of business on the grounds that they involved the disclosure of exempt information as defined in Paragraphs 3,12 and 14 of Part 1 of Schedule 7(A) of the Act.

3. Application for Miscellaneous Licence – Civic Government (Scotland) Act 1982

Details were provided of 3 applications for miscellaneous licences under the Civic Government (Scotland) Act 1982.

Decision

To determine the applications as detailed in the Confidential Schedule, signed by the Convener, with reference to this minute.

(Reference – application details, submitted.)

4. Police Comments and Requests for Suspension of Licences

The Head of Service, Community Safety, advised the Sub-Committee of letters of comment and requests for suspension of Licences from the Chief Constable.

Decision

That the requests be determined as detailed in the Confidential Schedule, signed by the Convener, with reference to this minute.

(Reference – report by the Head of Service, Community Safety, submitted.)

Licensing Sub-Committee of the Regulatory Committee

10.30 am, Friday, 4 April 2014

Present

Councillor Barrie (Convener), Blacklock (Vice-Convener) Aitken, Burgess, Gardner, Bill Henderson, Heslop, Lunn (substituting for Councillor Cairns) and Redpath.

1. Requests for Public Entertainment Licence Fee Reductions: Leith Gala Day, Corstorphine Fair, Balerno Children's Gala, Craigmillar Festival Fun Day and Clermiston & Drumbrae Children's Gala Day

Details were provided of requests from the organisers of five community events for a reduction of the application fee normally charged for a Public Entertainment licence.

Decision

To note the terms of the requests and to agree an application fee reduction to £112 for each of the following

- Leith Gala Day (14 June 2014)
- Corstorphine Fair (7 June 2014)
- Balerno Children's Gala (31 May 2014)
- Craigmillar Festival Fund Day (28 June 2014)
- Clermiston & Drumbrae Children's Gala Day (30 May-2 June 2014)

(Reference – report by the Head of Service, Community Safety)

2. Request for Reduction of Fees – Public Entertainment Licence Edinburgh Mela

Details were provided of a request for a reduction of the application fee for a Public Entertainment licence for the Edinburgh Mela from 29 to 31 August 2014.

Decision

To note the terms of the request and to agree an application fee reduction to £1000.

(Reference – report by the Head of Service, Community Safety)

3. Request for Reduction of Fees – Public Entertainment Licence Church of Scotland ‘Heart and Soul’ Event

Details were provided of a request for a reduction of the application fee for a Public Entertainment licence for the Church of Scotland ‘Heart and Soul’ Event on 18 May 2014.

Decision

To note the terms of the request and to agree an application fee reduction to £3000.
(Reference – report by the Head of Service, Community Safety)

4. Request for Reduction of Fees – Public Entertainment Licence Beltane Fire Festival

Details were provided of a request for a reduction of the application fee for a Public Entertainment licence for the Beltane fire festival on 30 April 2014.

Decision

To note the terms of the request and to agree an application fee reduction to £1000.

(Reference – report by the Head of Service, Community Safety)

5. Request for Reduction of Fees – Public Entertainment Licence 2014 Virgin Money Fireworks Concert

Details were provided of a request for a reduction of the application fee for a Public Entertainment licence for the 2014 Virgin Money Fireworks Concert from 27 August to 1 September 2014.

Decision

To note the terms of the request and to agree an application fee reduction to £1000.

(Reference – report by the Head of Service, Community Safety)

6. Applications for Miscellaneous Licences – Civic Government (Scotland) Act 1982 and Housing (Scotland) Act 2006

Details were provided of 5 applications for miscellaneous licences under the Civic Government (Scotland) Act 1982 and Housing (Scotland) Act 2006.

Decision

To determine the applications as detailed in Appendix 1 to this minute.
(Reference – list of applications, submitted.)

7. Resolution to Consider in Private

The Sub-Committee, under Section 50(A)(4) of the Local Government (Scotland) Act 1973, excluded the public from the meeting for the following items of business on the grounds that they involved the disclosure of exempt information as defined in Paragraphs 3, 12 and 14 of Part 1 of Schedule 7(A) of the Act.

8. Application for Miscellaneous Licence – Civic Government (Scotland) Act 1982 and Housing (Scotland) Act 2006

Details were provided of 3 applications for miscellaneous licences under the Civic Government (Scotland) Act 1982 and Housing (Scotland) Act 2006.

Decision

To determine the applications as detailed in the Confidential Schedule, signed by the Convener, with reference to this minute.

(Reference – application details, submitted.)

APPENDIX 1

Applications for Miscellaneous Licences

Item No/Type of Licence/Applicant/Premises	Conditions applied for	Decision
Item No 6.1.1 - Application for House in Multiple Occupation Licence - Ajaz Yasin - 18 Newington Road	15 Occupants	Continued to allow the applicant to apply for planning permission
Item No 6.1.2 - Application for House in Multiple Occupation Licence - David White 19(4F1) Marchmont Crescent	3 Occupants	To repel the objection and grant the licence subject to the Council's Standard Conditions for this category of licence.
Item No 6.1.3 - Application for House in Multiple Occupation Licence - Douglas Brand - 58(3F1) Findhorn Place	4 Occupants	To repel the objections and grant the licence subject to the Council's Standard Conditions for this category of licence.
Item No 6.1.4 - Application for Market Operators Licence - Bonnie Scotland Promotions Ltd - Castle Terrace Car Park	N/A	<ol style="list-style-type: none"> 1. To grant the licence for Saturdays 9.00 am to 1.00 pm subject to the Council's Standard Conditions for this category of licence. 2. An additional condition that all amplified music be controlled to the satisfaction of the Director of Services for communities 3. A final inspection before the first event by public safety
Item No 6.1.5 - Application for Market Operators Licence - Hands Up Media Ltd - Castle Street (Reports, PDF, 1.05 MB)	N/A	<ol style="list-style-type: none"> 1. To refuse the application in terms of Paragraph 5(3)(c)(i) and (d) of Schedule 1 of the Civic Government (Scotland) Act 1982. 2. To transfer the fee to a new application for a different site 3. To request the Director of Services for Communities to process any new application as quickly as possible 4. To authorise the Director of Services for Communities to determine any new application submitted

Licensing Sub-Committee of the Regulatory Committee

10.00 am, Friday, 16 May 2014

Present

Councillor Barrie (Convener), Blacklock, Gardner, Bill Henderson and Redpath.

1. Resolution to Consider in Private

The Sub-Committee, under Section 50(A)(4) of the Local Government (Scotland) Act 1973, excluded the public from the meeting for the following items of business on the grounds that they involved the disclosure of exempt information as defined in Paragraphs 3,12 and 14 of Part 1 of Schedule 7(A) of the Act.

2. Protocol for Evidential Hearing

Decision

The Meeting Protocol to be followed for the Evidential Hearing was agreed

(Reference – Meeting Protocol, submitted.)

4. Private Hire Car Driver's Licence – Evidential Hearing

At its meeting on 2 April 2014 the Licensing Sub-Committee continued consideration of a complaint from a member of the public against the holder of a private hire car driver's licence to hold an evidential hearing.

The Sub-Committee heard submissions from the Community Safety Manager, the Complainant and Licence Holder and all parties were questioned by the other and the Sub-Committee.

The Sub-Committee also heard evidence from the Cab Inspector who had been called as a witness by the Community Safety Manager.

The Sub-Committee deliberated in private and invited the Community Safety Manager and the Licence Holder back to hear the decision reached. The Complainant had advised that they did not require to remain to hear the decision and were not present.

Decision 1

To agree that the complaint had merit and that the Sub-Committee had heard enough at this meeting to consider that this issue required the suspension of the licence.

The Sub-Committee at this point heard representations from the Licence Holders representative on the duration of the suspension and whether it should be with or without immediate effect.

Decision 2

To suspend the private Hire Car Driver's Licence with immediate effect until expiry

(References – Licensing Sub-Committee 2 April 2014 (Item 4); report by the Head of Service, Community Safety, submitted.)

Licensing Sub-Committee of the Regulatory Committee

2.00 pm, Wednesday, 21 May 2014

Present

Councillor Barrie (Convener), Blacklock (Vice-Convener), Aitken, Gardner, Heslop and Redpath.

1. Resolution to Consider in Private

The Sub-Committee, under Section 50(A)(4) of the Local Government (Scotland) Act 1973, excluded the public from the meeting for the following items of business on the grounds that they involved the disclosure of exempt information as defined in Paragraphs 3, 12 and 14 of Part 1 of Schedule 7(A) of the Act.

2. Application for Miscellaneous Licence – Civic Government (Scotland) Act 1982

Details were provided of 12 applications for miscellaneous licences under the Civic Government (Scotland) Act 1982.

Decision

To determine the applications as detailed in the Confidential Schedule, signed by the Convener, with reference to this minute.

(Reference – application details, submitted.)

3. Appeal against the requirements to meet DVLA Group 2 Standards

The Head of Community Safety, advised the Sub-Committee of an adverse report from the Council's new medical provider in regard to the holder of a taxi driver's licence. The Sub-Committee was requested to determine whether a special dispensation should be given due to the circumstances of the case.

Decision

That the request be determined as detailed in the Confidential Schedule, signed by the Convener, with reference to this minute.

(Reference – report by the Head of Service, Services for Communities, submitted.)

4. Police Comments and Requests for Suspension of Licences

The Head of Service, Services for Communities, advised the Sub-Committee of letters of comment regarding licence holders and reports requesting suspension of Licences from the Chief Constable and the Head of Community Safety.

Decision

That the requests and reports be determined as detailed in the Confidential Schedule, signed by the Convener, with reference to this minute.

(Reference – report by the Head of Service, Services for Communities, submitted.)

Licensing Sub-Committee of the Regulatory Committee

10.00 am Friday 23 May 2014

Present

Councillor Barrie (Convener), Blacklock (Vice-Convener) Aitken, Bridgeman (substituting for Councillor Henderson, items 1.1 to item 6.1.6), Burgess, Gardner, Henderson, item 6.1.7 to end of meeting), Lunn (substituting for Councillor Cairns), Mowat (substituting for Heslop) and Redpath.

1. Request for Reduction of Fees – Public Entertainment Licence Kiltwalk

Details were provided of the action taken by the Director of Services for Communities in consultation with the Convener of the Regulatory Committee in accordance with Committee Terms of Reference and Delegated Functions to grant a request to reduce the application fee to £112 for a public entertainment licence for the Kiltwalk 2014 which was held on 11 May 2014.

Decision

To note the action by the Director of Services for Communities in consultation with the Vice-Convener of the Regulatory Committee in accordance with Committee Terms of Reference and Delegated Functions 3.1 to reduce the application fee to £112 for a Public Entertainment Licence for the Kiltwalk 2014 held on 11 May 2014

(Reference – report by the Head of Service, Community Safety, submitted)

2. Request for Reduction of Fees – Public Entertainment Licence Edinburgh Canal Festival and Raft Race

Details were provided of a request for a reduction of the application fee for a Public Entertainment licence for the Edinburgh Canal Festival and Raft Race which would be held on Sturday 21 June 2014.

Decision

To note the terms of the request and to agree an application fee reduction to £150.

(Reference – report by the Head of Service, Community Safety, submitted)

3. Request for Reduction of Fees – Public Entertainment Licence Saughtonhall Community Fete

Details were provided of a request for a reduction of the application fee for a Public Entertainment licence for the Saughton Community Fete to be held on 15 June 2014.

Decision

To note the terms of the request and to agree an application fee reduction to £112.

(Reference – report by the Head of Service, Community Safety, **submitted**)

4. Request for Reduction of Fees – Public Entertainment Licence Meadows Festival 2014

Details were provided of a request for a reduction of the application fee for a Public Entertainment licence for the Meadows Festival 2014 to be held between 7-8 June 2014.

Decision

To note the terms of the request and to agree an application fee reduction to £150.

(Reference – report by the Head of Service, Community Safety, submitted)

5. Request for Reduction of Fees – Theatre Licences Fringe Street Events 2014

Details were provided of a request for a reduction of the application fee for Theatre Licences in respect of Edinburgh Festival Fringe Street Events 2014 for the High Street and Mound Pecinct between 1 – 25 August 2014.

Decision

To note the terms of the request and to agree an application fee reduction to:

- (i) £750 for the High Street
- (ii) £500 for the Mound.

(Reference – report by the Head of Service, Community Safety, submitted)

6. Cinemas Act 1975 - Variation of Licensing Conditions Edinburgh International Film Festival 2014

Details were provided of a request for permission to allow uncertificated films, from a list of titles provided, to be shown as part of the 2014 event at specified venues.

Decision

1. To note the report.
2. To grant permission to allow specific uncertificated films from a list of titles provided to be shown as part of the Edinburgh International Film Festival 2014 at the following venues:
 - Filmhouse, 88 Lothian Road
 - Cineworld, 130 Dundee Street
 - Odeon, 118 Lothian Road
 - Cameo, 38 Home Street

(Reference – report by the Head of Service, Community Safety, submitted)

7. Cinemas Act 1975 - Variation of Licensing Conditions Raindance Film Festival 2014

Details were provided of a request for permission to allow uncertificated films, from a list of titles provided, to be shown as part of the Raindance Film Festival 2014 event at the Edinburgh Vue Omni Cinema at Leith Street, Edinburgh on 9 and 10 June 2014.

Decision

1. To note the report.
2. To grant permission to allow specific uncertificated films from a list of titles provided to be shown as part of the Raindance Film Festival 2014 at the Edinburgh Vue Omni Cinema at Leith Street, Edinburgh on 9 and 10 June 2014.

(Reference – report by the Head of Service, Community Safety, submitted)

8. Applications for Miscellaneous Licences – Civic Government (Scotland) Act 1982 and Housing (Scotland) Act 2006

Details were provided of 23 applications for miscellaneous licences under the Civic Government (Scotland) Act 1982 and Housing (Scotland) Act 2006.

Decision

To determine the applications as detailed in Appendix 1 to this minute.

(Reference – list of applications, submitted.)

Declaration of Interests

Councillor Mowat declared a non-financial interest in items 6.1.1 and 6.1.2 as an objector to the applications and took no part in consideration of these items.

9. Application for Street Trader Licence

The Convener ruled that the following item, notice of which had been given at the start of the meeting, be considered as a matter of urgency as a decision was required at this meeting.

The Head of Service, Services for Communities, advised the Sub-Committee of an application for a street trader licence submitted by Louise MacLean to trade on 7 and 8 June 2014 outside the Huxley Bar, Rutland Place.

Decision

To grant the licence subject to the Council's Standard Conditions for this category of licence and the required clearances by the Chief Constable and Environmental Health.

(Reference – report by the Head of Service, Services for Communities, submitted.)

