

Licensing Sub-Committee of the Regulatory Committee

9.00am, Tuesday, 12 January 2021

Application for Grant of Taxi Licence – LPG Conversion

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 within the existing fleet. As this vehicle was not part of the fleet for the recent period, 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 LPG converted vehicles 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 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 R+S Swan for a vehicle which has been converted to LPG.
- 3.2 The relevant vehicle has not yet been inspected by the Taxi Examination Centre regarding its suitability for use as a taxi.

- 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 After hearing from the applicant, it is recommended that members of the committee then hear from Executive Director of Place or his representative regarding this report.
- 3.5 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 Appendix 1 – Application