

**PERTH AND KINROSS COUNCIL****Licensing Committee****12 April 2018****CIVIC GOVERNMENT (SCOTLAND) ACT 1982****Review of Taxi and Private Hire Vehicles****Report by Head of Legal & Governance Services****PURPOSE OF REPORT**

The purpose of this report is to provide the Licensing Committee with the results of a consultation about the restrictions on the age of the taxi and private hire fleet.

**1. BACKGROUND / MAIN ISSUES**

- 1.1 The Council, as Licensing Authority, regulates civic licensing under the Civic Government (Scotland) Act 1982.
- 1.2 Under the 1982 Act the Council regulates taxi and private hire car driver and operator licensing. As part of that, the Council can impose standard conditions on taxi and private hire operator and drivers' licenses under section 3B of the 1982 Act.
- 1.3 A report was submitted and approved by the Licensing Committee on 26 October 2017 (Item 4, Report 17/349). This resulted in the standard conditions for taxi and private hire car drivers and operators being updated.
- 1.4 Two conditions within the Operators conditions deal with the age limit of vehicles within the fleet and the committee requested that the Licensing Manager conduct a review on the age limit of vehicles and produce a report on the results received by April 2018.
- 1.5 Taxi and Private Hire Operators' and Fleet Management at Friarton Depot were asked to comment on the following points:-
  - Do you agree that the current age limit for taxi or private hire operators be no more than ten years old from date of first registration?
  - Do you think there should be an age restriction limit on taxis/private hire vehicles?
  - Do you agree that the current age limit for wheelchair accessible vehicles remains the same (12 years)?
  - Do you think there should be an age restriction limit on taxis/private hire wheelchair accessible vehicles?

1.6 Out of the 103 questionnaires sent to the Trade and Friarton Depot, 19 responses were received the results being:-

- 3 stated they wished taxi and private hire cars to go back to being no more than 7 years old from date of first registration and wheelchair accessible vehicles to be reduced to 10 years old
- 6 stated they did not want an age restriction placed on taxi and private hire cars and wheel chair accessible vehicles
- 10 were in favour of the current licensing conditions which are 10 years from date of first registration for taxi and private hire cars and 12 years from date of first registration for wheelchair accessible vehicles.

1.7 It is clear from the results of the consultation that the preference of the majority of the respondents is for the fleet age to remain the same as set out in the current conditions.

## 2. PROPOSALS

2.1 It is proposed in light of the consultation, where the majority of respondents indicated a preference for the existing conditions to remain unchanged, the Committee make no further amendments to the current taxi and private hire vehicle operators' conditions.

## 3. CONCLUSION AND RECOMMENDATION(S)

3.1 It is recommended that the committee agrees that the standard Conditions approved by the Committee on 26 October 2017 should continue in force.

### Author(s)

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### Approved

Name	Designation	Date
Lisa Simpson	Head of Legal and Governance Services	23 March 2018

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

<b>Strategic Implications</b>	<b>Yes / None</b>
Community Plan / Single Outcome Agreement	<b>None</b>
Corporate Plan	<b>None</b>
<b>Resource Implications</b>	
Financial	<b>None</b>
Workforce	<b>None</b>
Asset Management (land, property, IST)	<b>None</b>
<b>Assessments</b>	
Equality Impact Assessment	<b>None</b>
Strategic Environmental Assessment	<b>None</b>
Sustainability (community, economic, environmental)	<b>Yes</b>
Legal and Governance	<b>None</b>
Risk	<b>None</b>
<b>Consultation</b>	
Internal	<b>Yes</b>
External	<b>Yes</b>
<b>Communication</b>	
Communications Plan	<b>None</b>

### 1. Strategic Implications

#### Community Plan/Single Outcome Agreement

Not applicable.

#### Corporate Plan

Not applicable.

### 2. Resource Implications

#### Financial

2.1 There are no financial issues arising from this report.

#### Workforce

2.2 None

#### Asset Management (land, property, IT)

Not applicable

### **3. Assessments**

#### **3.1 Equality Impact Assessment**

Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.

The proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) and are not considered to be relevant

#### **3.2 Strategic Environmental Assessment**

Not applicable

##### Sustainability

Maintaining the age limit on vehicles ensures that newer vehicles are in use which will contribute to lower emissions.

#### **3.3 Legal and Governance**

The proposals comply with the provisions of the Civic Government (Scotland) Act 1982.

### **4. Consultation**

##### Internal

- 4.1 The Fleet Management staff at Friarton Depot have been consulted in relation to this report.

##### External

- 4.2 As stated in paragraph 1.5, engagement has taken place with the taxi trade. Feedback was received from them in relation to the relevant conditions.

### **5. Communication**

Not applicable

### **6. BACKGROUND PAPERS**

Not applicable

### **7. APPENDICES**

None