



Cambridge City Council Licensing Committee

Date: Monday, 22 March 2021

Time: 10.30 am

Venue: Virtual Meeting via Microsoft Teams

Contact: democratic.services@cambridge.gov.uk, tel:01223 457000

Agenda

All Members are requested to attend a Licensing & Enforcement Briefing update which begins at 10.00am.

A separate Microsoft Teams appointment will be sent to Members to attend.

- | | | |
|---|--|-----------------|
| 1 | Apologies | |
| 2 | Declarations of Interest | |
| 3 | Minutes | (Pages 3 - 10) |
| 4 | Public Questions | |
| 5 | Pavement Licence Fee | (Pages 11 - 18) |
| 6 | Hackney Carriage Vehicle Licence Numbers | (Pages 19 - 24) |

Licensing Committee Members: Bird (Chair), Thittala (Vice-Chair), Gehring, Massey, McPherson, McQueen, Moore, Page-Croft and Summerbell

Alternates: Johnson

Information for the public

Details how to observe the Committee meeting will be published no later than 24 hours before the meeting.

Members of the public are welcome to view the live stream of this meeting, except during the consideration of exempt or confidential items, by following the link to be published on the Council's website.

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- Website: <http://democracy.cambridge.gov.uk>
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LICENSING COMMITTEE

25 January 2021

10.00 - 11.30 am

Present: Councillors Bird (Chair), Gehring, Johnson, Massey, McPherson, McQueen, Moore, Page-Croft and Summerbell

Officers

Environmental Health Manager: Yvonne O'Donnell

Senior Technical Officer: Luke Catchpole

Legal Adviser: Paul Weller

Committee Manager: James Goddard

Producer: Liam Martin

Other Officers:

Environmental Health and Licensing Business Support Team Leader: Wangri Njiiri

PC Metcalfe

PS Emms

FOR THE INFORMATION OF THE COUNCIL**21/13/Lic Apologies**

Apologies were received from Councillor Thittala. Councillor Johnson was present as the Alternate.

Councillor Massey joined the meeting from the item on Cumulative Impact Assessment.

Councillor Gehring left the meeting after the vote on Cumulative Impact Assessment due to another commitment.

21/14/Lic Declarations of Interest

Name	Item	Interest
Councillors Gehring and Summerbell	21/19/Lic	Personal: Works for University of Cambridge which falls within the area mentioned in the Officer's report

21/15/Lic Minutes

The minutes of the meeting held on 28 September 2020 were approved as a correct record.

21/16/Lic Public Questions

The Committee Manager read a statement from the Chairman of Cambridge Hackney Carriage Association:

- i. Requested the committee to suspend issuing returned plates.
- ii. Councillors will be aware, the two demand surveys carried out concluded there was no significant unmet demand in the city and the numbers are capped at 321. The trade did not object the motion of passing returned plates to the individuals on the council's waiting list. However, the pandemic has devastated the industry - it faces a bleak and uncertain future, and the economic road to recovery is expected to be long and arduous.
- iii. Even Pre-Covid-19, rank space in town was scarce. This was due to oversupply of taxis and the relatively low levels of demand. This in turn caused overcrowding on the available ranks. This is a constant frustration for our members on a daily basis.
- iv. Although we have the use of extra ranks in the evenings, we still have a huge shortage of rank spaces. At any going time at least a third of the fleet are out working and competing for space on 3 designated ranks which can accommodate around 18 - 20 taxis. Unfortunately, the lack of work and space leads to many driving around the city to find rank space or work - this only has a negative impact on the traffic and the environment in the city.
- v. A suspension on reissues of returned plates will help to reduce taxi numbers which will in turn improve our working conditions and most importantly will help towards reducing rising levels of congestion and poor levels of air quality.

The Environmental Health Manager responded:

- i. The demand survey had been deferred to date.
- ii. She would consider the request after the meeting and bring a report to the next Licensing Committee in March that gave the committee options and recommendations that could be considered.

21/17/Lic Re-Ordering Agenda

Under paragraph 4.2.1 of the Council Procedure Rules, the Chair used her discretion to alter the order of the agenda items. However, for ease of the reader, these minutes will follow the order of the published agenda.

