

# Agenda



## Meeting of Licensing Committee

**Date:** Tuesday, 26 October 2021

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**Time:** 10:00

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**Format:** Hybrid Meeting

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**Contact:** Lynn Straker, Committee Officer  
Email: [lynn.straker@west-dunbarton.gov.uk](mailto:lynn.straker@west-dunbarton.gov.uk)

Dear Member

Please attend a meeting of **Licensing Committee** as detailed above.

The Convener has directed that the powers contained in Section 43 of the Local Government in Scotland Act 2003 will be used and Members and parties to the proceedings will have the option to attend the meeting remotely or in person at the Civic Space, Church Street, Dumbarton.

The business is shown on the attached agenda.

Yours faithfully

**JOYCE WHITE**

Chief Executive

**Distribution:**

Councillor Jim Finn (Chair)  
Councillor Karen Conaghan  
Councillor Ian Dickson  
Councillor Caroline McAllister  
Councillor Jonathan McColl (Vice Chair)  
Councillor Lawrence O'Neill  
Councillor Brian Walker  
Vacancy

All other Councillors for information.

Date issued: 13 October 2021

**LICENSING COMMITTEE**  
**TUESDAY, 26 OCTOBER 2021**

**AGENDA**

**1 STATEMENT BY THE CHAIR – HYBRID MEETING**

**2 APOLOGIES**

**3 DECLARATIONS OF INTEREST**

Members are invited to declare if they have an interest in any of the undernoted items of business on this agenda and, if so, state the reasons for such declarations.

**4 RECORDING OF VOTES**

The Committee is asked to agree that all votes taken during the meeting will be done by roll call vote to ensure an accurate record.

**5 MINUTES OF PREVIOUS MEETINGS**

**5 - 14**

Submit for approval as correct records:-

- (a) Minutes of Meeting of the Licensing Committee held on 2 June 2021;
- (b) Minutes of Special Meeting of Licensing Committee held on 9 September 2021; and
- (c) Minutes of Meeting of Licensing Committee held on 22 September 2021.

**6 OPEN FORUM**

The Committee is asked to note that no open forum questions have been submitted by members of the public.

**7 CIVIC GOVERNMENT (SCOTLAND) ACT 1982 - REVIEW OF TAXI FARES AND CHARGES - CLYDEBANK TAXI LICENSING ZONE 15 - 39**

Submit report by Chief Officer – Regulatory and Regeneration on the review of fares and charges applicable to taxis operating within the Clydebank Taxi Licensing Zone.

**8 APPLICATION FOR GRANT OF A TEMPORARY TAXI/PRIVATE HIRE CAR DRIVER’S LICENCE 41 - 42**

**Name and Address of Applicant**

**Date Applied**

John Paul Hunter  
Ladyton Estate  
Bonhill  
Alexandria  
G83 9DJ

26 August 2021

Submit report by the Chief Officer – Regulatory and Regeneration concerning an Application for Grant of a Temporary Taxi/Private Hire Car Driver’s Licence for the above named person.

## LICENSING COMMITTEE

At a Meeting of the Licensing Committee held by video conference on Wednesday, 2 June 2021 at 2.00 p.m.

**Present:** Councillors Karen Conaghan, Ian Dickson, Jim Finn, Caroline McAllister, Jonathan McColl, Lawrence O'Neill and Brian Walker.

**Attending:** Raymond Lynch, Section Head (Licensing); Robert Mackie, Senior Officer – Licensing Services and Lynn Straker, Committee Officer.

**Also attending:** Police Constable Raymond Borland, Police Scotland.

**Councillor Jim Finn in the Chair**

### CHAIR'S REMARKS

Councillor Finn, Chair, welcomed everyone to the meeting which was being held remotely, in terms of Section 18B of the Civic Government (Scotland) Act 1982. Accordingly, the Chair advised that a process/procedure had been developed for the meeting (a copy of which had previously been circulated to Members). Thereafter, the Committee agreed to note the procedure in place for the conduct of the meeting and the meeting then continued by video conferencing.

### DECLARATIONS OF INTEREST

It was noted that there were no declarations of interest in any of the items of business on the agenda.

### MINUTES OF PREVIOUS MEETINGS

The Minutes of Meeting of the Licensing Committee held on 5 May 2021 were submitted and approved as a correct record.

### OPEN FORUM

The Committee noted that no open forum questions had been submitted by members of the public.

## **EXCLUSION OF PRESS AND PUBLIC**

Having heard the Section Head (Licensing) in relation to the undernoted items of business the Committee agreed to approve the following resolution:-

“That under Section 50A(4) of the Local Government (Scotland) Act, 1973 the press and public be excluded from the meeting for the following items of business on the grounds that it may involve the likely disclosure of exempt information as defined in Paragraph 14 of Part 1 of Schedule 7A of the Act.”

## **VARIATION IN THE ORDER OF BUSINESS**

Having heard Councillor Finn, Chair, and the Section Head (Licensing) the Committee agreed to vary the order of business as hereinafter minuted.

### **APPLICATION FOR RENEWAL OF A TAXI /PRIVATE HIRE CAR DRIVER'S LICENCE**

<b><u>Name and Address of Applicant</u></b>	<b><u>Date Applied</u></b>
Alexander Mullen Flat 1/2, 12 Boon Drive Glasgow G15 6AT	26 March 2021

A report was submitted by the Chief Officer – Regulatory and Regeneration concerning an Application for Renewal of a Taxi/Private Hire Car Driver's Licence for the above named person.

Having heard the Section Head (Licensing) in further explanation of the report and in answer to Members' questions it was noted:-

- (a) that a letter had been received from the Chief Constable, Police Scotland submitting an objection in relation to the application;
- (b) that in view of the objection, the applicant and a representative of Police Scotland had been invited to attend the meeting in order that a hearing may take place; and
- (c) that copies of the letter of objection from Police Scotland had been issued to Members of the Committee in advance of the meeting.

It was noted that the applicant, Mr Mullen, and a representative of Police Scotland, Constable Borland, were in attendance.

The Committee then heard from Constable Borland in relation to the letter from Police Scotland. Thereafter the applicant, Mr Mullen, was given the opportunity to address the Committee in support of his application and was heard in answer to Members' questions.

**DECIDED:**

Councillor McColl, seconded by Councillor Dickson, moved:-

That the Committee agrees to continue consideration of the application until after the trial date of 1 October 2021.

As an amendment, Councillor O'Neill, seconded by Councillor Walker, moved:-

That the Committee agrees to renew the application however should Mr Mullen be found guilty of the offence then the matter would be brought back to a future meeting of the Committee in order that a hearing could take place regarding the possible suspension of the licence.