10. Application for Street Trader Employee Licence

The Convener ruled that the following item, notice of which had been given at the start of the meeting, be considered as a matter of urgency as a decision was required at this meeting.

The Head of Service, Services for Communities, advised the Sub-Committee of an application for a street trader employee licence submitted by James Burtishaw to trade on 7 and 8 June 2014 outside the Huxley Bar, Rutland Place.

Decision

To grant the licence subject to the Council's Standard Conditions for this category of licence and the required clearances by the Chief Constable and Environmental Health

(Reference – report by the Head of Service, Services for Communities, submitted.)

11. Application for Street Trader Employee Licence

The Convener ruled that the following item, notice of which had been given at the start of the meeting, be considered as a matter of urgency as a decision was required at this meeting.

The Head of Service, Services for Communities, advised the Sub-Committee of an application for a street trader employee licence submitted by David Haetzman to trade on 7 and 8 June 2014 outside the Huxley Bar, Rutland Place.

Decision

To grant the licence subject to the Council's Standard Conditions for this category of licence and the required clearances by the Chief Constable and Environmental Health

(Reference – report by the Head of Service, Services for Communities, submitted.)

12. Application for Street Trader Employee Licence

The Convener ruled that the following item, notice of which had been given at the start of the meeting, be considered as a matter of urgency as a decision was required at this meeting.

The Head of Service, Services for Communities, advised the Sub-Committee of an application for a street trader employee licence submitted by Miguel Lemos to trade on 7 and 8 June 2014 outside the Huxley Bar, Rutland Place.

Decision

To grant the licence subject to the Council's Standard Conditions for this category of licence and the required clearances by the Chief Constable and Environmental Health (Reference – report by the Head of Service, Services for Communities, submitted.)

13. Resolution to Consider in Private

The Sub-Committee, under Section 50(A)(4) of the Local Government (Scotland) Act 1973, excluded the public from the meeting for the following items of business on the grounds that they involved the disclosure of exempt information as defined in Paragraphs 3, 12 and 14 of Part 1 of Schedule 7(A) of the Act.

14. Application for Miscellaneous Licence – Civic Government (Scotland) Act 1982 and Housing (Scotland) Act 2006

Details were provided of 6 applications for miscellaneous licences under the Civic Government (Scotland) Act 1982 and Housing (Scotland) Act 2006.

Decision

To determine the applications as detailed in the Confidential Schedule, signed by the Convener, with reference to this minute.

(Reference – application details, submitted.)

Declaration of Interests

Councillor Redpath declared a non-financial interest in item B1.1.1 as the objector was known to her, left the room and took no part in consideration of the item.

APPENDIX 1

Applications for Miscellaneous Licences

Item No/Type of Licence/Applicant/Premises	Conditions applied for	Decision
Item 6.1.1 - Street Trader Food - Avatar Foil Limited - Outside Tron Church (Front Door to Right)	Standard	<ol style="list-style-type: none"> 1. To repel the objections and grant the licence for the period 1 to 25 August 2014 subject to the Council's Standard Conditions for this category of licence, and also subject to: 2. The hours of trading to be 10 am to 11 pm daily 3. No trading to take place before 1 pm on Sunday 10 August 2014 <p style="text-align: center;">(On a division see note below)</p>
Item 6.1.2 - Street Trader Food - Edinburgh 2014 Limited - Stances 11 and 12 Hunter Square	Standard	<ol style="list-style-type: none"> 1. To repel the objections and grant the licence for the period 1 to 25 August 2014 subject to the Council's Standard Conditions for this category of licence, and also subject to: 2. The hours of trading to be 10 am to 11 pm daily 3. No trading to take place before 1 pm on Sunday 10 August 2014 4. To note that both stances would be occupied by one stall

<p>Item 6.1.3 - Street Trader Food with Employee - Edinburgh 2014 -Bicycle A Zones 12 & 13 - Bicycle B Zones 8 & 11 Bicycle C 3 & 4 Bicycle C Zones 3 & 4 Bicycle D Zones 2 & 3 Bicycle E Zones 3 & 7 Bicycle F Zones 7 & 8</p>	<p>Standard</p>	<ol style="list-style-type: none"> 1. To grant the licence subject to the Council's Standard Conditions for this category of licence. 2. Details of the proposed routes and stopping places to be submitted to the licensing section prior to trading commencing 3. To note the applicants undertaking to apply for street trader employee licences and that no trading would take place until these had been granted
<p>Item 6.1.4 Charitable Theatre Less Than 200 Licence Temporary - Edinburgh Festival Fringe Society Ltd - Mound Precinct</p>	<p>Mound Precinct</p>	<p>To grant the licence subject to the Council's Standard Conditions for this category of licence.</p>
<p>Item 6.1.5 Charitable Theatre Less Than 200 Licence Temporary - Edinburgh Festival Fringe Society Ltd - High Street Area from George IV Bridge to the Top of Cockburn Street</p>	<p>High Street Area from George IV Bridge to the top of Cockburn Street</p>	<p>To grant the licence subject to the Council's Standard Conditions for this category of licence.</p>
<p>Item 6.1.6 - House In Multiple Occupation Licence - Jill Shields 1F2 4 Murieston Road</p>	<p>4 Occupants</p>	<ol style="list-style-type: none"> 1. To repel the objection and grant the licence subject to the Council's Standard Conditions for this category of licence. 2. The PRST to advise the objector on methods of progressing a shared repair
<p>Item 6.1.7 - House In Multiple Occupation Licence - Mohammed Ghafoor - Flat 4 62 Leamington Terrace</p>	<p>5 Occupants</p>	<p>To repel the objections and grant the licence subject to the Council's Standard Conditions for this category of licence.</p>
<p>Item 6.1.8 - House In Multiple Occupation Licence - Malcolm and Julia Styles - 1F1 Morningside Road</p>	<p>5 Occupants</p>	<p>To repel the objections and grant the licence subject to the Council's Standard Conditions for this category of licence</p>

<p>Item 6.1.9 - House In Multiple Occupation Licence - Clare Marshall 1F1 58 Findhorn Place</p>	<p>3 Occupants</p>	<ol style="list-style-type: none"> 1. To repel the objection and renew the licence subject to the Council's Standard Conditions for this category of licence. 2. The installation of carpets with good quality underlay throughout the prior to the property being tenanted 3. The Fire Service to provide advice on the storage of bicycles in the tenement stair
<p>Item 6.1.10 - House In Multiple Occupation Licence - Selina Ho - 1F2 53 Spottiswoode Street</p>	<p>4 Occupants</p>	<p>To repel the objection and renew the licence subject to the Council's Standard Conditions for this category of licence.</p>
<p>Item 6.1.11 - Market Operator City Centre Outdoor Licence - Edinburgh Festival Fringe Society Limited - High Street on West Parliament Square and Old Assembly Close</p>	<p>1-25 August 2014 25 trading stalls 11am – 9 pm daily</p>	<ol style="list-style-type: none"> 1. To grant the licence subject to the Council's Standard Conditions for this category of licence, 2. All amplified music to be controlled to the satisfaction of the Acting Director of Services for Communities. 3. No performances to take place on Sunday 10 August 2014 until the conclusion of the WW1 commemoration parade.
<p>Item 6.1.12 - Market Operator City Centre Outdoor Licence - Edinburgh Festival Fringe Society Limited - Mound Precinct</p>	<p>1-25 August 2014 13 trading stalls 11am – 9 pm daily Half price ticket hut 10am – 9 pm Daily</p>	<ol style="list-style-type: none"> 1. To grant the licence subject to the Council's Standard Conditions for this category of licence, and 2. All amplified music to be controlled to the satisfaction of the Acting Director of Services for Communities.

<p>Item 6.1.13 - Market Operator City Centre Outdoor Licence - Continental Markets - Pedestrian-ised Area Grassmarket</p>	<p>8 trading stalls</p> <p>9am – 10 pm</p> <p>2 – 6 June 2014</p>	<ol style="list-style-type: none"> 1. To grant the licence subject to the Council's Standard Conditions for this category of licence, 2. The hours of operation to be 9 am to 8.30 pm 3. All amplified music to be controlled to the satisfaction of the Acting Director of Services for Communities.
<p>Item 6.1.14 - Market Operator City Centre Outdoor Licence - Continental Markets - Pedestrian-ised Area Grassmarket</p>	<p>8 trading stalls</p> <p>9am – 10 pm</p> <p>7 – 11 July 2014</p>	<ol style="list-style-type: none"> 1. To grant the licence subject to the Council's Standard Conditions for this category of licence, and 2. The hours of operation to be 9 am to 8.30 pm 3. All amplified music to be controlled to the satisfaction of the Acting Director of Services for Communities.
<p>Item 6.1.15 - Market Operator Licence 50 Stalls or Less - 1 Year Licence - Locomotive Markets Ltd - Edinburgh Waverley Station</p>	<p>49 trading stalls</p> <p>11am – 7 pm</p> <p>Fridays (before extending to Saturdays and Sundays in August and December)</p>	<ol style="list-style-type: none"> 1. To grant the licence subject to the Council's Standard Conditions for this category of licence, and 2. All amplified music to be controlled to the satisfaction of the Acting Director of Services for Communities.
<p>Item 6.1.16 - Market Operator Licence 50 to 300 Stalls - 1 Year Licence - Quartermile Ventures Limited - Lister Square</p>	<p>40 trading stalls</p> <p>Opening hours</p> <p>11 am – 6 pm daily</p>	<ol style="list-style-type: none"> 1. To grant the licence subject to the Council's Standard Conditions for this category of licence, and 2. All amplified music to be controlled to the satisfaction of the Acting Director of Services for Communities.

<p>Item 6.1.17 - Late Hours Catering Licence - Zahid Iqbal - News Stop 49 Lothian Road</p>	<p>11pm – 6am Monday – Sunday</p> <p>Sale of hot food restricted to 2am Sunday to Thursday and 11pm – 3am Friay</p>	<ol style="list-style-type: none"> 1. To grant the licence for a period of six months subject to the Council's Standard Conditions for this category of licence, 2. No hot food to be sold 3. Monitoring to be undertaken for the duration of the licence
<p>Item 6.1.18 - Street Trader Food with Employee Licence - The Strange Brew Tea Company - Corner of St Andrew Square and St Andrew Street</p>	<p>8am – 4pm daily</p>	<p>To continue consideration of the application to the meeting of the Sub-Committee on 20 June 2014 to allow the applicant to find an alternative stance</p>
<p>Item 6.1.19 - Street Trader Non Food Temporary Licence - Geraldine Jolliffe - Rose Street - The Corner of Castle Street (to the side of Thompson's Solicitors Office)</p>	<p>3 days 22-24 August 2014</p> <p>Arts and Crafts</p>	<p>To continue consideration of the application to the meeting of the Sub-Committee on 20 June 2014 to allow the applicant to find an alternative stance</p>
<p>Item 6.1.20 - Street Trader No Employee Licence - James Gordon Robertson - Opposite St mary's Cathedral Litte John lane Top of Leith Walk</p>	<p>7am – 8pm daily</p>	<ol style="list-style-type: none"> 1. To grant the licence subject to the Council's Standard Conditions for this category of licence, 2. The hours of trading to be 7 am to 8 pm daily 3. To note the applicant undertaking to remove the unit on a daily basis
<p>Item 6.1.21 - Street Trader Licence Variation - Castle Cafe Bar Limited & Shona Salkeld - Wardrop's Close</p>	<p>9am – 9pm daily (originaly 11am – 6pm)</p>	<p>To note the application had been withdrawn</p>

<p>Item 6.1.22 - Second Hand Dealer's 3 Year Licence - Arnold Clark Automobiles Limited - 50 Seafield Road</p>		<ol style="list-style-type: none"> 1. To grant the licence for one year subject to the Council's Standard Conditions for this category of licence, and 2. The name of a general manager who will act as the on site contact for the premises to be submitted to the licensing section within 28 days 3. Monitoring to be undertaken for the duration of the licence and a report to be submitted on this.
<p>Item 6.1.23 - Second Hand Dealer's Exemption Licence - Arnold Clark Automobiles Limited - 50 Seafield Road</p>	<p>Exemption from condition to keep goods for 48b hours</p>	<p>To make an order granting an exemption from Section 25(1) of the Civic Government (Scotland) Act 1982 subject to the following conditions:-</p> <ol style="list-style-type: none"> 1) All vehicles being purchased being subject to the following <ol style="list-style-type: none"> i) An HPI Check ii) A mileage check if required iii) V5 registration document to be checked iv) MOT document being checked against VOSA system v) Verification of the vehicle against all checks undertaken vi) The seller or purchaser of any goods covered by the licence to confirm their identity with two original proof of ID one of which must be photographic, eg driving licence or passport vii) All CCTV records being properly maintained and made available for inspection on request by the Police or officer of the Council

Note:

Item 6.1.1 - Street Trader Food Licence - Avatar Foil Limited - Outside Tron Church (Front Door to Right)

Motion

1. To repel the objections and grant the licence for the period 1 to 25 August 2014 subject to the Council's Standard Conditions for this category of licence, and also subject to:
2. The hours of trading to be 10 am to 9 pm daily
3. No trading to take place before 1 pm on Sunday 10 August 2014.

- moved by Councillor Gardner, seconded by Councillor Redpath.

Amendment

1. To repel the objections and grant the licence for the period 1 to 25 August 2014 subject to the Council's Standard Conditions for this category of licence, and also subject to:
 2. The hours of trading to be 10 am to 11 pm daily
 3. No trading to take place before 1 pm on Sunday 10 August 2014
- moved by Councillor Barrie, seconded by Councillor Bridgman.

Voting

- | | | |
|-------------------|---|---------|
| For the motion | - | 3 votes |
| For the amendment | - | 5 votes |

Decision

1. To repel the objections and grant the licence for the period 1 to 25 August 2014 subject to the Council's Standard Conditions for this category of licence, and also subject to:
2. The hours of trading to be 10 am to 11 pm daily
3. No trading to take place before 1 pm on Sunday 10 August 2014

Declaration of Interests

Councillor Mowat declared a non-financial interest in items 6.1.1 and 6.1.2 as an objector to the applications and took no part in consideration of these items.