21/18/Lic Review of Statement of Licensing Policy

The Committee received a report from the Senior Technical Officer.

The report advised Section 5 of the Licensing Act 2003 requires a licensing authority to prepare and publish a statement of its licensing policy at least every five years. During the five-year period, the policy must be kept under review and the licensing authority may make any revisions to it as it considers appropriate. The existing Statement of Licensing Policy for Cambridge City Council became effective on 19th October 2017.

The Statement of Licensing Policy has been reviewed within the 5 year period as on 6th April 2018, The Policing and Crime Act 2017 amended the Licensing Act 2003 to place Cumulative Impact Assessments on a statutory footing.

The Statement of Licensing Policy contains a section on the cumulative impact of a concentration of licensed premises.

The proposed Statement of Licensing Policy has seen this section amended and also produced as a stand-alone document, The Cumulative Impact Assessment.

The process to start the review of the Statement of Licensing Policy began in August 2020 and a twelve-week public consultation took place between 31 August 2020 and 22 November 2020.

The current Statement of Licensing Policy expires on 18 October 2022 and a new Statement of Licensing Policy must be in place by this date otherwise under the legislation, Cambridge City Council will not be able to process any applications covered by the Licensing Act 2003 until the policy is in place.

The section on Cumulative Impact had to be reviewed before April 2021 and this is why the Statement of Licensing Policy is being reviewed within the five year period.

The Committee:**Resolved (by 8 votes to 0) to:**

- i. Consider the results of the public consultation exercise as summarised in Appendix B of the Officer's report.
- ii. Approve the amended Statement of Licensing Policy attached to the Officer's report as Appendix D. Appendix C included tracked changes showing the amendments that have been made.

Councillor Gehring did not take part in the discussion or decision making on this item.

21/19/Lic Cumulative Impact Assessment

The Committee received a report from the Senior Technical Officer.

The Officer's report advised Section 5 of the Licensing Act 2003 requires a licensing authority to prepare and publish a statement of its licensing policy at least every five years. During the five-year period, the policy must be kept under review and the licensing authority may make any revisions to it as it considers appropriate. The existing Statement of Licensing Policy for Cambridge City Council became effective on 19th October 2017.

The Statement of Licensing Policy has been reviewed within the 5 year period as on 6th April 2018, The Policing and Crime Act 2017 amended the Licensing Act 2003 to place Cumulative Impact Assessments on a statutory footing.

The Statement of Licensing Policy contains a section on the cumulative impact of a concentration of licensed premises.

The proposed Statement of Licensing Policy has seen this section amended and also produced as a stand-alone document, The Cumulative Impact Assessment. Whilst drafting the Cumulative Impact Assessment, evidence was provided by Cambridge Constabulary supporting the current areas covered by the special policy on cumulative impact.

The evidence also proposed a further area of Cambridge be added to the Cumulative Impact Assessment. The map at Appendix 3 of the Cumulative Impact Assessment highlights the area of Chesterton Road, Milton Road and Mitcham's Corner. The area runs along Chesterton Road from Croft Holme Lane to Ferry Path; Victoria Avenue from the River Cam to Chesterton Road; and Milton Road around Mitcham's Corner and up to Springfield Terrace.

The process to start publishing a Cumulative Impact Assessment began in August 2020 and a twelve-week public consultation took place between 31 August 2020 and 22 November 2020.

The Senior Technical Officer highlighted the submission from Poppleston Allen representing the UK Hospitality.

The Committee were advised that PC Metcalfe had nothing to add to the Officer's report. Covid had affected alcohol related crime behaviour.

The Committee made the following comments in response to the report:

- i. There was clear evidence that the Cumulative Impact Area (CIA) was needed where indicated in the report recommendation.
- ii. Expressed concern that alcohol sales were shifting from independent shops and pubs to supermarkets. Queried if this would bias sales towards those who could complete the administration of the licence application process.
- iii. Given the difficulties in controlling supermarket off-licence sales, it was a good idea to put the CIA where indicated in the report recommendation as people drank alcohol in the street, which could lead to undesirable behaviour.
- iv. The CIA was an added tool to control alcohol related anti-social behaviour, not a way to stop sales of alcohol.