On a roll call vote being taken 3 Members voted for the amendment, namely Councillors Conaghan, O'Neill and Walker, and 4 Members voted for the motion, namely Councillors Dickson, Finn, McAllister and McColl. The motion was accordingly declared carried and the application was continued to a future meeting of the Committee.

**APPLICATION FOR RENEWAL OF A TAXI /PRIVATE HIRE CAR DRIVER'S LICENCE**

**Name and Address of Applicant**

**Date Applied**

Craig White  
16 Levenhowe Place  
Balloch  
G83 8LR

16 December 2020

A report was submitted by the Chief Officer – Regulatory and Regeneration concerning an Application for Renewal of a Taxi/Private Hire Car Driver's Licence for the above named person.

Having heard the Section Head (Licensing) in further explanation of the report and in answer to Members' questions it was noted:-

- (a) that a letter had been received from the Police authority advising that they had no objections or representations to the application;
- (b) that a letter had been received from the applicant's General Practitioner (GP) providing further information on the applicant's medical condition, the contents of which were made know to Members; and

- (c) that in view of the content of the letter received from the applicant's GP, the applicant had been invited to attend the meeting in order that a hearing may take place.

Thereafter, the Committee heard from Mr White in support of his application. Mr White was then heard in answer to questions from Members.

**DECIDED:**

After discussion, the Committee agreed that the application be renewed.

The meeting closed at 2:30 p.m.

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## LICENSING COMMITTEE

At a Special Meeting of the Licensing Committee held by video conference on Thursday, 9 September 2021 at 10.00 a.m.

**Present:** Councillors Jonathan McColl, Karen Conaghan and Ian Dickson.

**Attending:** Raymond Lynch, Section Head (Licensing); Robert Mackie, Senior Officer (Licensing Services); Lynn Straker, Committee Officer.

**Apologies:** Apologies for absence were intimated on behalf of Peter Hessett, Police Scotland and Councillors Caroline McAllister, Jim Finn, Lawrence O'Neill and Brian Walker.

**Councillor Jonathan McColl in the Chair**

### STATEMENT BY CHAIR

Councillor McColl, Chair, welcomed everyone to the meeting which was being held remotely, in terms of Section 18B of the Civic Government (Scotland) Act 1982.

The Chair advised that due to the objection to the item being withdrawn, there is now no remit for the Licensing Committee to consider the item and as such the march may proceed as notified, subject to adherence to the Council's code of conduct.

The meeting closed at 10.03 a.m.



## LICENSING COMMITTEE

At a Meeting of the Licensing Committee held by video conference on Wednesday, 22 September 2021 at 10.00 a.m.

**Present:** Councillors Jim Finn, Jonathan McColl, Karen Conaghan, Ian Dickson, Caroline McAllister, Lawrence O'Neill and Brian Walker.

**Attending:** Raymond Lynch, Section Head (Licensing); Robert Mackie, Senior Officer (Licensing Services); Lawrence Knighton, Licensing Standards Officer and Lynn Straker, Committee Officer.

**Also Attending:** Sergeant Wendy Maginnis, Police Scotland.

**Councillor Jim Finn in the Chair**

### STATEMENT BY CHAIR

Councillor Finn, Chair, welcomed everyone to the meeting which was being held remotely, in terms of Section 18B of the Civic Government (Scotland) Act 1982.

The Chair advised that a process had been developed for the meeting (a copy of which had previously been circulated to Members). Thereafter, the Committee agreed to note the procedure in place for the conduct of the meeting and the meeting then continued by video conferencing.

### DECLARATIONS OF INTEREST

It was noted that there were no declarations of interest in the item of business on the agenda.

### MINUTES OF PREVIOUS MEETING

The Minutes of Meeting of the Licensing Committee held on 18 August 2021 were submitted and approved as a correct record.

## **OPEN FORUM**

The Committee noted that no open forum questions had been submitted by members of the public.

### **PROPOSED ADVERTISING ON TAXIS**

A report was submitted by Chief Officer – Regulatory and Regeneration proposing a request for permission to display an advert on a taxi operating in the Dumbarton & Vale of Leven Licensing Zone.

Having heard the Chair, Councillor Finn, it was noted that the request had been withdrawn prior to the meeting.

### **EXCLUSION OF PRESS AND PUBLIC**

Having heard the Section Head (Licensing) in relation to the undernoted items of business the Committee agreed to approve the following resolution:-

“That under Section 50A(4) of the Local Government (Scotland) Act, 1973 the press and public be excluded from the meeting for the following item of business on the grounds that it may involve the likely disclosure of exempt information as defined in Paragraph 14 of Part 1 of Schedule 7A of the Act.”

### **HEARING REGARDING POSSIBLE SUSPENSION OR REVOCATION OF A TAXI DRIVER'S/PRIVATE HIRE CAR DRIVER'S LICENCE**

A report was submitted by the Chief Officer – Regulatory and Regeneration concerning a request from the Chief Constable of Police Scotland for the possible suspension or revocation of a Taxi/Private Hire Car Driver's Licence.

Having heard Sergeant Maginnis, Police Scotland, Section Head (Licensing) and the Senior Officer (Licensing Services), it was noted that the request for the suspension or revocation of the licence pertained to a pending case as detailed in the letter from the Chief Constable, Police Scotland.

The Licence holder addressed the Committee and advised they would be pleading not guilty in the pending criminal matter.

### **DECIDED:-**

Following consideration, the Committee agreed that the alleged misconduct had not been established at this time however given that the matter related to a pending case, Police Scotland could bring the matter back to Committee at a later date if required. Accordingly, the Taxi/Private Hire Car Driver's licence would not be suspended at this time.

The meeting closed at 10.17 a.m.

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## WEST DUNBARTONSHIRE COUNCIL

### Report by Chief Officer – Regulatory & Regeneration

#### Licensing Committee – 26 October 2021

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**Subject: Civic Government (Scotland) Act 1982  
Review of Taxi Fares and Charges  
Clydebank Taxi Licensing Zone**

#### **1. Purpose**

- 1.1** To report to the Committee on the review of fares and charges applicable to taxis operating within the Clydebank Taxi Licensing Zone.

#### **2. Recommendations**

- 2.1** It is recommended that the 2 representations submitted be considered along with the scales for taxi fares and related charges proposed by Members at the Licensing Committee on 18 August 2021, published in the 25 August 2021 edition of the Clydebank Post.
- 2.2** It is further recommended that the Committee fixes the scales for taxi fares and related charges and authorise Officers to conclude the review by notifying each operator of the new scales and of their right to appeal to the Traffic Commissioner and, if there is no appeal against the scales by a taxi operator, by giving public notice that the new scales are to come in to effect.