Item Rolling Actions Log

Regulatory Committee

3 May 2013 to 20 June 2014

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	03-05-13	Public Entertainment Licensing Public Consultation on Amendments to the Resolution	To note that the Director of Services for Communities would report to a future meeting of the Committee on the fee issues raised by the deputation.	Acting Director of Services for Communities	31 Dec 2014	Draft report November 2015	Would be in place for summer 2015
2	03-05-13	Proactive Impact Noise Standard in Houses in Multiple Occupation Properties	The Director of Services for Communities to report on an annual basis providing statistics of the number of applications for exemption made with information on grants/refusals, and neighbour refusal to agree with the landlords written statement.	Acting Director of Services for Communities	April 2014	April 2014	Closed and complete. Ongoing reports to be received on an annual basis

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
3	03-05-13	Refund of Licence Application Fees - Proposed Policy	To agree to receive a further report following the consultation recommending a final version of the Policy.	Acting Director of Services for Communities	Sept 2013	Sept 2013	Closed and complete.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
4	03-05-13	Review of Taxi fares within the City of Edinburgh	<ol style="list-style-type: none"> 1) To agree further consultation on an enhanced tariff between 12 am and 5 am, specifically to examine whether this would increase the available number of taxis at this time. 2) To agree further consultation with the taxi trade and other stakeholders on a simplified festive tariff. 3) In respect of the wording in the Fare Table For Taxis, to instruct the Director of Services for Communities: <ol style="list-style-type: none"> a) To consider an alternative for the description of the airport drop-off zone. b) To further consult on consolidating the call out charge and the airport pick up charge to a single charge of 80p. 4) To note that a report would be submitted to the June meeting of the Regulatory Committee. following the advertisement of the proposed fare increase. 	Acting Director of Services for Communities	<p>Nov 2014</p> <p>Nov 2014</p>	<p>June 2013</p> <p>June 2013</p>	<p>All action apart from 1 and 2 complete.</p> <p>1 and 2, resource allocated to work expected completion Nov 2014.</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
5	24 - 07-13	Balfour Beatty Fee Structure for Holyrood Road	To instruct the Director of Services for Communities to review the HMO university fee structure and report back to the committee within six months.	Acting Director of Services for Communities	January 2014		Ongoing
6	06 - 09 -13	Private Rented Sector Enforcement Policy	The Director of Services for Communities to report annually to Committee, the details and statistics on the enforcement action taken by Private Rented Services.	Acting Director of Services for Communities	September 2014		Ongoing
7	06 - 09 -13	Licence Refund Policy Outcome of Consultation	<ol style="list-style-type: none"> 1. To review the policy after 12 months 2. To note that an annual report on refunds would be submitted to the Regulatory Committee 3. To request the Director of Services for Communities to 	Acting Director of Services for Communities	September 2014 September 2014 September 2014		Report to be submitted Sept 2014

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			investigate the possibility of allowing organisations that may meet the criteria for discounted fees to submit applications without a fee, subject to this being considered by Committee.				
8	15-11-13	Taxi Stances Revocations Variations and Appointment Various Locations Along The Edinburgh Tram Route	<p>1) To include the stances at Haymarket station in the next taxi stance survey.</p> <p>2) To request details of the level of taxi usage at Haymarket station be included in the next assessment of need to be undertaken.</p>	Acting Director of Services for Communities	December 2013 December 2013	19 Feb 2014 19 Feb 2014	Closed and complete.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
9	15-11-13	Use of forward-facing cameras in Taxi and Private Hire Cars	To instruct the Director of Services for Communities to engage in further consultation with the trade and the public on this topic and to report back to Committee within six months.	Acting Director of Services for Communities	June 2014		Closed and complete
10	15-11-13	Review of Approval for Private Hire Cars Modified to Carry Wheelchairs	To request the Director of Services for Communities to engage in consultation on the matter and to report back to committee on completion.	Acting Director of Services for Communities	April 2014	April 2014	Closed and complete
11	15-11-13	Proposed Changes To Public Entertainment Resolution	To approve the amended Draft Public Entertainment Resolution detailed at appendix 2 to the report by the Director of Services for Communities and to agree to commence a statutory consultation.	Acting Director of Services for Communities	February 2014	February 2014	Closed and complete

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
12	03-02-14	Review of Public Entertainment Licensing	To instruct the Director of Services for Communities to take all the steps necessary to implement the decision, including dealing with outstanding legal cases.	Acting Director of Services for Communities	30 June 2014		All but one case have been settled. Remaining case resolved subject to costs being settled.
13	04-04-14	Licensing Policy Development - Street Trading	<ol style="list-style-type: none"> 1) To agree to receive a further report on Castle Street following this consultation process. 2) To receive a further update on Street Trading in six months. 	Acting Director of Services for Communities	<p>July 2014</p> <p>November 2014</p>		Ongoing – Update report expected Sept 2014
14	04-04-14	Use of CCTV In Taxis and Private Hire Cars - Safety	To instruct the Director of Services for Communities to engage in further consultation with the trade and the public on this topic and to report back to Committee in six months.	Acting Director of Services for Communities	November 2014		<p>Ongoing</p> <p>Consultation underway</p> <p>Update report scheduled Nov</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							2014
15	04-04-14	Future of Taxi Examination Centre	To agree to receive an update report in six months.	Acting Director of Services for Communities	November 2014		Ongoing

Item Work Plan and Proposed Workstreams

Regulatory Committee – 20 June 2014

Work stream	Remit	Method	Milestone	Estimated Date report to Committee
Taxi Examination Centre				
Taxi Examination Centre	<p>Review and secure future service provision.</p> <p>Take steps necessary to bring service in house.</p> <p>Transfer of service from Police Scotland to CEC</p>	<ul style="list-style-type: none"> Investigate procurement options Develop proposals Take account of National Police Force arrangements Integrate with Fleet Services Complete TUPE transfer of staff from Police Scotland 	<ul style="list-style-type: none"> Procurement Advice for Committee obtained. Approval of Business Case Mid and West Lothian have agreed in principle. Project Group established Service Level Agreements drafted Transfer complete 	<p>Recommendations approved 6 Sept 2013</p> <p>Business case approved April 2014</p> <p>Updated to Sept 2014 to agree Service Level Agreements</p> <p>Final Report November 2014</p>
Taxis/PHCs				
<i>Review policy on control adverts displayed on Taxi Vehicles</i>	<i>Review whether the current policy requiring pre-approval of adverts on Taxi Vehicles is still required.</i>	<ul style="list-style-type: none"> Draft revised conditions Consult with affected parties Change Conditions 		<p><i>Report submitted to November 2013 Regulatory Committee</i></p> <p>Complete and closed</p>
<i>Review of existing taxi fares</i>	<i>The Council is required by the Civic Government (Scotland) Act 1982 to regularly</i>	<ul style="list-style-type: none"> Consultant procured and appointed Research undertaken 		<i>Complete May 2013. Next survey must be completed by Dec 2014 – Halcrow procured to complete this and one further review.</i>

	<i>review taxi fares.</i>	<ul style="list-style-type: none"> • Consult and implement 		Complete and closed
<i>Policy on Taxi Limitation</i>	<i>The Council has adopted a policy on limiting the number of taxis in the City. The Civic Government (Scotland) Act 1982 requires this to be regularly reviewed. The Council is only permitted to maintain the current limit if there is 'no significant unmet demand'.</i>	<ul style="list-style-type: none"> • Consultant procured and appointed • Research undertaken • Report to Committee • Agree Interim Measures 		<i>Demand survey complete May 2013.</i> <i>Procurement for interim surveys complete.</i> <i>Policy reaffirmed.</i> Complete and closed
Introduction of safety CCTV into Taxi/PHC vehicles	To advise Committee on the feasibility of introducing CCTV and recommend any conditions necessary	<ul style="list-style-type: none"> • Investigate options and necessary conditions for Committee consideration • Identify good practice from other local authorities • Consult on whether CCTV could be delivered technically within the context of the draft conditions • Public Consultation 	<ul style="list-style-type: none"> • Feasibility assessed by March 2013. Complete • Draft proposals to committee • Public Consultation. 	April 2014 agreed in principal Consultation summer 2014 Final report Nov 2014
Introduction of forward-facing cameras (for insurance purposes) into Taxi/PHC vehicles	Request from trade to allow change of conditions to	<ul style="list-style-type: none"> • Committee consideration • Identify good practice from other local authorities • Consult on whether CCTV 	<ul style="list-style-type: none"> • Draft proposals to committee • Public Consultation. 	Consultation complete and report to Committee June 2014. Complete and closed

	allow this.	could be delivered technically within the context of the draft conditions <ul style="list-style-type: none"> Public Consultation 		
Consult on outstanding elements of the Taxi fare review e.g. Party Tariff.	Consult with the taxi trade and public.	<ul style="list-style-type: none"> Carry out consultation Report and advertise any proposed change 	<ul style="list-style-type: none"> Consultation complete Sept 2014. Public advert if required 	Update report to Committee September 2014
Taxi Fare Review 2014/15	Undertake 2 of 3 planned reviews	<ul style="list-style-type: none"> Update timeline with Halcrow Fieldwork Proposals drafted 	<ul style="list-style-type: none"> Draft proposals Proposals to Committee Statutory consultation Implement 	Report to Committee Nov 2014 Statutory consultation and final report Jan 2015
Licensing Team service provision				
<i>Improved online access for applications</i>	<i>Update on improvements to Customer access</i>	<ul style="list-style-type: none"> <i>Local priority consistent with ongoing corporate strategy</i> 		<i>Report on completion April 2014</i> Complete and closed
<i>Introduce Authority Public Protection (APP) licensing database</i>	<i>Introduce a new database to improve efficiency and performance management</i>	<ul style="list-style-type: none"> <i>To improve performance management and service standards</i> 		<i>Reported to Committee April 2014</i> <i>Installation complete</i> Complete and closed
Street Trading				
Introduce improved licensing arrangements for Pedicabs including specific conditions for this type of street trading	Outstanding Remit from January 2012. Current Street Trading Licence Conditions do not adequately regulate Pedicabs.	<ul style="list-style-type: none"> Officer Group to recommend draft standard conditions and changes to the licensing arrangement for public consultation 	<ul style="list-style-type: none"> Awaiting outcome of research and court case. 	Update report submitted June 2014

	Define conditions and consult			
Review the Council Policy on the licensing of Street Trading agreed in 2004.	To review the Council's current policy on street trading and implement necessary changes to policy	<ul style="list-style-type: none"> • Formation of a Member Officer Working Group to draft revised policy • Engage with Planning Committees and business groups <p>Outline policy agreed by Member Officer Group</p>	<ul style="list-style-type: none"> • Member Officer Group Established. 	<p>Complete by Nov 2014</p> <p>Proposals for consultation Sept 2014 Member Officer Group established – met on 7/10/13.</p> <ul style="list-style-type: none"> • Initial scoping exercise complete • Relevant legislation identified • Relevant forms identified • Potential consultees identified • Consultation with Stakeholders early 2014
Late Hours Catering				
Review the Council Policy on the licensing Late hours catering.	Carry out complete review of policy and implementation	<ul style="list-style-type: none"> • Formation of a Member Officer Working Group to draft revised policy • Engage formally with Licensing Board, Neighbourhood Partnership 	<ul style="list-style-type: none"> • Member Officer Group Established. • Consultation with Stakeholders June/July 2014 	Interim report by September 2014 with proposals for consultation
Public Safety				
Update on Public Safety at Sport Grounds	Update Committee as required by Standing Orders	<ul style="list-style-type: none"> • Annual Report 	<ul style="list-style-type: none"> • Report submitted to Committee 	Report to Committee Summer 2014
HMOs				

Review of University Accommodation HMO fee structure	Advise Committee on the costs of inspection and enforcement of these premises	<ul style="list-style-type: none"> • Background on number of premises, etc. Council costs worked out. • Draft fee structure consulted on. 	<ul style="list-style-type: none"> • Report submitted to Committee 	Report to Committee January 2014.
Enforcement activity taken by HMO Team	Update Committee on enforcement action taken	<ul style="list-style-type: none"> • Annual report 	<ul style="list-style-type: none"> • Report submitted to Committee 	Report to Committee September 2014.
Review of the House of Multiple Occupation market and	Review of HMO property in Edinburgh, including custom built student accommodation, impact of welfare reforms increasing and how this relates to overprovision in the HMO market.	<ul style="list-style-type: none"> • Carry out analysis of HMO data and planning applications • Consultation with key stakeholders • Liaise with Planning 	<ul style="list-style-type: none"> • Report submitted to Committee 	Report to Committee November 2014
Public Entertainment				
<i>Update the Public Entertainment Licensing System</i>	<i>Work begun by previous Regulatory Committee in response to a change in the law and concern about impact on certain groups.</i>	.		<i>Complete May 2013. System to be kept under review</i> <i>Complete and closed</i>
General				

Review of Fee Structures	Carry out review of fee structures	<ul style="list-style-type: none"> • Introduce zero-based budgeting for all licensing functions 	<ul style="list-style-type: none"> • Inter-Departmental group set up, supported by Finance • Proposals to be considered by Member Officer Group 	<p>Council budget set Feb 2014</p> <p>Report on options Nov 2014</p>
Response to new Licensing Bill	Respond to consultation	<ul style="list-style-type: none"> • Respond to opportunities to influence Bill in Parliament • Prepare for implementation of key elements 	<p>Draft responses for relevant Committee scrutiny</p> <ul style="list-style-type: none"> • Scope and plan on work plan 	<p>Report to Committee Nov 2014</p> <p>Ongoing until at least April 2015</p>

Regulatory Committee

9.30 am, Friday, 20 June 2014

Appointment to Sub-Committees and Working Groups – 2014-15

Item number	6.1
Report number	
Executive/routine	
Wards	

Executive summary

The Regulatory Committee is required to annually re-appoint the membership of its Sub-Committees and Working Groups. The current membership is detailed in the appendix to this report.

Links

Coalition pledges

Council outcomes [CO25](#)

Single Outcome Agreement

Appointments to Sub-Committees and Working Groups – 2014-15

Recommendations

- 1.1 To appoint the membership of the Licensing Policy Development: Member/Officer Working Group for 2014/15 as detailed in the appendix to this report.
- 1.2 To note the current membership of the Working Group which was considering the Street Trading Policy.

Main report

Appointments to Sub-Committees and Working Groups, etc

- 2.1 The Licensing Sub-Committee's membership was appointed by Council on 1 May 2014.
- 2.2 The Regulatory Committee on 21 June 2013 had appointed a Licensing Policy Development: Member/Officer Working Group for 2013/14.
- 2.3 The membership of the Officer and Member Working Group on Regulatory Committee Policy will be drawn from all members of the Council.
- 2.4 The membership of the Officer and Member Working Group and the present members considering the Street Trading Policy is as detailed in the appendix to this report.
- 2.5 The Councillor membership of the Group varies dependant on the policy being considered.
- 2.6 The Convener of the Regulatory Committee is the Convener of the Member/Officer Group.