In response to Members' questions the Senior Technical Officer said the following:

- i. If people provided sensible conditions and applications for alcohol sales in a CIA, they would be permitted to make off-licence sales.
- ii. Each application will be reviewed on its own merits.
- iii. The City Council website invited people to seek advice from the City Council and/or Police prior to making an application, so they could be assisted as much as possible. People who did not put in well thought out applications may attract representations (ie concerns) and so the application would appear before committee for consideration.

The Committee:

Resolved (by 8 votes to 0) to:

- i. Consider the results of the public consultation exercise as summarised in Appendix B of the Officer's report and the information provided by

- Cambridge Constabulary and Public Health before the public consultation as attached to the Officer's report as Appendix C;
- ii. Approve the proposed Cumulative Impact Assessment attached to the Officer's report as Appendix D. Appendix E is the current section in the Statement of Licensing Policy on the cumulative impact of a concentration of licensed premises.

Councillor Moore took part in the discussion on this item but was unable to vote due to technical reasons. She expressed support for the recommendation before and after the vote.

21/20/Lic Statutory Taxi & Private Hire Vehicle Standards

The Committee received a report from the Environmental Health Manager.

The report advised that under the powers conferred to Cambridge City Council under the Town Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976, (as amended), Cambridge City Council has responsibility for licensing Hackney Carriage, Private Hire and Dual Licence Drivers as well as vehicle proprietors and Private Hire Operators within the City.

The Licensing Authority seeks to carry out its licensing functions with a view to promoting the following objectives:

- i. The safety and protection of the public;
- ii. Vehicle safety, comfort and access;
- iii. The prevention of crime and disorder;
- iv. The promotion of environmental sustainability;
- v. Protection of children and adults at risk from harm.

As a Licensing Authority, Cambridge City Council ensure all licensing activities are carried out in line with its policies.

The Hackney Carriage and Private Hire Licensing policy (the 'policy') was produced in order to provide the Council, its officers, the trade and the public with appropriate guidelines that put the Council's licensing requirements into practice in a clear and transparent manner. In exercising its discretion in carrying out its regulatory functions, the Council shall have regard to the Hackney Carriage and Private Hire Licensing policy document.

The aim of the Policy is primarily to protect the public as well as to ensure that all the above objectives are met.

The current Hackney Carriage & Private Hire Licensing Policy applies to all drivers, vehicles and operators and was last updated in October 2019.

In response to Members' questions the Environmental Health Manager said the following:

- i. A full Equality Impact Assessment would be undertaken in future.
- ii. A language proficiency test was proposed as part of a knowledge test for drivers. The Equality Impact Assessment would review how this could be done. A knowledge test that requires language proficiency was in place already. This was a statutory requirement, so no applicants would be discriminated against. Licensing Officers were working with the Equalities Officer to ensure drivers of all nationalities would be given a fair test.
- iii. drivers were required to sign up to an on-line Enhanced Disclosure and Barring Service (DBS) check under current licensing policy.
- iv. The City Council was issuing guidance to drivers on 'what/how to do' when driving people in lockdown. Drivers could refuse to transport people without a mask. Drivers could be accredited to show they had undertaken training.
- v. Fees and charges for DBS were set out in another report in the agenda pack. There was an annual fee of £13 per year for a DBS check once drivers had signed up to the system and paid a £40 fee. There were no other costs for drivers at present. Support offered to drivers by the City Council:
 - a. A licence fee reduction.
 - b. An option to pay by instalments.
 - c. Drivers could ask for their licence to be suspended if they were not (currently) driving.

The Committee:

Resolved (by 8 votes to 0) to:

- i. Approve the new standards, as written as new licence conditions, policy requirements and procedures. Described in proposed changes in Appendix A and Appendix C to the Officer's report.
- ii. Approve the proposed implementation time scales, as detailed in Appendix C of the Officer's report.
- iii. Approve that the new standards as written as new licence conditions, policy requirements and procedures be added to the Hackney Carriage and Private Hire Policy, and published by 5th February 2021.

Councillor Gehring did not take part in the discussion or decision making on this item.