#### **3. Background**

- 3.1** In terms of the Civic Government (Scotland) Act, 1982, Licensing Authorities must fix scales for taxi fares and related charges within 18 months from the date on which the scales last came into effect.
- 3.2** The fares and charges which are currently applicable to taxis operating within the Clydebank Taxi Licensing Zone have been in effect since 27 February 2020 and these are detailed in Appendix 1.
- 3.3** The Scottish Development Department Circular 25/1986 directs Council's to seek evidence to determine whether taxi operator's are receiving a fair return for their investment having taken into account the various expenses incurred by the trade. The relevant paragraphs are attached as Appendix 6.
- 3.4** Officers therefore carried out a pre-consultation by issuing a letter to 103 Clydebank Taxi Licence holders on 22 December 2020 seeking their views regarding the current fare chart to find out if they believed that they were receiving a fair return in relation to their earnings, taking into account the various expenses which they incur in running their business.

- 3.5** Four responses were received, all of which stated that they believed that they were not receiving a fair return, however no responses provided any financial details in relation to their earnings or specific expenses incurred. 3 of the responses did however have a similar opinion that the current policy within the Clydebank zone of requiring all vehicles to be wheelchair accessible was proving to be a significant factor in terms of their lack of receiving a fair return and suggested that this policy be reconsidered by moving to a mixed fleet.
- 3.6** A meeting of the Taxi Forum was held via Zoom on 23 March 2021 where all Clydebank Taxi Licence holders who were named on 2 or more licences were asked to attend or alternatively nominate someone to attend on their behalf. 2 of the 15 invited attended. The principal aim of the discussion was to hear the views of the taxi trade and agree on the format of a questionnaire which would then be put out to all taxi operators. Having considered the views expressed, the format of the questionnaire was prepared in order to hear the views of taxi licence holders on the various aspects of the fare chart.
- 3.7** The questionnaire was subsequently issued to 103 taxi operators which represent the 159 taxi licences issued in the Clydebank zone of West Dunbartonshire Council. The questionnaire was issued on 28 May 2021 allowing until 18 June 2021 for submission. The questionnaire is detailed at Appendix 2.
- 3.8** Of the 103 taxi operators who were issued a questionnaire, 27 were returned.
- 3.9** The questionnaire asked 5 questions pertaining to the taxi fare review. The questions and subsequent responses to each question are detailed as follows:-

**Q1 – Working Pattern.**

*As the holder of a taxi licence(s) please indicate when your vehicle(s) are most commonly available for hire.*

*Tariff 1 (6.00am – 10.00pm)*

*or*

*A combination of Tariff 1 and Tariff 2 (6.00am – 10.00pm and 10.00pm – 6.00am)*

**Taxi Operator's Response**

Tariff 1 – 12 taxi operators

A combination of Tariff 1 and tariff 2 – 15 taxi operators

**Q2. Flagfall**

*The current flagfall is set at:-*



£2.70 on Tariff 1  
£3.20 on Tariff 2  
£4.20 on Tariff 3

*For a distance not exceeding 5/11ths of a mile or for waiting time not exceeding 3 minutes 45 seconds or a combination of both.*

*Please indicate what changes, if any, you would wish to make on each tariff.*

### Taxi Operator's Response

#### **Tariff 1**

<b><u>Proposal</u></b>	<b><u>Responses</u></b>
No change	5
30p (or 10%)	17
50p or (20%) or replace with Tariff 2	3
10p or 20p	1
from 5/11ths of a mile to 1/2 a mile and remove the 3 minutes 45 seconds waiting time	1

#### **Tariff 2**

<b><u>Proposal</u></b>	<b><u>Responses</u></b>
No change	6
30p (or 10%)	17
50p or (20%)	2
20p	1
80p and change distance from 5/11ths of a mile to 1/2 a mile and remove the 3 minutes 45 seconds waiting time	1

#### **Tariff 3**

<b><u>Proposal</u></b>	<b><u>Responses</u></b>
No change	7
30p (or 10%)	17
50p or (20%)	1
20p	1
80p and change distance from 5/11ths of a mile to 1/2 a mile and remove the 3 minutes 45 seconds waiting time	1

### **Q3. Running Mile**

*The current running mile is set at:-*

£2.70 on Tariff 1  
£3.20 on Tariff 2

### £4.20 on Tariff 3

Please indicate what changes, if any, you would wish to make on each Tariff.

#### Taxi Operator's Response

##### **Tariff 1**

<b><u>Proposal</u></b>	<b><u>Responses</u></b>
No change	16
10p increase	2
20p increase	2
30p increase (or 10%)	6
£2.10 increase including the removal of 3 minutes 45 seconds waiting time	1

##### **Tariff 2**

<b><u>Proposal</u></b>	<b><u>Responses</u></b>
No change	16
10p increase	1
20p increase	3
30p increase (or 10%)	5
20% increase (60p)	1
£2.20 increase including the removal of 3 minutes 45 seconds waiting time	1

##### **Tariff 3**

<b><u>Proposal</u></b>	<b><u>Responses</u></b>
No change	17
10p increase	1
20p increase	2
30p increase (or 10%)	6
£2.40 increase including the removal of 3 minutes 45 seconds waiting time	1

#### **Q4. Waiting Time**

The current equivalent hourly rate for waiting time is £12.00 per hour on all 3 tariffs.

Please indicate what changes, if any, you would wish to make on each tariff.

#### Taxi Operator's Response

##### **Tariff 1**

<b><u>Proposal</u></b>	<b><u>Responses</u></b>
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No change	17
No change but remove the 3 minutes 45 seconds waiting time.	1
10% (rounded to £13.00)	2
£14.00 or (20%)	3
£15.00	3
£18.00	1

## Tariff 2

<u>Proposal</u>	<u>Responses</u>
No change	15
10% (rounded to £13.00)	1
£14.00	4
£15.00	3
£16.00	2
£18.00	1
£18.00 but remove the 3 minutes 45 seconds waiting time	1

## Tariff 3

<u>Proposal</u>	<u>Responses</u>
No change	15
10% (rounded to £13.00)	2
20% (rounded to £14.00)	1
£15.00	1
£16.00	2
£18.00	4
£18.00 but remove the 3 minutes 45 seconds waiting time	1
Removal of waiting time on tariff 3	1

## Q5 - Other

*Are there any other changes or suggestions you would wish to make to the existing fare chart?*

### Taxi Operator's Response

20 of the 27 taxi operator's who responded submitted no proposed other changes or suggestions.

The 7 licence holders who did make proposed other changes or suggestions commented as follows:-

**Operator No. 1** - All taxi meters should be calendar controlled.

**Operator No. 2** - In the past 12 years there have been 2 small fare increases

while inflation has risen by 25.64% over the same period.

A driver who hires a taxi, after rental and fuel costs, earns less than the minimum wage.