Measures of success

- 3.1 That the City's Licensing function is modernised to ensure that it meets the needs of customers.
- 3.2 That any Licensing policy adopted balances appropriate protection of citizens with the need to ensure a minimum burden on economic development.

Financial impact

- 4.1 None arising out this report. Any costs from implementing policy changes will require to be borne within the available income generated from Licensing Fees. There are no costs to the Councils revenue budget.

Risk, policy, compliance and governance impact

- 5.1 The Member/Officer Working Group is unable to take decisions and all recommendations will be reported for consideration to the Regulatory Committee.

Equalities impact

- 6.1 None arising from this report. Policies developed may require equality impact assessed depending on the nature of the policies.

Sustainability impact

- 7.1 Not applicable

Consultation and engagement

- 8.1 This report will establish a group which will allow elected members to be consulted with on development of licensing policy.

Background reading / external references

[Minute of the Regulatory Committee of 21 June 2013](#)

Alastair D Maclean

Director of Corporate Governance

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Links

Coalition pledges

Council outcomes CO25 – The Council has efficient and effective services that

Regulatory Committee – 20 June 2014

deliver on objectives.

Single Outcome Agreement

Appendices

Current Membership of the Education, Children and Families Committee's Sub-Committees and Working Groups etc

Appendix

Licensing Policy Development: Member/Officer Working Group - 7 Members – Convener and Vice-Convener of Regulatory Committee 1 Labour, 1 SNP, 1 Conservative, 1 Green and 1 SLD

Current Membership dealing with Street Trading Policy

Councillor Barrie (Convener)
Councillor Aitken
Councillor Blacklock
Councillor Bridgman
Councillor Edie

Councillor Main
Councillor Redpath

Regulatory Committee

09:30am, Friday, 20 June 2014

Late Hours Catering – Review Update

Item number	6.2
Report number	
Executive/routine	
Wards	Citywide

Executive summary

The Regulatory Committee, on 16 November 2013, adopted a Work Plan which included a review of policies to ensure the Licensing system remains fit for purpose. This report provides an update of progress made in respect of late hours catering.

The licensing of late hours catering was designed to provide an element of control over premises trading during, what is considered to be, unsocial hours.

Historically, late hours catering policy has proved contentious and it is essential that the development of a new policy balances the interests of local communities / residents with the needs of a vibrant economy.

Links

Coalition pledges	P15 and P28
Council outcomes	CO8
Single Outcome Agreement	SO1

Late Hours Catering – Review Update

Recommendations

It is recommended that the Committee:

- 1.1 notes the content of the report, the progress made to date and agree further consultation; and
- 1.2 receives a further update in six months.

Background

- 2.1 On 16 November 2013, the Regulatory Committee adopted a Work Plan to provide focus and structure to the work required to review policies for various aspects of the Licensing function. The work plan included a complete review of policy and the implementation of late hours catering. A Licensing Policy Development: Member/Officer Working Group will be asked to oversee the development of new policies.
- 2.2 Late hours catering is an optional licensing activity within the Civic Government (Scotland) Act 1982. The City of Edinburgh Council, by way of a resolution, exercised its powers to adopt this licensing activity in 1983. Section 42 of the Act provides that a late hours catering licence is required for the use of premises between 23:00 and 05:00hrs for the sale of food to the public. A licence is required whether or not the food is consumed on or off the premises.
- 2.3 A late hours catering licence, generally, is not required for premises which are licensed to sell alcohol under the Licensing (Scotland) Act 2005 or premises being used in accordance with a public entertainment licence. The exception to this is when the late hours catering activity takes place out with the hours covered by the liquor or public entertainment licences i.e. a take away shop with a liquor licence which allows off sales until a terminal hour of 22:00hrs and wishes to continue trading beyond this time.
- 2.4 The City of Edinburgh Council Licensing Board recognises the importance of the interaction between the two licensing regimes.
- 2.5 Late hours catering licences were introduced by the Council in July 1984. In order to assist with the determination of licensing hours, Committee adopted

general guidelines in 1985 to help address issues of noise and disturbance with premises trading during unsocial hours.

2.6 These initial guidelines were updated, in September 2002, with the creation of three specific trading categories, petrol stations, supermarket / retail shops and takeaway premises. The policy also created trading zones for takeaway premises as detailed in Appendix 1 Late hours catering policy - hours of operation:

- | | |
|--------|---|
| Zone 1 | Busy main road or junction used by large volumes of late night pedestrians. High ambient noise levels until closure times |
| Zone 2 | Main road or very busy street. Ambient noise levels coincide with closing hours |
| Zone 3 | Street or area with very little / low night ambient noise or premises with a history of complaints |

2.7 The guidelines were designed taking into account traffic flows, level and frequency of pedestrian activity, together with the ambient noise levels in streets and areas during licensing hours.

2.8 There are currently 177 late hours catering licences city wide, 25 in petrol stations, 23 in supermarket / retail shops and 129 in takeaway premises.

2.9 Of the 129 takeaway shops, 14 currently have hours beyond the 03:00hrs maximum outlined by the policy. Additionally, it is much more common for takeaways to have hours in excess of those defined in the policy for their area, e.g. licensed to trade to 02:00hrs when 01:00hrs would normally be the maximum under the policy.

Main report

- 3.1 The existing policy has, in the main, served the council well. It is recognised, however, that economic growth, traffic flow and pedestrian activity have all had an impact on trading patterns and it is now appropriate to review the policy.
- 3.2 Evidence in the past has demonstrated that there is need for a consistent approach that creates a fair and transparent licensing regime.
- 3.3 At the introduction of a zoning policy, the Council adopted a city wide closure policy which allowed premises to trade up to 03:00hrs daily. This was not without problems as it did not take cognisance of local circumstance or demand. Equally, it did not address the concerns of local residents and placed unnecessary restrictions on trading in certain parts of the city.

- 3.4 Recognising the merit of a zoning policy, it is proposed that the zones introduced in 2002 should be revisited. This will provide an opportunity to not only take cognisance of the need to support the economy but to also provide greater clarity in respect of trading areas and address any emerging community concerns.
- 3.5 Alastair MacDonald of MacDonald Licensing represented a deputation at the Regulatory Committee on 14 September 2013. During his presentation he expressed concerns about the current policy and lack of consultation in the previous policy.
- 3.6 In an attempt to address these concerns and give the consultation process greater transparency, it is proposed to hold three evidence sessions in June 2014. This would provide the public, trade, council officials and stakeholders with an opportunity to address the Member/Officer Working Group on their views regarding the development of future late hours catering policy. It also allow the group to test and examine the basis of any evidence in support of those views. Participants would include premises that currently hold licences and their legal agents; community councils and the local licensing forum; council officials and stakeholders who are directly affected by the operation of premises.
- 3.7 The aim of the evidence sessions is to give the Member/Officer Working Group a better understanding of the impact that the existing policy currently has and how best to implement change going forward. This approach will allow for an informed decision to be made in terms of both economic growth and community concern.
- 3.8 The evidence session will form the basis for the development a new policy. This will then require further detailed consultation with the trade and public before implementation.
- 3.9 Further consultation will also be required with the City of Edinburgh Licensing Board to ensure any changes to the existing policy do not have an adverse impact.

Enforcement and compliance

- 3.10 Increasing concern has been raised about the number of late hours catering premises operating outwith their hours of operation. Traders regularly cite a rival or neighbouring operator with later hours than they enjoy as the reason for trading beyond their own hours and indeed often beyond the hours of a licensed competitor.
- 3.11 As a result, in December 2013 and April 2014 officers from Services for Communities Licensing Enforcement and Police Scotland carried out specific checks on those premises. See appendix 2.
- 3.12 In summary:
- 89 visits were carried out
 - 79 premises were visited (a number were visited more than once)

- 15 premises were identified as trading without a licence
- 13 premises were trading outwith their approved hours

This resulted in

- 28 enforcement actions.

3.13 The results demonstrate a lack of compliance with the existing policy and further monitoring will be carried out.

Measures of success

- 4.1 That the City's Licensing function is modernised to ensure that it meets the needs of customers.
- 4.2 That any Licensing policy adopted balances appropriate protection of citizens with the need to ensure a minimum burden on economic development.

Financial impact

- 5.1 The Council's scale of fees for licensing applications was approved with effect from 1 April 2014. Any costs from implementing policy changes will be contained within the current ring fenced income generated from licensing fees. There are no costs to the Councils revenue budget.

Risk, policy, compliance and governance impact

- 6.1 The City of Edinburgh Licensing Board adopted its statement of licensing policy in November 2013 and acknowledges the significance of the existing late hours catering policy. Therefore any changes to late hours catering policy should take account of the Board policy statement and any impact it may have.

Equalities impact

- 7.1 There is no adverse impact on the public sector equalities duty. There would accordingly be no direct equalities impact arising from the contents of this report.

Sustainability impact

- 8.1 There is no environmental impact arising from the contents of this report.

Consultation and engagement

- 9.1 The review of late hours catering is at an early stage and will require detailed consultation with the public, affected business, Police Scotland and council officers.
- 9.2 As part of the process, it is proposed to hold three evidence sessions to give the public, trade and officials an opportunity to address the Licensing Policy Development: Members Working Group on their views regarding the development of the late hours catering policy. These are planned for June 2014. This approach will enable the group to gain a better understanding of the impact that the existing policy currently has and how best to implement change going forward . The evidence session will form the basis for the development a new policy. This will require further detailed consultation with the trade and public before implementation.
- 9.3 Any consultation will at a minimum meet any statutory requirements and it is planned that it will exceed these requirements.

Background reading / external references

[Late hours catering - policy on hours of operation 10 September 2002](#)

[Licensing Board Statement of Policy 2013](#)

John Bury

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Links

Coalition pledges	P15 Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors P28 Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city
Council outcomes	CO8 Edinburgh's economy creates and sustains job opportunities
Single Outcome Agreement	SO1 Edinburgh's Economy Delivers increased investment, jobs and opportunities for all
Appendices	Appendix 1 – Policy on Hours of Operation Appendix 2 – Late Hours Catering Project

LATE HOURS CATERING

POLICY ON HOURS OF OPERATION

On 10th September 2002 the City of Edinburgh Council adopted a new policy on permitted hours of operation. This followed a review of zoning guidelines which were originally introduced in 1985 to preserve amenity in the City and minimise the impact on the local environment from premises trading during night-time hours.

The new guidelines on the granting of hours to late hours catering premises:-

Petrol Stations, Supermarkets and Retail Shops

Provided there are no environmental issues for the Regulatory Committee to address there will normally be a recommendation to grant the licence from 11pm to 5am.

Takeaway premises

All premises are categorised by location and in order to prevent crowd migration from clubs to takeaway premises, no Late Hours Catering licences will be granted with a terminal hour beyond 3am.

CATEGORY	TIME OF CLOSURE	LOCATION
1	11pm to 2am (Sundays to Thursdays) 11pm to 3am (Fridays and Saturdays)	Busy main road or junction used by large volume of late night pedestrians. High ambient noise levels until closure times.
2	11pm to 1am (Sundays to Thursdays) 11pm to 2am (Fridays and Saturdays)	Main road or very busy street. Ambient noise levels coincide with closing hours.
3	11pm to 12pm (Sundays to Thursdays) 11pm to 1am (Fridays and Saturdays)	Street with low night ambient noise.
4	11pm to 12 midnight (Fridays and Saturdays only)	Street or area with very low night ambient noise or premises with a history of complaints.

Festival and Festive periods – there will normally be a recommendation to grant an additional one hour to the usual terminal hour.

Amended: 25th October 2002

Appendix 2 – Late hours catering project

	14/15 December and 20/21 December 2013	12/ 23 April and 19/20 April 2014
Total number of visits	45	38
Total number of premises visited	39	33
Number premises visited which had previously been at committee	15	
Number of premises found operating without a Late Hours Catering (LHC) Licence	7	8
Number of premises found operating out with their licensed hours	3	10
Enforcement actions	6 x Warning Letter issued 4 x Verbal Warnings	15 x Verbal Warnings 1 x case requiring further investigation 1 x prosecution being considered
Number of Late Hours Catering Licence applications submitted as a result of visit	2 - The remaining 5 premises that were found trading without a LHC licence intimated that they do not intend trading past 11pm in the future.	

Regulatory Committee

09:30am, Friday, 20 June 2014

Street Trader Licensing – Pedicabs: Update on Outstanding issues

Item number	6.3
Report number	
Executive	
Wards	Citywide

Executive summary

The Regulatory Committee, on 16 November 2013, adopted a Work Plan which included a review of policies which are vital to ensuring the Licensing system remains fit for purpose. This report provides an update of progress made in respect of Street Trading licence conditions for pedicabs.

A number of issues regarding the management and operation of pedicabs were previously reported to committee and these form the basis for the review.

During the initial stages of the review a number of concerns regarding passenger safety have been identified.

A working group has been established by the Convention of Scottish Local Authorities (CoSLA) to consider national standards, in line with the terms of the Better Regulation (Act) 2014.

Links

Coalition pledges	P15 & P28
Council outcomes	CO8
Single Outcome Agreement	SO1

Street Trader Licensing – Pedicabs: Update on outstanding issues

Recommendations

It is recommended that the Committee:

- 1.1 notes the content of the report, the progress made to date and agrees further research is carried out in respect of passenger safety;
- 1.2 notes the ongoing passenger safety concerns that have been identified and awaits the outcome of the appeal lodged by Glasgow City Council; and
- 1.3 agrees to receive a further update in six months.

Background

- 2.1 A report was submitted to the Regulatory Committee on 27 January 2012 which identified that current Street Trading licence conditions do not adequately regulate pedicabs.
- 2.2 The issues that gave cause for concern include:
 - passenger and driver safety
 - overloading
 - impact on other road/pavement users
 - poor driving and failure to observe traffic regulations
 - parking on the pavement and congestion
 - number of pedicabs operating
 - night time use
 - approved areas of operation
 - poor maintenance and inspection regimes
 - no regulation of fares.
- 2.3 The Regulatory Committee, on 16 November 2013, adopted a Work Plan to provide focus and structure to the work required to review policies for various aspects of the Licensing function. The work plan included the remit from the Regulatory Committee on 27 January 2012 to review the Street Trading conditions in respect of pedicabs.

- 2.4 Challenging issues around public and passenger safety have been identified and resolution of these is necessary in taking forward policy developments in this area.

