

EX5. REFERRAL FROM SPECIAL ENVIRONMENT AND COMMUNITY SAFETY COMMITTEE – 19 MARCH 2013

(a) REVIEW OF THE TAXI/PRIVATE HIRE VEHICLE LICENSING ARRANGEMENTS

The Executive considered the recommendations arising from the review of the taxi/private hire vehicle licensing which had been referred by the Environment and Community Safety Committee.

The Environment and Community Safety Committee had conducted a taxi review in 2012 and had asked that officers consult with the Falkirk Taxi and Private Hire Car Forum on outstanding areas including – taxi numbers, licence conditions, vehicle tyres, driver standards and advertising. Having considered a report on the outcomes of the consultation exercise, Committee had made recommendations to the Executive.

In response to a suggestion that taxi and private hire cars be required to use swipe card technology in order to prevent a scenario where a passenger is ejected from a car some distance short of their destination if they have insufficient money available on their person, the Convener acknowledged that this was a matter which should be investigated and that a report would be considered in due course.

Decision

The Executive agreed:-

- (1) in regard to taxi numbers that the current approach continues and that no numerical cap is introduced for taxi operator licences;**
- (2) that the Licence conditions detailed in the volume of appendices are approved (subject to allowing operators to continue to display their company name on the sign on top of the taxi) and that the conditions come into effect on renewal of the relevant licence;**
- (3) that the current policy on the age of vehicles is changed to reduce the age at which a vehicle can first enter the fleet from 6 years to 3 years but that this is done progressively by a reduction of 1 year each year starting on 1 April 2014 and that the current policy requiring that each new operator licence is in respect of a wheelchair accessible vehicle be modified to the requirement being for a wheelchair accessible vehicle or for a hybrid or electric vehicle;**
- (4) that a training requirement is introduced in regard to drivers standards for new taxi and private hire drivers only (with the option for the Civic Licensing Committee to attach the condition in other cases where it considers it necessary) and that officers are instructed to bring proposals on the content of the training requirement following discussion with training providers to a future Committee;**
- (5) that advertising is allowed on all taxis (but not private hire vehicles) subject to the restrictions set out in paragraph 6.4 of the report and in**

accordance with a procedure to be determined by the Chief Governance Officer which would include a fee of £35.00, and

- (6) that the changes to the licensing conditions (other than the training requirement) and to the policy have effect from 1 June 2013.

(b) ZERO WASTE STRATEGY 2012-2022

The Executive considered the draft Zero Waste Strategy 2012-2022 which had been referred by the Environment and Community Safety Committee.

The Council had adopted its Waste Strategy – the Forth Valley Area Waste Plan and the Forth Valley Strategy Outcome Case in 2003 and 2006 retrospectively. A successor strategy had been developed to address the legislative and policy change which had taken place since 2006, in particular Scotland's Zero Waste Plan and the Waste (Scotland) Regulations 2012. A draft strategy – The Zero Waste Strategy 2012/2022 was presented. It was intended that the document, which sets out the Council's aspirations to achieve a zero waste society and maximise the economic benefits that this case brings, will sit in a high level document supported by detailed implementation plans developed through the service planning framework.

Decision

The Zero Waste Strategy 2012-2022 was approved.