Operators who also drive their own vehicles have seen road tax, garage bills, council fees and fuel costs all rising with no increase in income.

**Operator No. 3** – Tariff 2 to be applicable from 9pm instead of 10pm and also applicable for the whole of 24 December instead of from 6pm.

**Operator No. 4** - Tariff 2 to be applicable from 9pm instead of 10pm and also applicable for the whole of 24 December instead of from 6pm. Also increase soiling fee from £50 to £60 or £70.

**Operator No. 5** - Tariff 2 to be applicable from 9pm instead of 10pm.

Tariff 2 to be applicable for the whole of 24 December and 31 December until 9pm.

Tariff 3 to be applicable from 9pm on 24 December to 6am on 26 December and 31 December to 6am on 2 January.

Tariff 2 to be applicable from 6 am on 26 December to 6am on 27 December and from 6 am on 2 January to 6 am on 3 January.

These changes would also remove the additional 50p extra charge applicable during the Tariff 3 period on the existing fare chart between 10pm and 6am.

Remove additional 10p charge for each passenger beyond 2 and instead charge the fare at Tariff 2 instead of Tariff 1 or charge the fare at Tariff 3 instead of Tariff 2.

Allow drivers to agree rates for hires out with the Clydebank zone which would include hires from Clydebank to Dumbarton & Vale of Leven zone.

Increase the soiling fee to £100 on Tariff 2 and Tariff 3 from £50.

**Operator No. 6** - Tariff 2 to be applicable from 9pm instead of 10pm.

**Operator No. 7** - Tariff 2 to be applicable from 9pm instead of 10pm.

Tariff 3 to begin at 6pm on 24 December and 31 December and end at 6 am on 27 December and 3 January respectively instead of midnight on 24 December and 31 December until midnight on 26 December and 2 January

**3.10** Of the 103 questionnaires sent out, 27 were returned representing 26.2% of those consulted. A summary of the responses are outlined as follows:-

## **Q1 – Working Pattern**

The questionnaire asked licence holders to declare their normal working pattern with the intention of discovering whether the views of those working solely on Tariff 1 had the same or different views to those working on both Tariff 1 and Tariff 2. Given the low return rate it was felt that this would not provide enough information to establish clear enough differences of opinion amongst those taxi licence holders who responded.

## **Q2 – Flagfall**

Responses to question 2 in relation to the flagfall show that 63% of licence holders preferred the option of a 30p increase to the initial flagfall on all Tariffs. Those who selected an increase of 10% were included in these figures. 18.5% wished to see no change and 18.5% also sought a different change to Tariff 1 with either a higher or lower increase.

63% preferred the option of a 30p increase on Tariff 2 while 22.2% wished to see no change and 14.8% sought a different change to Tariff 2 with either a higher or lower increase.

Similarly 63% preferred the option of a 30p increase on Tariff 3 while 25.9% wished to see no change and 11.1% sought a different change to Tariff 3 with either a higher or lower increase one of which also wished to see the removal of waiting time from the tariff card.

## **Q3 – Running Mile**

Responses to question 3 in relation to the running mile show that 59.3% of licence holders wished to see no change to the running mile on Tariff 1 or Tariff 2 while 63% wished to see no change to the running mile on Tariff 3. The remainder wished to see an increase ranging from 10p to 30p on Tariff 1, 10p to 60p on Tariff 2 and 10p to 30p on Tariff 3. One taxi licence holder's preference was to remove the waiting time from the tariff card and increase the running mile to £3.80 on Tariff 1, £4.00 on Tariff 2 and £4.40 on Tariff 3.

## **Q4 – Waiting Time**

Responses to question 4 in relation to waiting time show that 66.7% of taxi licence holders wished to see no change to the current rate on Tariff 1. 29.6% wished to see an increase from the existing £12.00 per hour to between £13.00 and £15.00 while 3.7% wished to see an increase to £18.00 per hour.

55.6% of taxi licence holders wished to see no change to the current rate on Tariff 2. 33.3% of taxi licence holders wished to see an increase from the existing £12.00 per hour to between £13.00 and £16.00 while 11.1% wished to see an increase to £18.00 per hour.

59.3% of taxi licence holders wished to see no change to the current rate on

Tariff 3. 22.2% wished to see an increase from the existing £12.00 per hour to between £13.00 and £16.00 while 18.5% wished to see an increase to £18.00 per hour.

One taxi licence holder who wished to see waiting time remain at £12.00 per hour on Tariff 1 but increase to £18.00 per hour on Tariff 's 2 and 3 also wished to see the removal of the 3 minutes 45 second waiting time as part of the fare chart.

- 3.11** Having referred to the AA website which provides an average cost of fuel on a monthly basis for Scotland it shows that in February 2020 the average cost of unleaded fuel was 123.7p per litre and 127.4p per litre for diesel. Fuel costs then took a sharp fall due to the pandemic when travel was restricted.
- 3.12** The average cost of unleaded fuel in June 2021 in Scotland was 130.4p per litre and 132.9p per litre for diesel. This represents an increase of 5.4% for unleaded fuel and 4.3% for diesel based on the difference in the months February 2020 and June 2021. Given the fluctuation in fuel costs over this period it would not provide a true reflection of average fuel costs due to the effects of the pandemic.
- 3.13** Taxi licence holders will incur other vehicle costs including tyres, service and MOT, labour and replacement parts, road tax, insurance, capital costs, depreciation and licence fees.
- 3.14** The previous taxi fare review which has been effective since 27 February 2020 and was subject to an appeal to the Traffic Commissioner had the effect of increasing the initial flagfall by 20p. The first lockdown caused by the Covid-19 pandemic occurred almost immediately after the effective date and as a result the taxi trade as a whole have suffered economically
- 3.15** Although the number of responses received only reflect the views of 26.2% of taxi licence holders it is clear that the majority favour an increase of 30p on the flagfall at this point in time although many other alternative views have been expressed suggesting changes to all aspects of the fare chart. Members should take all these factors into account before making a recommendation for any change to the existing fare chart.
- 3.16** In terms of the Section 17 of the Civic Government (Scotland) Act 1982, before fixing any scales or carrying out any review the Licensing Authority are required to consult with persons or organisations appearing to be representative of operators of taxis within the area.
- 3.17** Having considered the responses received from the questionnaire, Members proposed a number of amendments to the existing fare chart:-
- (i) Increase the initial flagfall on all Tariffs by 30p;
  - (ii) Amend the time when Tariff 2 will be applicable from 10.00 pm to 9.00 pm
  - (iii) Amend the time when Tariff 2 will be applicable on Christmas Eve

- and New Years Eve from the existing 6,00 am until 6.00 pm to the full day for both;
- (iv) Increase the amount applicable for a soiling fee from £50.00 to £60.00.