Main report

- 3.1 The operation of pedicabs in the City is licensed by the City of Edinburgh Council by means of Street Trader licensing, in this instance, the offering of a service (pedicab rides) for money or money's worth.
- 3.2 Pedicabs have operated in the city since 1996. At present there are five pedicab companies, 200 employees and approximately 120 pedicabs operating in the city centre.
- 3.3 The operation of pedicabs within the city has given rise to a number of concerns about passenger safety. In April 2010, a male died after falling from a pedicab. In 2001, a woman was seriously injured when her neck-scarf became entangled in the wheels of a pedicab.
- 3.4 The operation of pedicabs in Edinburgh is not unique and a number of other local authorities also have licensing regimes including Glasgow, Aberdeen, Dundee and Falkirk. A number of English authorities also operate pedicabs licensing, including Westminster Council.
- 3.5 In 2013, Police Scotland made representation to Glasgow City Council highlighting safety concerns regarding the operation of pedicabs, and in particular the lack of protection afforded to passengers.
- 3.6 Glasgow City Council also received information from the Vehicle and Operator Services Agency (VOSA) and its own Executive Director of Land and Environment Services.
- 3.7 Reports prepared for Glasgow City Council and Police Scotland highlighted that:
- there is currently no official build standard for pedicabs and as such it would be impossible to assess the structural integrity of a pedicab or to conclude that a pedicab is considered safe for use by members of the public; and
 - that pedicabs did not have either a roll cage or three point seat belts for each passenger considered necessary in providing reasonable safety for passengers travelling within a pedicab.
- 3.8 Glasgow City Council subsequently refused a number of licence applications which are now the subject of appeal proceedings.

- 3.9 Similar concerns were also raised by the Licensed Taxi Drivers Association in London which commissioned the Transport Research Laboratory (TLR) to produce a report in relation to the safety of pedicabs, with a focus on passenger safety. A copy of the report can be made available.
- 3.10 In September 2014 CoSLA ran a National Standards Summit based on the Regulatory Reform (Scotland) Act 2014. Following the Summit a short term working group was established to consider, make recommendations and potentially develop national standards around:
- vehicle specification
 - vehicle safety and inspection
 - advertising on the vehicle
 - identify areas that will need to be considered locally e.g. operating routes/times
 - guidance on best practice to process and procedures e.g. separate operator's license and employee license.
- 3.11 The work streams established by the working group will assist in future policy development going forward.
- 3.12 It is proposed that a further report is jointly commissioned with Glasgow City Council in respect of pedicab passenger safety. Discussions are in progress with Glasgow City Council to scope the remit and cost of the report.
- 3.13 Prior to making any changes to the existing policy on pedicabs it would be appropriate to wait until the result of the commissioned research and outcome of the appeal process in the Glasgow case are available. This will allow an informed decision to be made in terms of both public and passenger safety.

Measures of success

- 4.1 That the City's licensing function is modernised to ensure that it meets the needs of customers.
- 4.2 That any Licensing policy adopted balances appropriate protection of citizens with the need to ensure a minimum burden on economic development.

Financial impact

- 5.1 Work with Glasgow City Council to scope the new remit and cost of the report is in progress. This will allow sharing of cost on a joint area of concern.
- 5.2 The Council's scale of fees for licensing applications was approved with effect from 1 April 2014.
- 5.3 Any costs from implementing policy changes and research will be contained within the current ring fenced income generated from licensing fees. There are no costs to the Council's revenue budget.

Risk, policy, compliance and governance impact

- 6.1 Public safety is of paramount importance and given the growing concerns in respect of pedicab safety and legal challenge further research is required to properly inform any future policy decisions.
- 6.2 In view of the concerns raised it would be appropriate to accept applications for employee licenses and introduce a moratorium on operator applications for the next six months pending the outcome of the review.

Equalities impact

- 7.1 None arising from this report. Policies developed may require equality impact assessed depending on the nature of the policies.

Sustainability impact

- 8.1 There is no environmental impact arising from the contents of this report.

Consultation and engagement

- 9.1 The review of pedicabs is at an early stage and will require detailed consultation with the public, affected business, Police Scotland and council officers. Any consultation will, at a minimum, meet any statutory requirements and in most instances will exceed these requirements.

Background reading / external references

[Regulatory committee report Street Trader Licensing – Pedicabs 27 January 2012](#)

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Links

Coalition pledges	P15 Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors P28 Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city
Council outcomes	CO8 Edinburgh's economy creates and sustains job opportunities
Single Outcome Agreement	SO1 Edinburgh's Economy Delivers increased investment, jobs and opportunities for all
Appendices	None

Regulatory Committee

09.30am, Friday, 20 June 2014

Taxi and Private Hire Car Driver Licences: 12 Months Driving Experience

Item number 6.4
Report number
Executive
Wards All

Executive summary

The Report clarifies the legal position with regard to Section 13(3) and (6) of the Civic Government (Scotland) Act 1982 and advises that this applies to applications for renewals and new applications for taxi driver and private hire driver licences.

This position will have a direct impact on any licence holder whose driving licence is revoked by DVLA or who is banned from driving by the courts.

Links

Coalition pledges [P15](#)
Council outcomes [CO8](#)
Single Outcome Agreement [SO1](#)

Taxi and Private Hire Car Driver Licences: 12 Months Driving Experience

Recommendations

The Committee is asked to note that:

- 1.1 In accordance with legal advice in relation to taxi and private hire driver licences, as a Licensing Authority, the Council cannot grant any new licence or renew any existing licence unless the applicant has held their driving licence continuously for the 12 months immediately preceding the date of application; and
- 1.2 There is no discretion under the legislation, and therefore any application which does not meet this requirement will be refused under existing delegated powers.

Background

- 2.1 Section 13(3) of the Civic Government (Scotland) Act 1982 ('the Act') requires drivers to have continuously held a driving licence for 12 months to the date of application for a taxi or private hire car ('PHC') driver's licence.
- 2.2 This requirement was tightened by amendment to the Act following the passage of the Criminal Justice and Licensing (Scotland) Act 2010. The amendment was intended to make clear that the requirement applied both to applications for new licences and to the renewal of existing licences. This came into effect in November 2011.

Main report

- 3.1 At a previous meeting of the Licensing Sub-Committee the application of the amended section to renewal applications was queried, and an undertaking was given to research and clarify the position.
- 3.2 In addition to Section 13 (3), where an existing licensed taxi or PHC driver loses their driving licence, the implications of section 13(6) must be taken into account. This states that "If a person holding a licence [Taxi or PHC Driver] ceases for any reason to be authorised by law to drive on a road the vehicle to which the licence relates, the licence [Taxi or Private Hire Driver] shall cease to have effect."

- 3.3 “Ceasing to be authorised by law...” would include disqualification from driving (e.g. in relation to criminal matters). Importantly this would also apply in a situation where a licence had been revoked by the DVLA because of medical reasons.
- 3.4 The legal position confirms that any existing taxi and PHC driver who ceases to be authorised in law to drive will no longer have a valid taxi or PHC licence. Reinstatement of a driving licence does not reinstate a Taxi or PHC licence. Those individuals wishing to resume that licensed activity are required by law to wait a minimum of 12 months from the date their driving licence is restored before they can submit an application to the Council for a ‘New’ licence.
- 3.5 Any application for a renewal of a licence within this period will require to be refused.
- 3.6 It is important that the Committee notes that, where a licence holder loses their driving licence on medical grounds, and then regains it, this rule also applies. There will be a 12 month gap before the licence holder can apply to the Council to resume operating as a taxi or PHC driver.
- 3.7 As the Council has no discretion on this issue, a committee hearing for an application would be unnecessary. Any relevant application will be refused under existing delegated powers.
- 3.8 It has been identified that further clarity is required on the steps required if a licensed taxi driver or private hire driver loses their licence. For example, it is not explicit that the licence holder has to inform the Council. Work is ongoing to address this and will be reported back to Committee as necessary. Officers will take steps to communicate this position to all licence holders effected.
- 3.9 Work is also underway to enhance the checking of applications, to ensure that every applicant’s driving status is checked against DVLA records and therefore no applications are sent to committee unnecessarily.

Measures of success

- 4.1 That Council deals with any licence application according to the relevant statutory provisions.

Financial impact

- 5.1 The Council’s scale of fees for licensing applications was approved with effect from 1 April 2014. Any costs associated with this report will be required to be absorbed by the Civic Government (Scotland) Act 1982 licensing budget for 2014/15.

Risk, policy, compliance and governance impact

- 6.1 This report is intended to clarify the Council's view on this aspect of the Civic Government (Scotland) Act 1982. Any individual applicant is protected by a right of appeal to the courts. The steps outlined in this report are within the scope of the existing scheme of delegation for officers. There is a risk that appeals may be lodged if an applicant is unhappy with a refusal of their application. Approval of this report reduces the risk of an appeal being successful.

Equalities impact

- 7.1 There is no equalities impact arising from the contents of this report.

Sustainability impact

- 8.1 There is no environmental impact arising from the contents of this report.

Consultation and engagement

- 9.1 If the Committee agrees, steps will be taken to communicate the position outlined in this report to affected licence holders.

Background reading / external references

Scottish Government guidance on Taxi and Private Hire Cars
<http://www.scotland.gov.uk/Publications/2012/04/3534/10>

John Bury

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Links

Coalition pledges	P15 - Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors
Council outcomes	CO8 - Edinburgh's economy creates and sustains job opportunities
Single Outcome Agreement	SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all
Appendices	

Regulatory Committee

09.30am, Friday, 20 June 2014

Update on Consultation on Forward-Facing Cameras in Taxis and Private Hire Cars

Item number 6.5
Report number
Executive
Wards : Citywide

Executive summary

This report updates Committee on the outcome of statutory consultation on the installation and use of forward-facing cameras in Taxis and Private Hire Cars. It recommends that Committee approves changes to standard conditions which would permit such installation.

Links

Coalition pledges [P15](#)
Council outcomes [CO27](#)
Single Outcome Agreement [SO1](#)

Update on Consultation on Forward-Facing Cameras in Taxis and Private Hire Cars

Recommendations

It is recommended that the Committee:

- 1.1 agrees that forward facing cameras may be installed in Taxis and Private Hire Cars on application, subject to the requirements set out in the attached Guidance Note in [Appendix 3](#);
- 1.2 delegates to the Director of Services for Communities the authority to approve individual licence applications, in terms of paragraph 206 and 261 of the Council's licensing conditions, to allow the installation of forward facing cameras within Taxis and Private Hire Cars;
- 1.3 agrees that there should be a one-off inspection and administrative fee of £50 per vehicle for each application to install front facing cameras; and
- 1.4 agrees to receive a report in 12 months detailing the number of applications received and any other pertinent issues.

Background

- 2.1 Council licensing conditions for Taxis and Private Hire Cars require any changes made to a relevant vehicle be approved by the Taxi Examination Centre on behalf of the Council, before the vehicle may be used as a Taxi or Private Hire Car.
- 2.2 Some motor insurance companies offer reduced insurance premiums to Taxi or Private Hire Car operators if forward facing cameras are installed in vehicles. These cameras are designed to record footage of the road ahead of the vehicle. Insurance claims can have the effect of increasing insurance premiums. The images can help to settle issues of liability and reduce false claims.
- 2.3 At its meeting of 15 November 2013, and after receiving several requests from the Taxi Trade, the Regulatory Committee agreed in principle to delegate to the Director of Services for Communities the authority to approve requests for permission to fit forward-facing cameras to Taxis or Private Hire Cars, subject to certain conditions subject to consultation.

- 2.4 At that meeting the Committee further instructed the Director of Services for Communities to engage in additional consultation with the Taxi Trade (as required by the Civic Government (Scotland) Act 1982), and to report back to the Committee in six months. This report discharges that outstanding remit.

Main report

- 3.1 Consultation was carried out from 27 March to 9 April 2014. Responses received after this date have also been included. A letter was sent to all licenceholders, approximately 5,000 in total, inviting responses ([Appendix 1](#)). The consultation was also promoted on the Council website.
- 3.2 28 responses to the consultation were received, 11 respondents stated clearly that they were in favour of the proposal. All responses are attached at [Appendix 2](#).
- 3.3 Of the 28 responses received, several related to the installation of CCTV within Taxis or Private Hire Cars, as opposed to recording outwith the vehicle. The Committee will be aware that recording within Taxis and Private Hire Cars (often referred to as 'CCTV') is subject to a separate report and consultation process. All consultation responses relevant to this issue have been included in the report for completeness. However, they will also be considered as part of the consultation on internal recording.
- 3.4 Seven respondents indicated that they were against or objected to the installation of cameras in Taxis and Private Hire Cars. It was not always clear whether their objections were to all types of cameras or solely to forward-facing cameras (please see full responses at [Appendix 2](#)). Reasons given included: costs of installation/maintenance; time 'off the road' to facilitate installation; a belief that there is no need for forward-facing cameras.
- 3.5 Some respondents appeared to be under the mistaken belief that the installation of forward-facing cameras was intended to be made a mandatory condition. These respondents will be contacted and made fully aware that this is not the intention of the current proposals. It will be explained that the installation of forward-facing cameras in a Taxi or Private Hire Car will not be mandatory and no licenceholder will be forced to install such equipment.
- 3.6 Other comments were made in relation to the proposed £50 fee. If the proposals are agreed it will be communicated to licence holders that this will be a one-off variation fee, applicable at the initial inspection. Provided that the relevant vehicle undergoes no further alterations, no further fee will be incurred regarding the installed cameras.
- 3.7 Police Scotland (Taxi Examination Centre) reported that the proposals posed no risks from a safety or 'MoT' perspective.

- 3.8 If the Committee agrees the recommendations a further report will be presented in twelve months, detailing the number of applications received and any other pertinent issues.

Measures of success

- 4.1 The current conditions of licence appropriately control any use of cameras by the Taxi and Private Hire Car trade.

Financial impact

- 5.1 The Council will incur administrative costs in relation to processing applications and operational costs from inspecting the vehicles at the Taxi Examination Centre. These costs will be recovered by imposing a one-off £50 fee per application, per vehicle. This would include the cost of the required inspection.

Risk, policy, compliance and governance impact

- 6.1 The report proposes changes to the standard conditions of licences attached to every Taxi and Private Hire Car licence. The proposed changes have been consulted upon as required by the Civic Government (Scotland) Act 1982 and take account of advice about the application of Data Protection Act 1998.
- 6.2 The changes are an update on the current policy on conditions attached to relevant licences and therefore require the approval of committee. There is a low risk that a licence holder could appeal the new conditions but this has been mitigated by following the statutory consultation procedure and members considering the responses as part of their decision making process.

Equalities impact

- 7.1 There is no equalities impact arising from the contents of this report.

Sustainability impact

- 8.1 There are no sustainability issues arising from the contents of this report.

Consultation and engagement

- 9.1 In order to comply with statutory requirements, consultation on the use of forward-facing cameras within Taxis and Private Hire Cars was carried out prior to the submission of this report. All holders of Taxi or Private Hire Car licences were written to ([Appendix 1](#)). 28 responses to the consultation were received and these are attached at [Appendix 2](#).