21/21/Lic Annual Review of Licensing Fees and Charges 2021/22

The Committee received a report from the Environmental Health Manager.

The report advised Cambridge City Council, as the Licensing Authority, is responsible for processing and issuing licences for a wide range of activities.

The Council needs to demonstrate that the fees it charges for such licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.

Fees should be set so as to avoid either a surplus or a subsidy where possible and adjusted, if necessary, in succeeding years to achieve and maintain the correct balance.

The Officer's report set out the revised fees and charges for licences and associated items, which it is proposed should take effect from 1 April 2021.

Cambridge City Council acknowledge the impact of the current Covid 19 pandemic on many of the businesses and individuals it is responsible for processing and issuing licences for. As a result of the reported reduced income experienced by some of those it licences, Cambridge City Council is proposing no change for majority of the fees and charges they are responsible for.

The Committee:

Resolved (by 8 votes to 0) to approve the level of the fees and charges with effect from 1st April 2021, as set out in Appendix A of the Officer's report. Members also requested officers to communicate changes with members of the public, businesses and taxi trade.

Councillor Gehring did not take part in the discussion or decision making on this item.

The meeting ended at 11.30 am

CHAIR



Item

PAVEMENT LICENCE FEES

To:

Licensing Committee [22/03/2021]

Report by:

Yvonne O'Donnell, Environmental Health Manager

Tel: 01223 457951 Email: yvonne.odonnell@cambridge.gov.uk

Wards affected:

All

1. Introduction / Executive Summary

- 1.1. The Business and Planning Act 2020 was introduced in July 2020, and includes different measures that are intended to support businesses and the economy to recover from the disruption caused by the Covid-19 pandemic.
- 1.2. Part 1 of the Act introduces the process of Pavement licences. This process is a streamlined and cheaper route for businesses such as cafes, restaurants and bars to secure a licence to place furniture on the highway, in addition the Guidance allows licences to be granted where the consumption of food and drink would be an ancillary activity eg (supermarkets and places of entertainment). The aim of this is to support business to operate safely while social distancing measures remain in place, without having such a large impact on their serving capacity.
- 1.3. When introduced it was hoped that the new process would provide much needed income over the summer months up until September 2021 and protect as many hospitality jobs as possible.

- 1.4. Prior to July 2020, Highway furniture permissions were granted as Table and Chair licences, issued by Cambridgeshire County Council, as the Highways Authority, under Part 7A of the Highways Act 1980.
- 1.5. Under the Part 7A of the Highways Act 1980, each valid application would go through a 28-day consultation period.
- 1.6. However, with the Pavement License process, from receipt of application to decision to grant or refuse licence, takes no more than 14 days. This includes a 7 day consultation period starting the day after application is received, and 7 day decision period after the consultation period finishes.
- 1.7. It is key that a decision is made within the 7 day decision making period. If a delay occurs in which an applicant is not informed of the decision by the end of the 7th day, a Deemed licence would be granted. A disadvantage of this is Cambridge as a Licensing Authority would have no powers to add additional conditions, if required.

Application Fee

- 1.8. Under the Business and Planning Act 2020, Paragraph 2 of Part 1 of the Act permits an authority to charge a fee up to a statutory maximum of £100, as we may require.
- 1.9. Due to the fee being variable in nature and at the discretion of each Local Authority, it is necessary to determine what level fee should be set. As with any fee charged by the Local Authority, fees can be challenged and due to this it is key to be transparent with all involved when setting the Pavement Licence fee.

Recent Pavement Licence update

- 1.10. On the 5 March 2021, The Minister for Housing Communities and Local Government released an announcement explaining he intends to extend pavement licences for a further 12 months to help the hospitality industry recover once lockdown restrictions are lifted. This is however subject to parliamentary approval.

"I am pleased to announce that we will be extending pavement licences for a further 12 months, making it easier and cheaper for pubs,

restaurants and cafes to continue to make al fresco dining a reality with outside seating, tables and street stalls to serve food and drinks”

- 1.11. At the present time it is unclear when this will go in front of parliament for approval, however as a licensing Authority, Cambridge City Council will be required to make necessary provisions if and when agreed.