**3.18** The proposed amendments were advertised in the 25 August edition of the Clydebank Post allowing until 27<sup>th</sup> September 2021 for responses. An error was subsequently found in the advert which states that the time Tariff 1 would be applicable from would be 10.00pm rather than the proposed 9.00 pm although this was explained in the description of proposed changes and has only been highlighted by one of those operators submitting a representation. The advert is detailed at Appendix 3.

#### **4 Main Issues**

**4.1** Before fixing any scales or carrying out any review, in addition to consulting with persons or organisations appearing to be representative of operators of taxis within the area, the Licensing Authority is required:

- (a) to publish the proposed scales in a newspaper circulating in the area setting out the proposed scales, explaining the effect of the proposed scales and proposing a date on which the proposed scales are to come into effect;
- (b) to invite representations from any persons with respect to the proposals within a period of one month from the date of publication of the notice; and
- (c) to consider any such representations which have been duly lodged before a decision is taken on the matter.

**4.2** Following the proposed fare chart being published in the 25 August 2021 edition of the Clydebank Post, 2 representations were received from Mr. Kenneth McSheaffrey acting on behalf of the Clydebank Taxi Trade Group and from Mr. Allan MacLeod.

**4.3** The representation submitted by Mr. McSheaffrey addressed each element of the proposed change to the tariff card as advertised. Having put each proposed change to the vote at a meeting of the Clydebank Taxi Trade Group, their submission is as follows:-

- (i) accept the proposal to increase the flagfall by 30p on all tariffs
- (ii) unable to reach a majority vote on whether to accept or reject the proposed change to Tariff 2 to begin at 9.00pm rather than 10.00 pm
- (iii) reject the proposal to change Tariff 2 on both Christmas Eve and New Years Eve from 6.00pm to 6.00am (Tariff 2 already applies from midnight to 6.00 am each day

- and from 6.00 pm to midnight on both Christmas Eve and New Years Eve.
- (iv) accept the proposal to increase the soiling fee from £50 to £60

The full submission from Mr. McSheaffrey is attached at Appendix 4.

- 4.4** The representation submitted by Mr. MacLeod is attached at Appendix 5 and he will elaborate on his views on the tariff card proposals and his alternatives if given the opportunity by the Committee.

**5. People Implications**

- 5.1** There are no personnel issues for the Council arising from this report.

**6. Financial Implications**

- 6.1** There are no financial implications for the Council arising from this report.

**7. Risk Analysis**

- 7.1** There is no increased risk to the Council associated with the contents of this report.

**8. Equalities Impact Assessment (EIA)**

- 8.1** No impact assessment is required because this report does not involve any change to policies or services or financial decisions.

**9. Consultation**

- 9.1** An advert was placed in the 9 January 2019 edition of the Clydebank Post inviting representations to the proposed fare chart.

**10. Strategic Assessment**

- 10.1** In terms of the Council's Strategic Priorities, the purpose of licensing is to protect the welfare of the community, including vulnerable people.

Chief Officer – Regulatory & Regeneration

Date 5/10/2021

**Person to Contact:** Robert Mackie,  
Senior Officer (Licensing Services),  
Licensing Team,  
Municipal Buildings,



College Street,  
Dumbarton,  
G82 1NR.

Tel. No. (Direct line) 01389 738742.  
[robert.mackie@west-dunbarton.gov.uk](mailto:robert.mackie@west-dunbarton.gov.uk)

**Appendices:**

1. Current Fare Chart for Clydebank Taxi Licensing Zone.
2. Taxi Operator's questionnaire.
3. Proposed Fare Chart for Clydebank zone.
4. Representation submitted by Mr. Kenneth McSheaffrey.
5. Representation submitted by Mr. Allan MacLeod.
6. Scottish Development Department Circular 25/1986 extract – Taxi Fares (2.34 – 2.37)

**Background Papers:**

1. Letters to all taxi operators and drivers.
2. Returned questionnaires.

**From:** [Licensing](#)  
**To:** [Robert MacKie](#)  
**Cc:** [Lawrence Knighton](#); [Carolann Anderson](#)  
**Subject:** FW: Proposed Clydebank Taxi Fare Chart  
**Date:** 28 September 2021 09:59:45

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Hi Bob,

I know you have emailed us this morning regarding this but thought it best to forward this onto you in case there is any additional information.

Many thanks  
Marie

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**From:** allan macleod [mailto:[allangdlodge@yahoo.co.uk](mailto:allangdlodge@yahoo.co.uk)]  
**Sent:** 27 September 2021 09:26  
**To:** Licensing  
**Subject:** Proposed Clydebank Taxi Fare Chart

Sirs,

I refer to your advert in the local paper published 25th August 2021 and the invitation to present representations on the proposals.

It should be noted that the proposed fare chart as advertised is in error with the overlap of Tariff 1 ending at 10pm and Tariff 2 starting at 9pm.

The proposed amendments fail to address either the increased costs operating a taxi and the extreme lack of taxis now available at night.

1. 30p flagfall increase per metered journey is ill-considered and is not supported by any evidence as to the cause and effect of the proposal.

6% increase on a 2 mile journey is a paltry sum. Fuel alone has increased 10% since the last review

Parts and repairs have increased considerably more. And both are expected to rise further during the next 18 months.

Once gratuities (tips) are factored in the actual increase in takings ie what drivers receive from customers the 6% will be reduced significantly ie, "take £6 – driver" will not become "take £6.30"

It would be misrepresentation to assume 30p is therefor added to takings on every journey.

Further it can be demonstrated based on the number of expected ( or reasonably possible) daily fares, this proposal represents less than 3% increase in the average daily takings. Before deduction of any expenses incurred.

2. The flat 'across all tariffs' increase further diminishes the difference between Tariff 1 takings and Tariffs 2 & 3.

Aside from the obvious unsocial hours uplift during Tariff 2 taxis are far more likely to incur loss and expense.

Passengers are more likely to share/ travel together 3-6 rather than 1-2 during Tariff 1.

Journeys are longer diminishing any benefit of 30p f/f increase as percentage of each fare and in the number of fares carried out.

Fuel used increases with extra load, as does wear and tear on vehicles.

Waiting time is more likely to occur and for longer. Significantly it is less likely to occur due to passenger use than for traffic reasons. £12/hr less expenses for providing an out of hours service would be considered unlawful and utterly immoral from any employer.

Albeit most Taxi drivers are self-employed, but takings (earnings) are controlled. In doing so Council are acting as de facto employers and should carefully consider this.

Soiling is far more likely to occur at night and driver losses far more significant. £60 for a lost shift is a paltry sum. During Tariff 1 valet services are locally available to return a taxi to the road, not so at night.

The 10p per extra passenger has become so insignificant that very few drivers will ever have added it to fares charged.

