

MINUTES OF A MEETING OF THE REGULATORY COMMITTEE HELD IN THE COUNCIL CHAMBER, COUNCIL OFFICES, CORKS LANE, HADLEIGH ON FRIDAY, 30 MAY 2014

PRESENT: Ray Smith – Chairman

David Grutchfield
Richard Kemp

Nick Ridley
Len Young

The following Members were unable to be present:-

John Deacon, Jack Owen, Brian Riley, John Sayers and Trot Ward.

1 DECLARATION OF INTERESTS

None declared.

2 MINUTES

RESOLVED

That the Minutes of the following meetings be confirmed and signed as correct records:-

Licensing and Appeals Committee

[4 April 2014 \(2.00 p.m.\)](#)

[17 April 2014](#)

[28 April 2014 \(9.30 a.m.\)](#)

[28 April 2014 \(1.00 p.m.\)](#)

3 PETITIONS

None received.

4 QUESTIONS FROM MEMBERS

None received.

5 HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING – HACKNEY CARRIAGE VEHICLE LICENSING POLICY AND CONDITIONS (PERIODIC REVIEW / REVISION)

The Corporate Manager – Licensing submitted a report from the Head of Environment ([Paper P18](#)) updating the Committee on matters relating to the hackney carriage policy, practice and activity in the controlled zone of 'All of Babergh District'. Members were asked to consider the current position and determine whether any policy, criteria or conditions adjustments were required at this time.

A summary of the 'Taxi and Private Hire Reforms' outlining key recommendations by the Law Commission, included within the draft Bill and Schedule, was circulated at the meeting.

Members were aware from a recent hearing of some of the specific issues around taxi rank capacity and access in Sudbury. They noted that the suggestions in Appendix B to [Paper P18](#) (Summary of Possible Policy, Criteria and Conditions Revisions) could be useful in addressing some current problems in the interim period before new legislation, due next year, becomes operative.

In response to questions from Members, the Corporate Manager clarified the reasons for some of the suggested revisions, taking into account factors such as the requirements of the night time economy and legislation relating to wheelchair accessible hackney carriages. Undue restrictions on trade would not be allowed, and some of the current references and requirements needed updating as they had not been revised since they were introduced in 2009. He explained that although the forthcoming legislation is expected to allow numbers of vehicles to be limited 'in the public interest', this would not be allowed to result in competition being adversely affected. This area may also be subject to independent survey costs which may prove prohibitive and be similar to the high costs of surveys regarding 'unmet demand.'

Overall, Members accepted that it would be helpful to make revisions at this time in accordance with the suggestions in Appendix B. The Corporate Manager responded to further questions about the more general aspects of the report, including the extent to which the officers of the Suffolk Licensing Authorities (SLOG) work together, and with neighbouring authorities, together with some of the proposals coming forward for future legislation.

RESOLVED

That updates and revisions to the local hackney carriage licensing scheme, be approved, based on the Summary of Possible Policy, Criteria and Conditions Revisions contained in Appendix B to [Paper P18](#), subject to a suitable period of consultation with stakeholders.

The business of the meeting was concluded at 10.15 a.m.

.....
Chairman