2. Recommendations

- 2.2. Councillor Members are recommended to approve;

- a) Zero fee (£) for all new, renewal and variation Pavement License applications.
- b) All new licences granted will be expire on 30 September 2021, However, if parliament agree a 12 month extension, licences will automatically be extended to 30 September 2022.
- c) Current licences due to expire 31 March 2021, will automatically be extended up until 30 September 2021 (current licence holders, do not need to reapply). However, if parliament agree a 12 month extension, licences will automatically be extended to 30 September 2022.
- d) Although all licences will be granted under the recommendations detailed in points B and C, it may be required that during the decision making period, a shorter period licence may be is justified by the decision making officer.

3. Background

- 3.1. On the 22 July 2020, The Business and Planning Act 2020 received royal assent, with immediate effect. This new piece of legislation has been created in response to the on-going Covid 19 crisis. The aim of the Act, is to make provisions relating to the promotion of economic recovery and growth.
- 3.2. The Act provides a temporary type of Pavement Licence, which is administered by the district councils (Cambridge City Council).

- 3.3. The Council must determine any application within 14 days of receipt, this includes the 7 day consultation and 7 day decision making period. The consultation period consults with Highways Authority, who are considered a statutory consultee. Further consultees also include, The Police, The Fire Service, Environmental Health, members of the public, ward councillors and disability officers. Failure to determine the licence within the above timescale will deem the licence granted.
- 3.4. Due to limited time, and in order to prevent deemed licences, the following recommendations were approved via Urgent Decision (Reference: 2020/OfficerUrgency/Lic/14) on 23 July 2020.

The Chief Executive is recommended to:

- i. Approve the delegation of Part 1 of the Business and Planning Act 2020 relating to Pavement Licences to the Head of Environmental Services.

The Head of Environmental Services is recommended to:

- ii. Delegate responsibility for determining pavement licence applications to the Environmental Health Manager until 31 March 2021
 - iii. Approve that no fee shall be charged for a pavement licence until 31 March 2021
 - iv. Approve the licence conditions to be applied to a pavement licence.
- 3.5. There is no statutory appeals process and as such there is no right of appeal against the refusal or revocation of a licence although the Council can introduce such a process.
- 3.6. Cambridge City Council will continue offering no appeal process, however applicants are able to raise complaints, going through the council complaints procedure.
- 3.7. Paragraph 2 of Part 1 of the Act permits an authority to charge a fee up to a statutory maximum of £100.
- 3.8. As the fee is variable in nature it is necessary to determine what level this fee should be set at. This is the case with all fees where there is an element of discretion, as the fees set by the District Local Authority can be challenged.

- 3.9. Under the Table and Chairs licences administrated by Cambridgeshire County Council the fee was previously £250, however in response to the Covid-19 pandemic, the County Council amended their approach to support businesses and waived the fee, over the summer months of 2020.
- 3.10. Due to the impact of the Covid – 19 pandemic on businesses most likely to benefit from the new Pavement Licence process, it was agreed by Chief Executive and Head of Environmental Services, not to charge a fee for this licence, however fee would be subject to review in March 2021.
- 3.11. Now nearly 8 months after Part 1 of the act was introduced, Cambridge has experienced 2 further lockdown periods, which have again had a negative impact on the local businesses within the city.
- 3.12. Those who had previously been granted a licence under the Business and Planning Act 2020, Part 1, will require a renewal to allow them to perform licensable activities on the Highway over the spring and summer period 2021. In addition, other businesses may wish to apply for the first time.
- 3.13. The department are looking to see an increase in applications over the next few months, following on from the Prime Ministers Road Map announcement in February 2021. At the time of writing this report, the current road map details Step 2 – which will occur no earlier than 12th April 2021. This step hopes to see the opening of hospitality venues, who will be able to serve people outdoors. Due to the impact of local and national restrictions on businesses as a result of the Covid-19 it is likely that businesses will want to open their doors at their earliest possibility, and are likely to take advantage of the scheme in order to facilitate out door service in the hope of brining in some income.
- 3.14. Following the Communities Secretary Rt Hon Robert Jenrick MP announcement, on 5th March 2021 and Press release on 8th March 2021, it is agreed that all local authorities need to support local businesses resume their businesses, in areas within their power.
- 3.15. Secretary Rt Hon Robert Jenrick MP said “It’s vital we work together to do everything we can to help these businesses prosper again. That is why I’ve written to councils calling on their support to use these

measures in a pragmatic way to help support the high street, businesses and jobs, once restrictions allow them to do so.”