3. Tariff 2 rates during 24<sup>th</sup> and 31<sup>st</sup> Dec is most welcome. Demand is high and a higher rate will encourage Taxis. However, Council could also consider Tariff 3 ending at midnight rather than the normal 6:00 am.

On all other days a higher tariff is charged in these hours as demand is at its highest. Remaining at tariff 3 until 6:00am rewards drivers for working at that time. Dropping down a tariff can reduce the supply.

Council might balance this increase recognising that 26<sup>th</sup> December and 2<sup>nd</sup> January are no longer considered public holidays for many people using Taxis.

4. It remains ludicrous that drivers can provide a fixed fare to Erskine, Partick or even Yoker and Drumchapel but not Dumbarton or Balloch and yet still must return empty without the recompense negotiated for other areas.

There is no good reason justification for this whatsoever. It is no more than an indulgence on the part of the Council.

The direct effect is that the public have difficulty in obtaining a Taxi in this direction at significant times. For example, at night after attending a social function in Clydebank, or around 5pm when the A82 traffic causes delays (again!) Other hires are more financially appealing to drivers.

People can and do wait a long time to get home! Allowing a fixed price fare will provide the drivers who wish to do so the option without breaching conditions.

It appears from the proposals put forward that the Council are content to continually suppress fares perhaps conceived as a benefit to the public but unless taxi drivers costs and earnings are properly addressed the lack of availability of taxis is the end result.

It has been at least 12 years since any significant amendments or increase to Tariffs has been made.

Kind regards

Allan MacLeod  
OK Taxi Group

1 Westfield  
Dumbarton  
West Dunbartonshire  
G82 4JR

**Mob: 078 5652 0845**



WEST DUNBARTONSHIRE COUNCIL

# Appendix 2

Plate No. \_\_\_\_\_ Vehicle Registration Number \_\_\_\_\_

Civic Government (Scotland) Act 1982

Fare Chart (Effective from 27 February 2020)

**CLYDEBANK ZONE**

**Tariff One** For a distance not exceeding 5/11ths OF A MILE  
6.00 a.m. to 10.00 p.m. daily or for waiting time not exceeding 3 minutes 45 seconds (or a combination of both).....£2.70

For each additional 1/17th OF A MILE...£0.10

**Tariff Two** For a distance not exceeding  
10.00 p.m. to 6.00 a.m. daily 5/11ths OF A MILE..... £3.20  
6.00 p.m. to 12 midnight on For each additional 1/18th OF A MILE....£0.10  
Christmas Eve and 31st December

**Tariff Three** For a distance not exceeding  
Midnight on 24th December to 5/11ths OF A MILE..... £4.20  
Midnight on 26th December and For each additional 1/20th OF A MILE. ..£0.10  
Midnight on 31st December to  
Midnight on 2nd January  
*Between 10.00 p.m. and 6.00 a.m. a 50p extra charge applies*

Any hire terminating out with the West Dunbartonshire area will be at a rate to be agreed at the time of hire.

**Fares for Waiting**

The driver is, in addition to the above, entitled to charge for waiting whether in one stoppage or in several stoppages as follows:-  
For each period of THIRTY SECONDS or part thereof...£0.10

**Extra Charges**

A charge of £2.70 shall be payable for a taxi called by telephone or via App and not cancelled before arrival.

An additional charge of 10p shall be payable for each passenger beyond two.

Taxi drivers may add on any charge incurred at Glasgow Airport when either dropping off or picking up passengers. Drivers must make passengers aware in advance that extra charges may be added to the fare.

**Soiling Fee**

A maximum fee of £50.00 is chargeable for any soiling which necessitates a taxi being removed from service for cleaning. Soiling in this context includes any soiling by means of food, drink, vomit, urine or excrement.



## WEST DUNBARTONSHIRE COUNCIL

### Civic Government (Scotland) Act 1982

#### REVIEW OF TAXI FARES

NOTICE IS HEREBY GIVEN that West Dunbartonshire Council are carrying out a review of the fares for the hire of taxis within the Clydebank Zone of the Local Authority area.

An amendment has been made to the existing fare chart adding 30p to the initial flagfall on all tariffs. An additional amendment has been made where Tariff 2 will be applicable from 9.00 p.m. instead of 10.00 p.m. each day. A further amendment has been made where Tariff 2 will apply for the whole day on both 24 December and 31 December rather than from 6.00 p.m. until midnight. A final amendment has been made increasing the soiling fee from £50.00 to £60.00.

A fare chart for the Clydebank Zone is proposed as follows:-

#### CLYDEBANK ZONE

##### **Tariff One**

6.00 a.m. to 10.00 p.m. daily

For a distance not exceeding 5/11ths OF A MILE  
or for waiting time not exceeding 3 minutes 45  
seconds (or a combination of both).....£3.00  
For each additional 1/17th OF A MILE.....£0.10

##### **Tariff Two**

9.00 p.m. to 6.00 a.m. daily  
Midnight on 23 December to  
Midnight on 24 December and  
Midnight on 30 December to  
Midnight on 31 December

For a distance not exceeding  
5/11ths OF A MILE.....£3.50  
For each additional 1/18th OF A MILE.....£0.10

##### **Tariff Three**

Midnight on 24th December to  
Midnight on 26th December and  
Midnight on 31st December to  
Midnight on 2nd January

For a distance not exceeding  
5/11ths OF A MILE.....£4.50  
For each additional 1/20th OF A MILE.....£0.10

*Between 10.00 p.m. and 6.00 a.m. a 50p extra charge applies*

Any hire terminating outwith the West Dunbartonshire area will be at a rate to be agreed at the time of hire.

#### **Fares for Waiting**

The driver is, in addition to the above, entitled to charge for waiting whether in one stoppage or in several stoppages as follows:

For each period of THIRTY SECONDS or part thereof.....£0.10

#### **Extra Charges**

A charge of £3.00 shall be payable for a taxi called by telephone or via App and not cancelled before arrival.

An additional charge of 10p shall be payable for each passenger beyond two.

Taxi drivers may add on any charge incurred at Glasgow Airport when either dropping off or picking up passengers. Drivers must make passengers aware in advance that extra charges may be added to the fare.

### **Soiling Fee**

A maximum fee of £60.00 is chargeable for any soiling which necessitates a taxi being removed from service for cleaning. Soiling in this context includes any soiling by means of food, drink, vomit, urine or excrement.

It is proposed that the fare chart will apply from 4 November 2021. Any person wishing to make representations with respect to the Authority's proposals should lodge same in writing to the undernoted or by emailing [licensing@west-dunbarton.gov.uk](mailto:licensing@west-dunbarton.gov.uk) by 27 September 2021.

