

Licensing Sub-Committee of the Regulatory Committee

9.00am, Tuesday, 10 March 2020

Application for Grant of Taxi Licence – LPG Conversion – Henderson, Gibb and Gibb Partnership

Executive/routine

Wards

All

Council Commitments

N/A

Executive Summary

A new application for the grant of a Taxi Licence for a vehicle converted to LPG has been received. The current policy allows applications to be granted under delegated powers for vehicles which are currently within the existing fleet. As this vehicle is not currently within the licensed fleet the application is referred to the committee for determination.

This report sets out relevant sections of the policy background which should be considered when determining this application.

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Application for Grant of Taxi Licence – LPG Conversion

1. Recommendations

- 1.1 It is recommended that the committee:
 - 1.1.1 notes the contents of this report; and
 - 1.1.2 grants the application attaching standard conditions

2. Background

- 2.1 The requirement to hold a Taxi Licence is detailed in the Civic Government (Scotland) Act 1982 ('the Act'). The procedures for processing such applications and considering objections etc. are set out in the Act.
- 2.2 On 16 March 2018 the Regulatory Committee agreed to amend its policy with respect to the age and emissions standard of licensed vehicles in Edinburgh's Taxi and Private Hire Car ('PHC') fleet.
- 2.3 On 7 May 2018 the Regulatory Committee agreed the new licensing conditions that would allow this policy to come into effect.
- 2.4 This policy stated that vehicles within the existing fleet converted to LPG may be licensed where relevant documentation has been received and the vehicle has been satisfactorily examined by the Taxi Examination Centre.
- 2.5 On 20 May 2019 the Regulatory Committee resolved to refer applications for new vehicles not previously licensed that have been converted to LPG to the Licensing Sub-Committee for determination.
- 2.6 The committee can add other reasonable conditions as it sees fit, if it is minded to grant the licence.

3. Main report

- 3.1 A new application for the grant of a Taxi Licence has been received from Henderson, Gibb and Gibb Partnership for a vehicle which has been converted to LPG.
- 3.2 The relevant vehicle has been inspected by the Taxi Examination Centre and found to be suitable for use as a taxi, subject to the committee agreeing to make an exemption.

- 3.3 As officers do not have delegated authority to grant new applications for LPG converted vehicles, the application is referred to the committee for consideration of whether to make an exemption to policy.
- 3.4 The applicant or his representative have been invited to address the committee.

4 Measures of success

- 4.1 Not relevant, as decisions on individual licences must be considered on their own merits.

5 Financial impact

- 5.1 All associated costs are contained within the existing Licensing budget.

6 Risk, policy, compliance and governance impact

- 6.1 The process outlined takes account of the relevant statutory provisions.
- 6.2 The applicant has a right of appeal against any decision made. The appeal would be made to the Sheriff Court.

7 Equalities impact

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

8 Sustainability impact

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

9 Consultation and engagement

- 9.1 None.

10 Background reading/external references

- 10.1 [Age Limitation and Emission Standards for Taxis and Private Hire Cars – update report](#) to Regulatory Committee on 20 May 2019.

11 Appendices

- 11.1 None.