- 3.16. By looking at more streamlined methods of administering licences, such as the proposed recommendation to automatically extend current licences, reduces the amount of paperwork for local business, but also increases the ability for officers to complete work such as visit premises to support reopening of businesses and ensuring they are complying with the most recent guidance.

4. Implications

a) Financial Implications

Based on previous applications, time spent processing each application is approximately 6 hours, which is approximately £280 minimum cost per application.

By charging no fee, officer time will need to be recouped by other means.

b) Staffing Implications

- Licensing support team will be required to check applications and input data, in addition to coordinating the consultation process/responses.
- Enforcement officers will be required to respond as a consultee
- Environmental Health officers are required to coordinate responses and make final decisions on grant or refusal of grant.

c) Equality and Poverty Implications

Clear routes of access along the highway must be considered in every application, taking into consideration of the needs of disabled people as set out in Section 3.1 of Inclusive Mobility.

d) Environmental Implications

N/A

e) Procurement Implications

N/A

f) Community Safety Implications

Clear routes of access along the highway must be considered in every application. Considerations are made for factors such as pushchair/ buggy widths.

5. Consultation and communication considerations

Website to be updated.

6. Background papers

Background papers used in the preparation of this report:

1. Business and Planning Act 2020 (legislation.gov.uk)
2. Pavement licences - Cambridge City Council
3. Jenrick confirms extension of pavement licences to help high streets recover - GOV.UK (www.gov.uk)

7. Appendices

N/A

8. Inspection of papers

To inspect the background papers or if you have a query on the report please contact Wangari Njiiri , Environmental Health and Licensing Support Team Leader, tel: 01223 - 458533, email: wangari.njiiri@cambridge.gov.uk.

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Item

HACKNEY CARRIAGE NUMBERS

To:

Licensing Committee [22/03/2021]

Report by:

Yvonne O'Donnell , Environmental Health Manager

Tel: 01223 - 457951 Email: Yvonne.ODonnell@cambridge.gov.uk

Wards affected:

All

1. Introduction / Executive Summary

- 1.1 The Council may, as part of its adopted policy on the licensing of Hackney Carriages (HCV), consider whether to apply a limit on the maximum number of HCV licences which it will issue at any time. However, this power may be exercised only if the Council is satisfied that there is no significant demand for the services of HCVs which is unmet (section 16 Transport Act 1985). The Council has no power to limit the number of Private Hire Vehicle (PHV) licences.
- 1.2 In January 2015 members agreed that a Demand Survey should be completed every 3 years in order to review the limit on the number of HCV. This is to ensure the council is satisfied that there is no significant unmet demand for the service.
- 1.3 The most recent Demand Survey was completed in 2017. Within the report produced by the company completing the survey, it was

concluded that there was no significant unmet demand. As a result of these findings, the number limit for HCV remained at 321.

- 1.4 As the council have a limit in the number of HCV they have within the city, as part of the demand survey process an expression of interest 'list' was created for those who wished to hold a HCV, when one become available. This list is currently closed and the council are not currently accepting new expressions of interest.
- 1.5 Since March 2020, 4 plates have become available and offered to those currently on the list. Due to the impact of Covid - 19, those offered plates have been provided with 12 months to licence a new HCV, as apposed to 3 months previously. This extension is in response to Covid-19. There are also a further 9 individuals who remain on this list.
- 1.6 The next Demand Survey was due to be completed in 2020, however this did not take place due to the restrictions in place throughout the Country and the city, in response to the Covid – 19 pandemic.
- 1.7 The Environmental Health Manager, deemed that if a Demand Survey was to be completed under the restrictions in place, the results would not be a true representation of the demand for HCV services.
- 1.8 The above decision was communicated with Committee Members and members of the trade.
- 1.9 Following the above decision not to proceed with the Demand Survey in 2020, the Environmental Health Manager received a request from a member of the trade to stop or freeze the issuing of plates, which have been returned to the council (appendix A).
- 1.10 It is apparent that owing to the Covid-19 pandemic restrictions throughout the country that the taxi trade has been impacted due to decreased demand for the services. As the restrictions ease over the next coming months, demand is likely to increase, however it is unknown how quickly things will go back to 'normal' at this point in time.