Peter Hessett  
Chief Officer – Regulatory & Regeneration  
Council Offices  
Church Street  
Dumbarton  
G82 1QL

25 August 2021



**CLYDEBANK TAXI FARE REVIEW – PLATE NUMBER X**

A copy of the current fare chart is enclosed for reference purposes

<b>Q1. – WORKING PATTERN</b>
As the holder of a taxi licence(s) please indicate when your vehicle(s) are most commonly available for hire.
Tariff 1 (6.00am – 10.00pm) <input type="checkbox"/>
A combination of Tariff 1 and Tariff 2 <input type="checkbox"/>

<b>Q2. FLAGFALL</b>
The current flagfall is set at :-  £2.70 on Tariff 1 £3.20 on Tariff 2 £4.20 on Tariff 3  For a distance not exceeding 5/11ths of a mile or for waiting time not exceeding 3 minutes 45 seconds or a combination of both.  Please indicate what changes, if any, you would wish to make on each Tariff. Please write 'None' if you wish to see no change to each Tariff.
Tariff 1:-
Tariff 2:-
Tariff 3:-

<b>Q3. RUNNING MILE</b>
The current running mile is set at:-  £1.70 per mile on Tariff 1 £1.80 per mile on Tariff 2 £2.00 per mile on Tariff 3  Please indicate what changes, if any, you would wish to make on each Tariff. Please write 'None' if you wish to see no change to each Tariff.
Tariff 1:-
Tariff 2:-
Tariff 3:-





*Mr. V. Stone*

## SCOTTISH DEVELOPMENT DEPARTMENT

New St Andrew's House  
Edinburgh EH1 3SZ

Telephone 031-556 8400 ext 4949

*Please reply to The Secretary*

Previous Circular      Cancelled: 24/1983  
Cancelled/Amended..... Amended: 6/1983

Our Reference      L/TX/25/2

Date 7 August 1986

The Chief Executive  
District and Islands Councils

CIVIC GOVERNMENT (SCOTLAND) ACT 1982  
TRANSPORT ACT 1985  
LICENSING OF TAXIS AND PRIVATE HIRE CARS

### Introduction

1. This Circular replaces SDD Circular 24/1983. It informs local authorities of the new regulations which the Secretary of State has made under section 20(1) of the Civic Government (Scotland) Act 1982 ("the 1982 Act") and of those which he has made under section 12(10) of the Transport Act 1985 ("the 1985 Act"). It also commends a new set (Annex B) of model licensing conditions to all local authorities who resolve to adopt the taxi and private hire licensing provisions of the 1982 Act. These model licensing conditions may serve local authorities as a basis for the preparation of their own local licensing conditions: they replace those annexed to Circular 24/1983, and take account of the changes in the hire car provisions which have been introduced by the 1985 Act. It should be noted, however, that as a result of the new regulations made under the 1982 Act, conditions having the same effect as model conditions 14 and 22 for taxi licences will now have to be contained in all taxi licences: see paragraph 6 of this circular. Finally, it brings to local authorities' attention a guidance paper on fare scales for shared taxis (Annex C).

2. SDD Circular 6/1983 outlined the content of the Civic Government (Scotland) Act 1982. Annex A to this circular gives the paragraphs which should be substituted for paragraphs 2.14 to 2.59 of Appendix A to that circular, in the light of the changes introduced by the 1985 Act.

2.33 Notwithstanding the above exemptions it is of course open to operators and drivers of Scottish taxis and private hire cars to apply for licences to operate in England and Wales under the 1976 Act and for English operators and drivers to seek to be licensed under the Civic Government (Scotland) Act 1982.

#### Taxi Fares

2.34 As mentioned in paragraph 2.30, sections 17 and 18 do not apply to taxi-buses. Subject to that, section 17 makes it the duty of the licensing authority to fix scales for fares and all other charges (for example for luggage and waiting times) in connection with the hire of a taxi. It also provides that the licensing authority must review these scales at intervals not exceeding 18 months from the date on which the scales came into effect. This 18-month period is a maximum period and authorities will require to begin consultation (outlined later) on a review an adequate time before the final date for decision. Authorities are of course free to carry out reviews at any interval within this 18-month period. A review of scales which results in a decision by the licensing authority not to make any change to the scales is treated in exactly the same manner as one in which it decides to change the scales and the provisions of section 18 for the taxi trade to appeal to the Traffic Commissioner apply equally.

2.35 Before fixing any scales or carrying out any review the licensing authority is required to undertake consultations with the taxi trade and the public and to take into account any representations received. As regards the taxi trade, consultation must be with persons or organisations appearing to the licensing authority to be, or be representative of, the operators of taxis within their area. It is open to the licensing authority to decide who are so representative but as it is open to any taxi operator to appeal under section 18 against the decision it is likely to be in authorities' interests to try to reduce appeals by as full and early consultation as possible. Public consultation must be by public notice.

2.36 Following any decision by the licensing authority on the fixing of scales or the carrying out of any reviews, the authority is required forthwith to notify its decision in writing to those representatives of the trade it previously consulted. Once the scales for taxi fares and charges

have been fixed by the licensing authority - or after appeal by the Traffic Commissioner under section 18 - the fares and charges so fixed are the maximum which can be charged (the offence provision is in section 21(5)) although it is of course open to any taxi driver to negotiate a lesser fare if he so wishes.

2.37 The Secretary of State expects that in fixing fares authorities will want to pay primary regard to the costs incurred by the trade, having regard to the capital costs (including interest payments) of the vehicles, the costs of maintaining and replacing them to the standards required by the licensing authority, the costs of employing drivers, and the prevailing levels of wages and costs in related road transport industries. In the Secretary of State's view the public interest is better served by ensuring the maintenance of an adequate taxi service by giving the trade a fair return than by depressing fares for social reasons, however understandable. If fares are fixed at a level higher than the market can stand, the trade is free to reduce them.

#### Appeals in respect of Taxi Fares

2.38 Section 18 provides a right of appeal by any taxi operator to the Traffic Commissioner for the Scottish Traffic Area against the scales for fares and charges for taxis or against the result of any review by the licensing authority of these scales. Any appeal to the Traffic Commissioner must be made within 14 days of the decision of the licensing authority appealed against, though the Traffic Commissioner has discretion to hear appeals after the 14-day period has expired.

2.39 There are two grounds on which the Traffic Commissioner may decline, at any stage, to proceed with an appeal. The first is where the Commissioner considers that the appeal is not representative of the view of a substantial proportion of the operators of taxis in the area. As the coming into effect of the scales is delayed while an appeal is being dealt with, an appeal by an unrepresentative minority would mean that the rest of the trade was denied charging fares with which it was content. While "substantial proportion" is not defined, it is assumed that it will be more than one-third of operators. The second is where less than two years has elapsed since deciding an appeal and the Commissioner considers it

**From:** [Kenneth McSheaffrey](#)  
**To:** [Robert MacKie](#)  
**Subject:** Fwd: Review of Taxi Fares  
**Date:** 27 September 2021 15:42:19

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Hi Bob

Copy of our objection to the fare notice. Sent officially to Licensing.