Background reading / external references

Director of Services for Communities report to the Regulatory Committee of 15 November 2013

http://www.edinburgh.gov.uk/download/meetings/id/41342/item_no_7_4-use_of_cctv_in_Taxi_and_private_hire_cars)

[Council Licensing Conditions for Taxis and Private Hire Cars](#)

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Links

Coalition pledges	P15 - Work with public organisations, the private sector and social enterprises to promote Edinburgh to investors.
Council outcomes	CO27 The Council supports, invests in and develops our people.
Single Outcome Agreement	SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all.
Appendices	Appendix 1 – consultation letter dated 27 March 2014 sent to all licenceholders Appendix 2 – responses to consultation letter Appendix 3 – draft guidance note on requesting permission to fit forward-facing cameras Appendix 4 – Data Protection Act 1998 guidance note

Appendix 1 – letter sent to all Taxi and Private Hire Car licenceholders

Date 27 March 2014

Our Ref

Your Ref

Dear Sir or Madam,

Use of Forward Facing Cameras in Taxis and Private Hire Cars

On 15 November 2013 the Regulatory Committee agreed in principle that forward facing cameras may be installed in Taxis and Private Hire Cars upon application and subject to certain requirements. The relevant report can be found on the Council's website at the following link:

www.edinburgh.gov.uk/download/meetings/id/41342/item_no_7_4-use_of_cctv_in_Taxi_and_private_hire_cars

We would be grateful for your feedback and comments on this matter. Please contact us at Taxi.consultation@edinburgh.gov.uk or send your representation to the Licensing Department, City Chambers Business Centre G4:42, City of Edinburgh Council, 249 High Street, Edinburgh EH1 1YJ by 9 April 2014. When responding to this correspondence we would be grateful if you could advise us of a contact email address which we can retain as a point of contact in future correspondence.

Yours faithfully

Licensing

Appendix 2 – responses received

1.

From: Ricky Hogg [REDACTED]
Sent: 27 March 2014 13:37
To: Taxi Consultation
Subject: Forward facing cameras.

Dear Sir/Madam

I writing as a Taxi licences holder/owner working in the city of Edinburgh. I agree in principle with the installation of forward facing cameras in cabs but also feel it should be in conjunction with internal cameras, this would give increased security for driver and the travelling public.

Yours Richard Hogg.

Plate number 774.

2.

From: Shaban [REDACTED]
Sent: 27 March 2014 15:53
To: Taxi Consultation
Subject: Taxi private hire cctv

Dear sir / madam

I am writing in support of your plans to Allow Cctv in Taxi & private hire , i have been working as full time Taxi driver for 8 years.I think its beneficial for the customers & the Drivers, there is a lot of Alcohol related anti social behaviour in Edinburgh unfortunately, this will hopefully reduce this.

3.

From: alan bell [REDACTED]
Sent: 27 March 2014 16:08
To: Taxi Consultation
Subject: Cameras in Taxis

My main concern will this be another money spinner for the council,will these systems be compulsory,I barely survive as it is,

4.

From: Alan Taylor [REDACTED]
Sent: 27 March 2014 16:28
To: Taxi Consultation
Subject: CCTV

Dear Council,

Thanks for your letter re. cctv in Taxis dated 27/03/2014

As you state in your Executive Summary from the meeting held 15/11/2013 the purpose of front facing cameras are for insurance purposes and **to help reduce the costs** of said insurance premiums.

I note with interest that you plan to scoop up £50.00 per application and then an additional charge for an examination by the Taxi Examination staff of the equipment. Rather defeats the purpose, don't you think.

Let's just hope once you've made your final decision, either way, it does not take you 4 months to notify Taxi Plate owners of your decision.

Yours Disappointed

Taxi Plate Owner.

5.

From: bill galloway [mailto: [REDACTED]]

Sent: 27 March 2014 16:28

To: Taxi Consultation

Subject: Cameras in Taxi s

Dear sir. Cameras in Taxis in my opinion should have been done years ago after twenty four years in the Taxi trade and have been in many unsavory incident s involving members of the public mainly on the night shift . Whitch inclouds being spat at swor at the list is endless.it would help if the police can view the camera and solve the problem there and then saving there time and mine .I am in full support off the idea . May be one day we will be allowed to get tasser guns installed I'm sure they would be used on a regular basis but thats just wish full thinking.

Kind regards

6.

From: symah aslam [mailto: [REDACTED]]

Sent: 27 March 2014 23:54

To: Taxi Consultation

Subject: Feedback for cctv in Taxi

To whom it may concern

Referring to your rescent letter regarding cctv cameras in Taxi's, in my opinion it will be the best step forward for the safety of all the drivers . If this was to go ahead it will be the constant stress/tension taken off my shoulders and will be at ease

Mr Saim Aslam

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

7.

From: Tam Lithgow [mailto: [REDACTED]]

Sent: 27 March 2014 19:19

To: Taxi Consultation

Subject: cctv in Taxi and private hire vehicles

Dear Sirs,

Thank you for your correspondence dated 27 march 2014.

While i welcome the the installation of cctv in Taxis surely to charge £50 for administration costs is absurd.This could surely be part of the £277 cab test fee and the camera can be inspected fit for purpose as part of cab test.

Yours Sincerely

Thomas Lithgow.

8.

From: Gardenitems Ltd [mailto:]

Sent: 28 March 2014 15:37

To: Taxi Consultation

Subject: USE OF FORWARD FACING CAMERAS IN TAXIS AND PRIVATE HIRE CARS

Dear Sirs,

I am the day-to-day manager of Taxi 787, and I would like to express my approval of the option for Taxis and Private Hire Vehicles to have forward facing cameras. Allow me to express my perception of the benefits in list form:

- > This would assure, and where relevant, improve the professional conduct of drivers. There can be no doubt that some drivers drive below the expected standard at times, and this would provide a mechanism of governance for those who are not behaving true to form
- > It would provide confidence to the majority of good drivers that they conduct their duties with a means of recourse should a dispute arise over a road traffic accident or other such incident. This will serve to consolidate and promote the professionalism that exists within the industry
- > Taxi drivers are the “eyes and ears” of this city, and undoubtedly a useful resource for the police when crimes are committed in public. On occasions where a violent crime occurs within the city centre, the Taxis will be useful source of camera evidence
- > I have the feeling that the relationship between Taxi drivers and cyclists are somewhat strained at the current time. Cameras would provide an assurance for cyclists and Taxi drivers alike
- > Many drivers no longer wish to work night shifts due to the declining behaviour of passengers, and a camera system would not only improve the relationship between drivers and their passengers, but dissuade the minority of people who make working life unpleasant for drivers due to improper, drunken conduct. This may encourage drivers back in to the night shift market to ensure that demand is met without increasing the evening carriage rate. My feeling at the moment is that drivers do wish to work night shifts, but are scared to do so. This prevents the market from functioning efficiently, and increases the cost to the majority of decent, well mannered passengers.

I must add that the above opinions fall within the context of the cameras being entirely optional for license holders, so as not to create a civil liberties issue for those drivers that do not wish to operate such a system.

I hope you find my comments useful.

Sincerely

Daniel McLardy



[mailto: [redacted]]

Sent: 29 March 2014 23:16

To: Taxi Consultation

Subject: Use of Forward Facing Cameras in Taxis and Private Hire Cars

I received correspondence regarding the above and note that you request feedback and comments.

Dear Licensing Department,

I have no desire to fit any type of CCTV or recording equipment for the following reasons.

1. Some groups in the Taxi trade who are promoting cameras to be installed into Taxis are working to numerous agendas. One such agenda is apparently acting as lobbyists for the companies who are going to gain financially out of this. No such group represents me.
2. The cost and maintenance involved especially in times where profit margins have been significantly cut.
3. The practicality of it in reality, i.e. in most situations it would serve the same function as a chocolate teapot.

The best way to deal with situations which arises in a Taxi environment is not by recording equipment but by using social skills. This stops any trouble at source.

If Taxi operators want this type of equipment fine, as long it is on a voluntary basis. If at a later date this was made compulsory I very much doubt that I would be prepared to pay even more middle men in this trade so therefore would have to finish up.

James Wood

RCP TAXIS LTD

Plate 343

10.

Sent: 31 March 2014 15:06

To: Taxi Consultation

Subject: Feedback from Keon Harley

Happy for front facing cameras to be adopted as policy but would have liked rear facing cameras also.

Looking forward to CCTV consultation

Would be happy to take part in a working party re policy development as has been a driver for 49 years and feels the Trade groups have a different perspective.

Would like further information on why seat covers are not allowed in vehicles as they would make cleaning up after customers a lot easier.

11.

hi thank you for your letter about cctv in Taxis i would certainly approve the installation for the protection off both the driver and passengers

i have been driving black cabs for near on 24 years and could have done with this installation on a number of occasions over the years it would

reduce the amount of verbal abuse ,violent behaviour, when they know they are being recorded and can be used against them as well as the driver if we something

wrong it would also help the driver stay out longer and feel he or she would be working in a safer environment

regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

12.

From: jay khan [REDACTED]

Sent: 29 March 2014 11:32

To: Taxi Consultation

Subject:

28/03/14

It will be good idea if this will put in place for safety of Us and the passengers.

Let me know the out come if it goes ahead my badge no.

And name address As follow

Sameer khan

[REDACTED]

[REDACTED]

13.

From: yvonne dillon [mailto:[REDACTED]]

Sent: 29 March 2014 11:28

To: Taxi Consultation

Subject:

Use of cameras in Private Hire Cars. I am a Private Hire Car owner doing school contracts only and feel cameras in this situation would be a complete waste of time and money. If a Private Hire Car is not picking up the public and is only contracted to picking up the same children every day I feel along with alot of other owner drivers in the same situation as myself that the instalation of cameras is not

needed. I also think that a car that is only used for school contracts and does not have a radio installed should have a much lesser insurance premium perhaps this is also something that the council could look at. I strongly disagree with the cameras being installed in any Private Hire Car that's sole use is for school contracts only.

I would be grateful to hear back from you concerning this matter thank you yvonne dillon

14.

From: Eric Rhind [mailto: [REDACTED]]
Sent: 29 March 2014 09:29
To: Taxi Consultation
Subject: CCTV in Taxis

Dear Sir/Madam,

Thank you for giving me the opportunity to provide feedback to the proposed use of front facing cameras in Taxis.

I am wholeheartedly for the introduction of this proposal. I think that having recorded evidence for the purpose of insurance claims or any other incident which may occur on the roads is a benefit to not only the Taxi operator but to any persons who may be involved.

On another note, I would also like to give my support to the introduction of CCTV in the interior of the Taxi. I think that this would benefit not only the driver, who on occasion has to deal with very difficult situations arising from a minority of passengers, but also the passenger who should feel more secure and safe in the knowledge that they would have an almost instant source of data to back up any legitimate complaints.

The full introduction of CCTV would also bring us in line with other cities who have already introduced them.

Thanks

Eric Rhind.

15.

Subject: CCTV in Taxis
From: Duncan Beattie [REDACTED]
To: licencing@edinburgh.gov.uk
Content-Type: multipart/alternative; boundary=bcaec5215b07e928f604f5b1381c

With ref to recent communication re cctv cameras I note this is for forward facing cameras as per certain insurance companies.

I do not envisage employing such equipment in my Taxi unless there is considerable discount being offered by the insurance company to justify the expected cost of such equipment.

I feel however that an additional charge by the council of £50 to oversee the installation as an unnecessary burden on an already overstretched budget and could be checked by the cab inspector as part of the annual

test which is already an expensive outlay.

CCTV monitors should be for passenger compartments to safeguard both drivers and passengers alike as per those in Lothian Buses!

Yours

Duncan Beattie

16.

From: Roger Davidson [mailto: [REDACTED]]
Sent: 29 March 2014 08:37
To: Licensing
Subject: Use off Forward Facing Cameras in Taxis and Private Hire Cars.

To me this sounds a good idea as any dispute between the driver of the vehicle and passenger could be recorded and used to resolve the issue. Possibly used to record none payment by the passenger. If possible picture of offender passed to other drivers. If passenger has any concerns about driver could again help. The cameras could also help diver feel more relaxed knowing that all information I being recorded. Overall I personally think this is a good idea. The only thing that concerns me is this cost. Does the owner of the vehicle pay for his, does the council pay or is it subsidised by the council or would it be up to the owner if he wanted to install the camera or would it be compulsory to have it installed. I look forward to hearing more about this proposal.

Mr R Davidson.

17.

From: Eugene Cummings [mailto: [REDACTED]]
Sent: 01 April 2014 14:06
To: Taxi Consultation
Subject: forward facing cameras

Hi, i personally think it's a brilliant idea, but not sure whether this covers driver's compartment or just other road users. However, if it does that would help protect drivers from abusive customers.

Especially as we all aware there is an increase of female Taxi Drivers in Edinburgh.

Regards

Eugene Cummings

18.

From: Roger Davidson [mailto: [REDACTED]]
Sent: 29 March 2014 08:37
To: Licensing
Subject: Use off Forward Facing Cameras in Taxis and Private Hire Cars.

To me this sounds a good idea as any dispute between the driver of the vehicle and passenger could be recorded and used to resolve the issue. Possibly used to record none payment by the passenger. If possible picture of offender passed to other drivers. If passenger has any concerns about driver could again help. The cameras could also help diver feel more relaxed knowing that all information I being recorded. Overall I personally think this is a good idea. The only thing that concerns me is this cost. Does the owner of the vehicle pay for his, does the council pay or is it subsidised by the council or

would it be up to the owner if he wanted to install the camera or would it be compulsory to have it installed. I look forward to hearing more about this proposal.

Mr R Davidson

19.

From: Edward Millar [mailto: [REDACTED]]
Sent: 02 April 2014 19:40
To: Taxi Consultation
Subject: Forward facing cameras Taxi

I received your letter asking for feedback with regards to the above. In my opinion the cameras that are needed are cameras on the passengers so that Taxi drivers can be protected from abusive customers, aggressive customers, to stop Taxi drivers from being assaulted and to stop non paying customers from fleeing without paying as there will be evidence to bring about prosecutions. It would also prevent Taxi drivers being wrongly accused of anything as the Police would have evidence of any accusations rightly or wrongly made so therefore it also protects the customer. I cannot see the benefits to the Taxi driver to have forward facing cameras unless they can be used to bring about a prosecution on Private Hire Car drivers who illegally pick up when hailed by members of the public. I have never heard of any Private Hire Car driver been prosecuted for such an offence. The council seem to turn a blind eye to this offence. No wonder Taxi drivers get so frustrated with the council and the Police as we feel you do nothing to help Taxi drivers' And no wonder that Taxi drivers are becoming more and more reluctant to support the council and police. On another point can these cameras be used to report Private Hire Cars drivers when they use the green ways and will the council bring about fining those drivers who flaunt the law because they know they can as they know they will get away with it. I look forward to hearing your comments and would be more than happy discussing my views with you as I am very disappointed with the way that the council treat Taxi drivers.