2. Recommendations

- 2.1 Members are recommended to approve that council officers put on hold handing out plates returned to the council to the next persons on the Expression list, for the next 6 months.

3. Background

- 3.1 Cambridge City Council licences both hackney carriages (HCV) and private hire vehicles (PHV) to operate within the city.
- 3.2 HCVs operate from ranks and can be hailed in the street and they can also accept pre-booked fares, either direct or from a licensed operator.
- 3.3 PHVs may only accept pre-booked fares from an operator. However, there is no power for the Council to limit their numbers, nor to regulate those licensed by other Councils and operating in the city.
- 3.4 The Transport Act 1985 allows the Council to limit the number of HCVs it licences, but only if it is satisfied that there is no significant demand for HCVs which is unmet.
- 3.5 There is currently a limit on the numbers of HCV licences granted by Cambridge City Council of 321.
- 3.6 The above number was agreed on the 26th January 2015 at Licensing Committee when members took the decision to adopt a policy of limiting the number of HCVs which it will licence in the City to 317 with immediate effect. Subsequently this was amended to 321 under urgent decision powers due to an administrative error.
- 3.7 It was also on 26th January 2015, in which Members agreed that the policy would be reviewed every 3 years.

- 3.8 The most recent review was completed in 2017, in which survey finding demonstrated no unmet demand, and so the number limit of 321 remained.
- 3.9 The next survey was due to be completed in 2020, however this did not occur due to local and national restrictions in place in response to the Covid-19 pandemic.

4. Implications

a) Financial Implications

None.

b) Staffing Implications

None.

c) Equality and Poverty Implications

None.

d) Environmental Implications

None.

e) Procurement Implications

None.

f) Community Safety Implications

None.

5. Consultation and communication considerations

None completed.

6. Background papers

No background papers were used in the preparation of this report.

7. Appendices

Appendix A – E-mail from member of the trade.

8. Inspection of papers

To inspect the background papers or if you have a query on the report please contact Wangari Njiiri, Environmental Health and Licensing Support Team Leader, tel: 01223 - 458533, email: wangari.njiiri@cambridge.gov.uk.

Appendix A – E-mail from member of the trade

Hello Geri and Yvonne,

Good to see you both on Friday.

I am contacting you today regarding HCV numbers.

I remember a while back there was a discussion at the Forum meeting about plates coming back, and whether these plate should be passed on to those on the waiting list, or not to issue any out and bring numbers down. We, back then agreed on 'pass on' option.

We are in unprecedented times now, and although there is a vaccine, we faces a long road to economic recovery. Also, over the few years our (HCV) work volume has been in constant decline. This is entirely to do with technological development, making App booking increasingly attractive / convenient. PHV drivers financial commitment to a vehicle is considerably less, and as you know from my previous emails, phv drivers can cherry-pick were to license their plate cheaply and bypass most of our requirements. Furthermore, their (uber) price is also about a third less. They can afford to do that, usually they will land on a job at other end and balance out. Its great business model, sadly one we cannot compete with.

Now where I am going with this is taxi rank or lack of it. You'll remember me asking for a rank on New Square - there needs to be another discussion for more ranks so that we can work harmoniously. If we are not managed, we create chaos, disorder and there is so many times a driver can go round looking for a space before he / she makes a foolish decision to pull on to back of Drummer St Rank for instance, blocking off access. This puts us in direct conflict with buses, cycles and frankly speaking it is embarrassing as public witness this daily.

If you can stop or freeze issuing plates that come back to you, it will help, and the person receiving a plate making around 30k commitment could be saved from making one of worst decision of his or her life.

Thank you for reading my email and I look forward to hearing from you.

Warm wishes,

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