Cheers

Kenny

----- Forwarded message -----

**From:** **Kenneth McSheaffrey** <[info.cbanktaxioperators@gmail.com](mailto:info.cbanktaxioperators@gmail.com)>  
**Date:** Mon, 27 Sept 2021 at 15:44  
**Subject:** Review of Taxi Fares  
**To:** <[licensing@west-dunbarton.gov.uk](mailto:licensing@west-dunbarton.gov.uk)>

Hi

In response to the advert in the Clydebank Post, that gave notice of a possible change to the WDC Clydebank zone fare structure, Clydebank Taxi Operators held a meeting on 22 September 2021 at Clydebank Community Sports Hub, Dean Street, Clydebank.

Our meeting was advertised to all members of the newly formed Clydebank Taxi Operators group and also posted on our official Facebook members page. To date we have had 40 members fill in our online membership application form and we have 57 members on our facebook group page. We had anticipated a low turnout at the meeting due to anxieties regarding covid and the fact it was a hall meeting. 10 people attended the meeting and a number of people sent their apologies.

Item 4 on our agenda - Fare Review was discussed.

We debated all aspects of the 4 proposals put forward by the licensing committee in this public notice. Members had expressed their concerns that proposals being put forward by the committee in a public notice had not been asked for or agreed by the trade in advance. Members said they appreciate that the Licensing team had used a questionnaire to canvass operators in advance as a way to gauge opinion. They felt that once again this gives individuals a chance to make personal representation which sometimes is not in the best interest of the trade as a whole. Members are keen to point out that the 18 month delay to the fare increase from the last fare review not only cost the Licensing Team over £10,000 in costs but also estimate a cost to the drivers of approx £1,500.00 per head in lost revenue.

In real terms over £250,000 in wages not earned to the trade and the knock on spend in other local businesses. Members have asked for a re-think to this process so that an agreed fare review is in place before it goes to a public notice and the elected members rule on the matter.

Hopefully this can be part of a future conversation.

1 Proposal to add 30p to the initial flag fall on all tariffs.

After debating & voting the people present voted to accept the proposal. (9/1)

2 Proposal to change tariff 2 from 10.00pm to 9.00pm each day.  
After debating & voting the people present could not reach a majority (5/5)

3 Proposal to change tariff 2 on both Christmas Eve & New Years Eve from 6.00pm to 6.00am.  
After debating & voting the people present voted by majority to reject the proposal. (10/0)

4 Proposal to change tariff on soiling fee from £50.00 to £60.00.  
After debating & voting the people present voted to accept the proposal. (10/0)

To summarise, our members present felt that the taxi trade needs to take a small increase to combat rising fuel & running costs which is reflected in our vote in proposal 1.

We did not feel comfortable or indeed had enough feedback from members who worked in the hours that affected tariff 2 to form a majority in proposal 2.

As a group we feel, and would like to make representation if required, to let the committee know that we strongly object and feel that proposal 3 will, if passed, have a detrimental effect on the taxi trade & indeed our relationship with our customers.

Finally, members said in relation to proposal 4 you could make this £100 but it would not increase your chances of someone actually paying once the cab was soiled as this is not a legal requirement by the customer.

Clydebank Taxi Operators are a newly formed group made up of operators with years of experience and knowledge with regards to the taxi trade in Clydebank. We aim over the following months to engage with both drivers and operators to encourage them to be more proactive in their own trade. We look forward to forming a good working relationship with both the Licensing team and the elected members.

Regards

Kenny McSheaffrey  
Acting Secretary  
Clydebank Taxi Operators





## WEST DUNBARTONSHIRE COUNCIL

### Report by Chief Officer – Regulatory and Regeneration

#### Licensing Committee – 26 October 2021

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**Subject: Application for grant of a temporary Taxi/Private Hire Car Driver's Licence**

#### **1. Purpose**

- 1.1** To consider an application for grant of a temporary Taxi/Private Hire Car Driver's Licence submitted by Mr. John Paul Hunter 24 Ladyton Estate, Bonhill, Alexandria G83 9DJ.

#### **2. Recommendations**

- 2.1** It is recommended that the application be considered and determined by the Committee.

#### **3. Background**

- 3.1** Mr. Hunter submitted an application for grant of a temporary Taxi/Private Hire Car Driver's Licence to the Council on 26 August 2021.
- 3.2** A letter was received from the Chief Constable of the Police authority on 11 October 2021 in relation to the application.
- 3.3** A further letter received from the Chief Constable of the Police authority on 11 October 2021 details a number of convictions deemed as 'protected' under the Rehabilitation of Offenders Act 1974.

#### **4. Main Issues**

- 4.1** In view of the submission received from the Police, the applicant and a representative of the Police authority have been invited to attend the meeting of the Committee to be held on 26 October 2021.
- 4.2** The terms of the letters from the Police will be made known to the Committee at the meeting as appropriate.

#### **5. People Implications**

- 5.1** There are no personnel issues.

#### **6. Financial Implications**

- 6.1** There are no financial implications

## **7. Risk Analysis**

**7.1** There is no increased risk to the Council associated with the contents of this report.

## **8. Equalities Impact Assessment (EIA)**

**8.1** No impact assessment is required because this report does not involve any change to policies or services or financial decisions.

## **9. Consultation**

**9.1** Police Scotland were consulted in relation to the application.

## **10. Strategic Assessment**

**10.1** In terms of the Council's Strategic Priorities, the purpose of licensing is to protect the welfare of the community, including vulnerable people.

Chief Officer – Regulatory and Regeneration

Date 11 October 2021

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**Person to Contact:** Robert Mackie,  
Senior Officer (Licensing Services),  
Licensing Team,  
Municipal Buildings,  
College Street,  
Dumbarton,  
G82 1NR.

Tel. No. (Direct line) 01389 738742.  
[robert.mackie@west-dunbarton.gov.uk](mailto:robert.mackie@west-dunbarton.gov.uk)

**Appendices:** N/A.

### **Background Papers:**

1. Application for grant of a temporary Taxi/Private Hire Car Driver's Licence from Mr. John Paul Hunter, 24 Ladyton Estate, Bonhill, Alexandria G83 9DJ.
2. Letters dated 11 October 2021 from the Chief Constable, Police Scotland, 'L' Divisional Headquarters, Stirling Road, Dumbarton G82 3PT.
3. Letter to Mr. Hunter dated 12 October 2021.

**Wards Affected:** N/A