20.

From: Family Cornet [mailto: [REDACTED]]
Sent: 03 April 2014 22:14
To: Taxi Consultation
Subject: CCTV in Taxis

Dear licensing department

After reading the link regarding the instalment of CCTV in Taxi's in Edinburgh it seem's to me that the only time the council ask the Taxi trade something is when a charge is going to occur for us .

I think CCTV in Taxi's is an awful idea & the reason being is that apart from cost to the Taxi trade (not the council) we then have to endure time off the road for instalment & possible regular time off the road if incident's or crime's takes place in the vicinity of Taxi's.

I feel that making money as a cabbie in Edinburgh is getting harder each day with the lack of space for cab's & the anti Taxi attitude around two of the busiest railway station's in Scotland where we are trying to provide a service for valuable tourist's & business men that visit our city.

I think personally that being a Taxi driver in Edinburgh is going to become to difficult soon & I may have to look for another career .

I propose that Edinburgh council scrap this idea , give us our rank's back where our customer's need us & take a leaf out of every other city in the world's book & create space around transport hubs such as Haymarket & Waverley station's where our valuable visitors & disgruntled resident's need & want us.

21.

From: zohir bendib [mailto: [REDACTED]]
Sent: 06 April 2014 17:44
To: Taxi Consultation
Subject: forward facing cameras

Hi

I think that the use of forward facing cameras in Taxis and Private Hire Cars are a good idea. It will give added safety to both the driver and the passenger. Recording footage of the road would allow clarification of any disputes. Also if insurance premiums may reduce is also good.

Thanks

Zohir Bendib

22.

From: douglas.kemp e-mail [[REDACTED]]
Sent: 07 April 2014 17:28
To: Taxi Consultation
Subject: cameras in Taxis - Catherine Scanlin

In response to your request for feedback, I am afraid I just do not have much of an opinion on this subject. Having been a driver of a black cab since 1982 I have never personally been in a position where the presence of a camera would have been a benefit. Regards D.H.Kemp

23.

From: Gordon McGaw [mailto: [REDACTED]]
Sent: 08 April 2014 20:45
To: Catherine Scanlin
Subject: cctv in Taxi's

Hi,

I received a letter from the council regards the use of forward facing cameras in Taxi's. I tried to follow the link in the second paragraph, unfortunately I was unable to find the info for replying to you. Hence this short e mail.

I personally think the cameras are a good idea, anything that makes my work place safer for me to work in is a big plus, as can get quite tense with some customers at times more-so when they've had a few drinks or an argument.

I would support the use of them fully knowing that it is being regulated and supervised by a professional body regards the data collated.

£50 is a small fee to pay to feel safer whilst working.

Best Regards,

Gordon.

24.

From: philip gifford [mailto: [REDACTED]]
Sent: 09 April 2014 21:24
To: Taxi Consultation
Subject: Forward facing cameras in Taxis

I would like to make clear this email relates solely to cameras which record only images/video outside of the Taxi. I would also like to make clear it does not relate to CCTV. The acronym CCTV is usually used as an abbreviation for a camera connected in a closed circuit with a television. I have not read anything about such a system being proposed apart from implied by the council's use of the term.

Currently any member of the public may record images in a public place. The council proposal is not to allow Taxi drivers to record images in a public place, but is to remove this freedom that everyone else has. This freedom can be bought back for the sum of £50. I would like to point out that a camera pointing out of a Taxi windscreen can not record anything that a camera in in other vehicle can record. I have spoken to two advocates who are both of the same opinion that a freedom afforded to the general public cannot be removed unless there is a substantial and justifiable reason for doing so. My previous correspondence with the council has failed to provide any reason for removing the right to record afforded to others. The fact that payment of £50 can buy back this right would mean this would be completely unenforceable in law I have been advised. What would the payment and inspection achieve that would justify the discrimination of Taxi drivers?

I have been informed the fee is in relation to the general funding of the Taxi trade. This again is not justifiable. A freedom afforded to others cannot be removed and sold back at threat of loss of employment. If money has to be raised then it should not be done on an item with safety benefits for both the Taxi driver and the public. Do the council charge members of their staff a £50 fee if they work at a public counter with video surveillance? Would it be appropriate to charge £50 each time a driver had new brake pads fitted?

I have also been told the fee is to ensure correct fitting of the camera which would protect the safety of the public, and that all fittings have to be approved. Would a camera that runs solely on battery power and attached to the drivers shoulder be exempt from inspection and fee as there would be no risk of incorrectly installed wiring? Edinburgh doormen/security staff have been using this system for years now. Edinburgh police have also provided battery powered cameras to shopkeepers. If all fittings installed in a Taxi require approval why is there only a fee attached to the installation of a camera? In law precedent has great weight. I do not know of a single Taxi in Edinburgh which does not have an item which requires approval, yet I do not know of a single Taxi driver which has sought approval. These items are clear for all to see and yet have never been questioned even at the annual inspection. The items I have in mind are mobile phone and cradle, PDA, radio, Bluetooth, job despatch equipment, sat nav etc. Under current regulations and according to what I have been told previously, everything added is classed as a fitting. Do I need to seek approval every time I replace the air freshener? If the risk caused by fitting anything that is not standard when the vehicle is new is significant enough to remove a freedom afforded to the public in general, then I suggest the council first have a look at there own vehicles as they will find a lot of transgressions not only of their own rules, but also of the law. One example you could start with is council vehicles with suction mounts attached to the windscreen which are in contravention of the law. There are others.

I am allowed to record using a camera, phone, camcorder etc. while working as a Taxi driver, but not using a camera fitted to the Taxi which is intended to record driving. What would be achieved by this system? Apart from raising money that is. My Taxi is also insured for personal use, so I could record from the same vehicle with the same equipment as long as I decided I was no longer working.

It is also proposed Taxi drivers would be prevented from posting on social media websites. This again is a freedom afforded to other members of the public. If you search "Edinburgh Taxi driver" on YouTube you will see lots of videos of Taxi drivers. Say for example a Taxi driver is waiting to pull out of a give way junction and a car signals them to proceed. A video may then appear on YouTube accusing the Taxi driver of pulling out in front of the car instead of giving way. The Taxi driver will not be allowed to defend his driving on the same forum. Edinburgh Trams have also got cameras installed recording outside of the vehicle and have posted video footage taken on YouTube. The footage has now been online for some time and has been commented on by at least one council official. Why has it not been removed? What reason could justify removing a freedom from those operating Taxis but not trams?

Edinburgh police have brought their first driving prosecution using footage uploaded to YouTube. They even publicised it on their Twitter account. The Met. Police have set up a scheme for the public to send in their videos of bad driving. Lothian Buses, a company owned mainly by Edinburgh Council, have multiple cameras recording outside of their vehicles. This is not only on their vehicles which transport the public, but also those which are used solely by staff. I have been told the cameras are fitted mainly to reduce arguments arising from accidents, but also from driving disputes. Why would Edinburgh Council as a main shareholder think this is acceptable for Lothian Buses but not for Taxi drivers?

Lothian Buses have also published images taken inside their vehicles without the consent of the people whose images were captured.

I would like to make clear that there is a clear difference between "required by an insurer" and "for insurance purposes" in relation to the Council's report. The report seems to muddle the two.

The proposed regulations seem to be designed around past technology and also not take in to account how fast technology changes. Currently the Mercedes Taxis come with the option of a reversing camera as original equipment. The image from the camera can viewed by the driver. This is CCTV. Is this allowed? It would take only a few minutes to enable this to record and about the same time to make it run constantly. Reversing cameras are going to become mandatory on all new cars in America which means it will at least be an option on all new cars here. We will follow in the UK as manufacturers recoup more money spent on development the more systems they can charge for. Some insurers are also behind mandatory dashcams. Dashcams which record are standard fitment on some high end cars now. Sat-nav systems were standard fitment only on high end cars a few years ago. Now even a bottom of the range, low end manufacturer fits Sat-nav as standard. Was any of this considered?

To sum up, I can not see any reason why freedoms afforded to the general public which are approved, encouraged and used by the police to provide corroborating evidence, and also used by a company in which Edinburgh Council are the majority share owner can be removed from people in a particular type of employment without justifiable reason and yet can be reinstated upon payment of a fee, and why the use of social media sites is allowed by the public, including employees of a company owned by Edinburgh Council while at work, yet not by Taxi drivers.

25.

From: Robin Bate [mailto:████████████████████]

Sent: 13 April 2014 16:35

To: Taxi Consultation

Subject: Use of forward facing cameras in taxis and PHC

If some drivers want a forward facing camera then it is right that the opportunity is provided, providing set criteria met for using one.

Robin Bate

[REDACTED]

[REDACTED]

[REDACTED]

07 APR 2014

LICENSING SERVICE

Mr Ali H Radhi

2nd April 2014

ahradhi@yahoo.co.uk

Subject: forward facing cameras in taxis and private hire.

Dear Sir/ Madam :

I was delighted to read your letter regarding the use of forward Cameras in taxis and private hire cars.

I've been driving a taxi for 12 years & luckily I have not had an accident , therefore I have 12 years of no claims bounce and would love to install cameras to reduce my insurance cost, I spend about £12000 in total and got very little back, not only that , as a foreign driver I will feel very safe and confident in case an accident where the camera will show every thing.

In one incident a tourist reversed into the taxi and later on claimed I drove into him luckily I had five witness at that time, more dangerous incidents likely to happen on Friday and Saturday night where people jump in front of taxi to let their pals cross the road , I had to do an emergency stop and the passenger at the back is unhappy.

I had avoided many accidents and I dread the day in case I hit some body or hit a car and it is not my fault and will not be able to defend myself.

To be completely honest with you I would love to install a camera not just to reduce insurance cost but as a forging driver I will feel safer.

The bus driver is now protected by these cameras and it is been very successful project , not only that the cameras are helping with criminal and other activities, And I will be very happy to help the police Incas these cameras catch some thing which will help clean up the city.

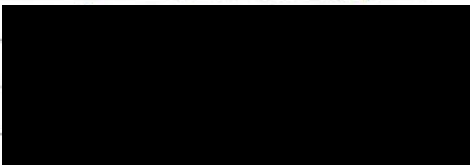
Finally all I can say is please yes yes for the cameras.

I tried to email this letter to taxi.consultation@edinburgh.gov.uk but it did not work

I look forward to hear from you at the address or email above.

Your sincerely ALI RADHI

JOHN HILSON,



Dear Mrs. Scanlin,
my view on forward facing
cameras is that they can only be good for
the taxi driver.

yours sincerely,



THE CITY OF EDINBURGH COUNCIL
SERVICES FOR COMMUNITIES

06 MAY 2014

30/4/14

MR George Ross

HIGH STREET LICENSING COUNTER

DEAR SIR

I APOLOGISE FOR NOT RESPONDING EARLIER
IN PRINCIPLE I THINK FOR TODAY'S TRAFFIC
PROBLEMS PUTTING CAMERAS ON TAXIS IS
A GOOD IDEA. HOWEVER WOULD IT NOT MEAN
TRAINING DRIVERS TO USE EQUIPMENT.
I THINK THE MAJORITY WOULD SAY THEY
HAVE ENOUGH MULTI-TASKING TO DO.
IF THIS IDEA GOES AHEAD I THINK THE
CAMERAS SHOULD NOT BE STATIC SO AS
THE DRIVER IS ABLE TO MANOEUVER THEM
CAMERA. I HOPE THIS IS OF SOME USE
TO YOU. THANK

YOURS SINCERELY

Appendix 3

CITY OF EDINBURGH COUNCIL SERVICES FOR COMMUNITIES - COMMUNITY SAFETY

GUIDANCE NOTE

REQUESTING PERMISSION FOR FITTING OF FORWARD FACING CAMERA SYSTEMS IN TAXIS AND PRIVATE HIRE CARS

1. This note is designed to assist Taxi and Private Hire Car licenceholders who wish to fit forward facing cameras to their vehicles, if required by their insurers. This note is not designed to cover any camera systems which point inside the vehicle.
2. Conditions 206 and 271 of the Council's Licensing Conditions for Taxis and Private Hire Cars prohibit the addition of any fittings to Taxis or Private Hire Cars, unless the licenceholder obtains the approval of the Cab Inspector.
3. The Council does not endorse or approve any particular manufacturer or type of camera systems. It is for licenceholders to select the type of camera system that they consider meets their needs. A list of previously approved camera systems will be held at the Taxi Examination Centre, and will be available on request..
4. Before you purchase or fit any camera system you should (i) ensure that it can meet the Council's requirements and (ii) you have obtained legal advice and understand the requirements of the Data Protection Act 1998 that can arise for the camera system you are fitting, and that you can comply with these requirements.
5. It is recommended that any such equipment is installed by qualified engineers/suppliers.
6. The Cab Inspector has been authorised by the Council's Regulatory Committee to approve the fitting of such camera systems and any associated equipment, provided the following requirements and conditions are complied with –
 - (a) Camera systems are only to be used for motor insurance purposes
 - (b) All equipment must comply with any legislative requirements in respect of Motor Vehicle Construction and Use Regulations, and the Council's Conditions of Fitness
 - (c) All equipment must be designed, constructed and installed in such a way and in such materials as to present no danger to passengers or driver, including impact with the equipment in the event of a collision, or danger

from the electrical integrity being breached through vandalism, misuse, or wear and tear

- (d) All equipment must be installed as prescribed by the equipment and/or vehicle manufacturer installation instructions
 - (e) The installed system must not weaken the structure or any component part of the vehicle, or interfere with the integrity of the manufacturer's original equipment.
 - (f) All equipment must be installed in such a manner so as not to increase the risk of injury and/or discomfort to the driver and/or passengers. For example, temporary fixing methods such as suction cups will not be permitted, or lighting, such as infra-red, which emits at such a level that may cause distraction or nuisance to the driver and/or passengers.
 - (g) Equipment must not obscure or interfere with the operation of any of the vehicle's standard and/or mandatory equipment, e.g. not mounted on or adjacent to air bags/air curtains, or within proximity of other supplementary safety systems which may cause degradation in performance or functionality of such safety systems
 - (h) No equipment may interfere with the driver's view
 - (i) Viewing screens within the vehicle for the purposes of viewing captured images are not permitted
 - (j) All wiring must be fused as set out in the manufacturer's technical specification, and be appropriately routed
 - (k) The equipment must not record sound
 - (l) The equipment must be mounted and used so as to record only views outside the vehicle
 - (m) The approval to fit a camera system granted by the Cab Inspector would include permission to display any appropriate warning stickers or signs which are required by the Data Protection Act 1998, provided such signs or stickers are of a reasonable size, do not obscure views through the windows, and do not contain advertising.
7. If licenceholders consider they meet the above requirements, they will be required to pay for vehicle examination by Taxi Examination Staff. The Taxi or Private Hire Car should not be operated as a Taxi or Private Hire Car between the time the camera is installed and the time at which it is approved.
8. If the equipment is later removed, there is no requirement to notify the Cab Inspector of its removal, but any damage to the vehicle caused by removal must be remedied to an acceptable standard.
9. If forward facing cameras are fitted to Taxis or Private Hire Cars, it is possible that the pictures held in the camera would be 'data' that has to be held in accordance with the terms of the Data Protection Act 1998. If the Act applies, the person who is regarded as the 'Data Controller' for these pictures must be

10. It is the responsibility of any person having control or access to the stored pictures to ensure that the terms of the Data Protection Act 1998 are complied with. It is therefore a matter for (a) any camera supplier who holds or has access to pictures in such cameras and (b) any Taxi licenceholder, Private Hire Car licenceholder, Taxi driver or private hire driver or booking office licenceholder who holds or has access to pictures in such cameras to obtain their own legal advice as to whether the Data Protection Act applies and, if so, who is required to be the Data Controller in any particular situation. This can be a complex issue and depends on the type of system used and who has access to the pictures. The Council or Cab Inspector cannot provide licenceholders with legal advice on such matters.
11. Any failure on the part of any licenceholders in complying with the Data Protection Act 1988, or any misuse of the stored images, would result in a report being made to the Council's Licensing Sub-Committee and could lead to removal of a licence.
12. The image from any camera must not be used for any commercial purpose or circulated on any social media website etc. Failure to adhere to this requirement will be considered to be misconduct, for which any licenceholder will face further action.

