

 Regulatory Committee 24th June 2009		Agenda Item No
Title	Request to licence a Mitsubishi Lancer Evolution for private hire work.	
For further information about this report please contact	David Davies, Licensing Services Manager, Community Protection. Tel: 01926 456113. david.davies@warwickdc.gov.uk	
Service Area	Members' Services	
Wards of the District directly affected	None	
Is the report private and confidential and not for publication by virtue of a paragraph of schedule 12A of the Local Government Act 1972, following the Local Government (Access to Information) (Variation) Order 2006	No	
Date and meeting when issue was last considered and relevant minute number	N/A	
Background Papers	None	

Contrary to the policy framework:	No
Contrary to the budgetary framework:	No
Key Decision?	No
Included within the Forward Plan? (If yes include reference number)	No

Officer/Councillor Approval		
With regard to officer approval all reports <u>must</u> be approved by the report author's relevant director, Finance, Legal Services and the relevant Portfolio Holder(s).		
Officer Approval	Date	Name
Relevant Director	03.06.2009	Roger Jewsbury
Chief Executive		
CMT		
Section 151 Officer		
Legal	03.06.2009	Peter Oliver
Finance	03.06.2009	Andy Crump
Portfolio Holder(s)	03.06.2009	Councillor Kirton
Consultation Undertaken		
None		
Final Decision?		Yes
Suggested next steps (if not final decision please set out below)		

1. SUMMARY

- 1.1 An application by a perspective private hire operator to licence a sports saloon for private hire.

2. RECOMMENDATION

- 2.1 Members are asked to consider the information below and decide whether a Mitsubishi Lancer Evolution (MLE) is a suitable vehicle to be licensed as a private hire vehicle.

3. REASONS FOR THE RECOMMENDATION

- 3.1 Mr Dilruba Ramzan has approached the Licensing Services Manager to ask if he had any concerns as to whether an MLE should be licensed by Warwick District Council (WDC)
- 3.2 The Licensing Services Manger replied that he did not consider the vehicle suitable, but advised Mr Ramzan that this decision could be appealed to the Council's Regulatory Committee. Mr Ramzan has asked for the case to be referred to the Committee. (Appendix 1)
- 3.3 A similar vehicle had, apparently, been previously licensed by WDC.
- 3.4 The Council's licensing policy permits the following type of vehicle to be licensed for private hire purposes:

“Private hire vehicles must be of the four-door saloon, five door estate type, or mini people carrier and must be capable of carrying not less than four nor more than 8 passengers and their luggage. (If they carry more than eight passengers they will need to be licensed as a PCV). There must be a driver's door, a front passenger door and two other doors. Vehicles with rear opening passenger entrance doors for disabled passengers will not be permitted.”

However, as this is a policy not a definitive rule, it does not preclude each application to be examined on its own merits.

- 3.5 Whilst, on the face of it, the vehicle passes WDC's basic requirement for private hire vehicles, research by officers into the specifications of the vehicle in question has established the following descriptions regarding the performance and comfort of the vehicle:

- Almost supercar-like acceleration
- Almost rallycar-like grip
- Sports car with 5 seats !!
- Certain to attract lots of attention
- Racing bucket seats can become uncomfortable on long journeys

*Acceleration 0 to 62mph: 4.7sec
Top speed 157mph*

The hottest production car in Japan today is not a sports car, it's not even a 2-door. It's a boxy sedan with muscular bulges, an incredibly potent turbocharged engine and performance to rival the likes of Porsche 911s. If

you want a car that can get you from A to B, even across perilously twisty and wet mountain roads in the fastest possible time, this is it.

The Lancer Evolution is a snarling beast of a machine, based on Mitsubishi's 4 time world championship winning rally car. It isn't a particularly large car with an overall length about the same as a Toyota Corolla at 171.3 in. Its 140hp/litre, 1997cc engine is coupled to a titanium alloy turbine turbocharger that delivers 17 psi of boost, which enables the 3000lb sedan to scorch the pavement to 60mph in 4.3 seconds and to reach the 1/4 mile mark in 13. A large air intercooler in the bumper coupled with a manually engaged water spray cooler help the Evo, well, stay cool. Even without the spray, Car and Driver managed a 5.1 second time to 60 mph while in a similar test Motor Trend produced a time of 4.3 seconds. Power is divided among all four wheels with a Torsen diff on the front axle and a planetary center diff with viscous coupling and a mechanical limited-slip on the rear. And with the 225/45ZR-17 Bridgestone Potenza S0-2 tires all around, the Evo is good for .90g on the skidpan, almost equalling the 0.93 that a Corvette can manage.

3.6 The Licensing Services Manager is unable to see the reasoning for allowing such a vehicle to be licensed except to give the appearance of speed. The driver could easily be encouraged to use the excessive power of the vehicle, instigated by his own wishes or the wishes of passengers.

3.7 Whilst some flamboyant and executive vehicles may be suitable, it is felt that this type of vehicle is not one that either conveys either the correct image or is one that encourages safe, suitable driving.

3.8 A picture of the vehicle is shown at appendix 2

4. ALTERNATIVE OPTION CONSIDERED

4.1 The alternative is to leave the policy as it stands.

5. BUDGETARY FRAMEWORK

5.1 This report has no budgetary considerations for the Council.

6. POLICY FRAMEWORK

6.1 None

7. BACKGROUND

7.1 None.