Appendix 4

Data Protection Act 1988

If forward facing cameras are fitted to Taxis or Private Hire Cars, it is possible that the pictures held in the camera would be classed as 'data' that has to be held in accordance with the terms of the Data Protection Act 1998.

If the Act applies, the person who is regarded as the 'Data Controller' for these pictures would be required to be registered with the Information Commissioner, and to comply with the terms of the Act.

A 'Data Controller' is defined as the person who determines the purposes for which, and the manner in which, any data are processed.

It is the responsibility of any person having control or access to the stored pictures to ensure that the terms of the Data Protection Act 1998 are complied with. It is therefore a matter for

- (a) any camera supplier who holds or has access to pictures in such cameras,
and
- (b) any Taxi licenceholder, Private Hire Car licenceholder, Taxi driver or private hire driver or booking office licenceholder who holds or has access to pictures in such cameras

to obtain their own legal advice as to whether the Data Protection Act applies and, if so, who is required to be the Data Controller in any particular situation.

This can be a complex issue, which depends on the type of system used and who has access to the pictures. The Council or Cab Inspector cannot provide licenceholders with legal advice on such matters.

Regulatory Committee

9.30am, Friday, 20 June 2014

Taxi Stances – Revocations, Variations and Appointment – Clifton Terrace and Dalry Road. Outcome of Consultation with the Taxi Trade and the General Public

Item number	6.6
Report number	
Executive/routine	
Wards	11 – City Centre

Executive summary

This report details the outcome of the consultation with the taxi trade and the general public, with regard to the formalising of the temporary taxi stances in Clifton Terrace and Dalry Road, which were installed in response to the removal of the taxi stance from outside Haymarket station.

Links

Coalition pledges	P50
Council outcomes	CO18 , CO22
Single Outcome Agreement	SO2

Taxi Stances – Revocations, Variations and Appointment – Clifton Terrace and Dalry Road. Outcome of Consultation with the Taxi Trade and the General Public.

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the contents of this report;
 - 1.1.2 note the responses to the consultation and newspaper advertisement; and
 - 1.1.3 appoints the taxi stances in Clifton Terrace and Dalry Road (see Appendix 1).

Background

- 2.1 The removal of the taxi stance in Haymarket, as the result of the redevelopment of the Haymarket station, required the introduction of two temporary stances (nine spaces in total) in Clifton Terrace and Dalry Road. The purpose of this report is to make these stances permanent, following consultation with the taxi trade and the general public.
- 2.2 The Civic Government (Scotland) Act 1982 requires a Licensing Authority to consult with the taxi trade about changes to any rank on the public highway and advertise in a newspaper any new or increase in taxi rank provision.

Main report

- 3.1 The introduction of the tram into Edinburgh brought about changes to the road layout and kerbside facilities. This led to the removal and introduction of stances, at various locations along the tram line. The loss of the existing taxi stance in Haymarket (changed to a drop off/pick-up only site), as a consequence of the re-development of the Haymarket station, meant that additional stances were required at this location. Sites were identified in Clifton Terrace and Dalry Road to provide nine spaces, initially on a temporary basis.

- 3.2 At the Regulatory Committee meeting on 3 February 2014, authority was given to Council Officials to consult with the taxi trade (through the Taxi Stance Working Group) and the general public, on the consolidation of the nine taxi spaces which have been provided on a temporary basis in Clifton Terrace and Dalry Road, into permanent stances.
- 3.3 Consultation with the taxi trade has been carried out through the Taxi Stance Working Group (extract notes from this meeting are in Appendix 2). General consultation was carried out by the placing of an advert (see background papers) in the Edinburgh Evening News on 28 March 2014 and the placing of similar notices (see background papers) at each location. The general public were given 28 days to respond, from the date of the notice. There were no objections to the proposals.
- 3.4 The Council received an e-mail of support from the Tune Hotel, Haymarket (Appendix 3).

Measures of success

- 4.1 To have taxi ranks at the relevant locations in the city and operating within the designated facilities provided.

Financial impact

- 5.1 The costs associated with advertising the order can be met from the transport revenue budget for Tram Stakeholder Engagement. There are no costs associated with signing and lining to delineate the taxi stances, as they were previously installed as a temporary measure. The location of the stance does not replace either pay and display or permit holder parking bays and therefore there is no impact on revenue from parking.

Risk, policy, compliance and governance impact

- 6.1 Should the recommendation to implement be rejected, there will be a requirement to locate taxi stances elsewhere in the vicinity of Haymarket Station. Options are very limited in order to avoid impacting on existing bus stance locations or pay and display or permit holder provision. In the absence of taxi stance provision, there will be a loss in the ability for taxis to await arriving passengers in the vicinity of the train station and consequent loss in service for passengers requiring ready access to taxis. Given the lack of any objections to the proposals, there is little, if any risk of adverse reaction to the siting of these stances. There is already a taxi rank in Rosebery Crescent accommodating three vehicles. There are concerns regarding the overflow from Clifton Terrace into Rosebery Crescent, extending beyond the allocation of three spaces. This is being addressed separately.

Equalities impact

- 7.1 The stances are sited so as to be accessible to all passengers, given the restraints imposed by the needs of the tram system and layout of the station building.

Sustainability impact

- 8.1 Taxis form part of public transport and help in meeting greenhouse gas targets, including the national target of 42% by 2020.

Consultation and engagement

- 9.1 A meeting was held with the Taxi Stance Working Group on 20 March 2014, to discuss the appointment of the stances in Clifton Terrace and Dalry Road.
- 9.2 An advertisement was also published in the Edinburgh Evening News newspaper on Friday 28 March 2014 giving details of the new stances and asking for comment within 28 days. On-street notices were posted at each location, for the duration of the consultation period of 28 days.

Background reading/external references

Copy of street notice.

Copy of Edinburgh Evening News advertisement.

Copy of taxi stance report to the Regulatory Committee on 03 February 2014.

John Bury

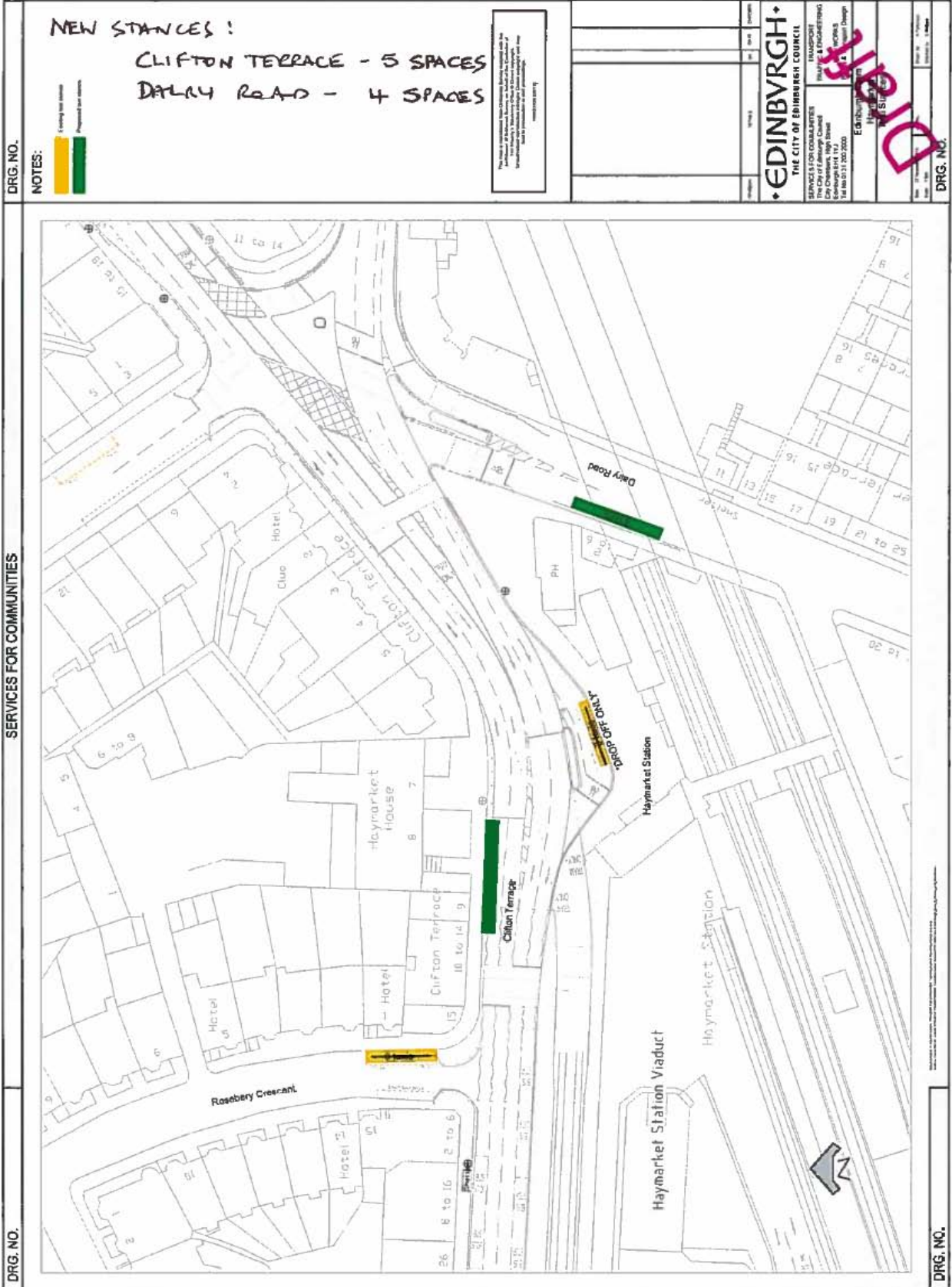
Acting Director of Service for Communities

Contact: Shaun Wallace Acting Professional Officer

E-mail: shaun.wallace@edinburgh.gov.uk | Tel: 0131 623 8811

Links

Coalition pledges	P50 – Meet greenhouse gas targets, including the national target of 42% by 2020.
Council outcomes	CO18 – Green – We reduce the local environmental impact of our consumption and production. CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO2 – Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health.
Appendices	Appendix 1 – location of new stances Appendix 2 – extract of notes from meeting with Taxi Stance Working Group on 20 March 2014 Appendix 3 – letter of support from Tune Hotel, Haymarket



The notes below only deal with the Haymarket area. The remainder of the issues on the agenda will be issued separately.

Taxi Stance Working Group – Extract of notes from meeting

Location Dunedin Room, City Chambers
 Date 20 March 2014 at 10:00
 Present Tony Kenmuir (Central taxis), Kevin Wood (Central taxis), Eric Barry (UNITE taxi driver), John Simpson (Concab), Andrew Mack (City Cabs), Les Mcvay (City Cabs), Terry Higgins (CEC), Anne Chandler (CEC), Derek Roden (CEC), Frank Smith (Police Scotland), Mark Heritage (Lothian Buses) Graham Atkins (CEC), Stuart Lowrie (CEC), Alasdair Sim (CEC) & Shaun Wallace (CEC)

The meeting was called to discuss a number of items, including;-
 The status of the new stances in Clifton Terrace and Dalry Road

Action

The stance in Clifton Terrace had proved to be a resounding success as it was it was the primary stance for the Haymarket station. Noted

The stance in Dalry Road was quieter, although it was hoped that it would get busier. It was felt that better signage was required to encourage the public to use it. It should be retained for the time being. Noted

From: Ray Chandler
Sent: 14 April 2014 16:02
To: Alf Orriell
Subject: Haymarket taxi rank

APPENDIX 3

Hi Alf – Further to our call and discussion this morning, I would just like to confirm that the Tune Hotel Haymarket is happy to support the continuation of the taxi rank outside the hotel.

From a safety point of view it is much better than immediately outside the hotel, however, the taxis do continue to turn round in the road in front of the trams. At least the majority of taxis are pointing in the right direction which is towards the city. Taxis going to the airport do try and turn so anything that can be added to the centre of the road to restrict turn rounds would be beneficial.

If you need any further information, please do not hesitate to contact me.

Kind regards

Ray

Ray Chandler FIH General Manager
TP Service (Edinburgh) Limited, Tune Hotel Haymarket
Vice Chairman – Institute of Hospitality Scotland

[Tune Hotel Haymarket](#)

7 Clifton Terrace, Haymarket, **Edinburgh**, EH12 5DR Hotel Reception – **0131 347 9700**

New Hotel of the Year 2013 Scottish Hotel Awards 2013

PS. Save a tree. Don't print this e-mail unless it's really necessary

[Check out our Tune Hotel Haymarket, Edinburgh video](#)

[About Edinburgh – Scotlands Capital City](#)