



EAST CAMBRIDGESHIRE DISTRICT COUNCIL

THE GRANGE, NUTHOLT LANE,
ELY, CAMBRIDGESHIRE CB7 4EE
Telephone 01353 665555

MEETING: LICENSING COMMITTEE

TIME: 10:00am

DATE: **Wednesday 28 September 2022**

VENUE: **Council Chamber, The Grange, Nutholt Lane, Ely, CB7 4EE**

ENQUIRIES REGARDING THIS AGENDA: Tracy Couper

TELEPHONE: (01353) 665555 EMAIL: tracy.couper@eastcambs.gov.uk

MEMBERSHIP:

Conservative Members

Cllr Julia Huffer (Chairman)
Cllr Christine Ambrose Smith
Cllr David Ambrose Smith
Cllr Lavinia Edwards
Cllr Alan Sharp
Cllr Jo Webber (Vice-Chairman)

Substitutes:

Cllr Ian Bovingdon
Cllr Bill Hunt
Cllr Lisa Stubbs

Liberal Democrat Members

Cllr Simon Harries
Cllr Mark Inskip
Cllr Alec Jones (Lead Member)
Cllr Gareth Wilson

Substitutes:

Cllr Charlotte Cane
Cllr Matthew Downey
Cllr John Trapp

Independent Member

Cllr Sue Austen (Lead Member)

Substitute:

Cllr Paola Trimarco

Lead Officer

Liz Knox, Environmental Services Manager

Quorum: 5 Members

AGENDA

- 1. Apologies and Substitutions** [oral]
- 2. Declarations of Interest** [oral]
To receive declarations of interest from Members for any Items on the Agenda in accordance with the Members Code of Conduct.
- 3. Minutes**
To confirm as a correct record the Minutes of the meeting of the Licensing Committee held on 27 July 2022.

4. **Chairman's Announcements** [oral]
 5. **Review of Taxi Fares Consultation Results**
 6. **Senior Licensing Officer's Update** [oral]
 7. **Forward Agenda Plan**
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NOTES:

1. Members of the public are welcome to attend this meeting. If you are visiting The Grange during normal working hours you should report to the main reception desk. If you come to an evening meeting please enter via the door in the glass atrium at the back of the building.

Admittance is on a "first come, first served" basis and public access will be from 30 minutes before the start time of the meeting. Due to room capacity restrictions, members of the public are asked, where possible, to notify Democratic Services (democratic.services@eastcambs.gov.uk or 01353 665555) of their intention to attend a meeting.

The meeting will be webcast and a livestream of the meeting will be available. Further details can be found at <https://www.eastcambs.gov.uk/meetings/licensing-committee-28092022>. Please be aware that all attendees, including those in the public gallery, will be visible on the livestream.

2. The Council has adopted a 'Purge on Plastics' strategy and is working towards the removal of all consumer single-use plastics in our workplace. Therefore, we do not provide disposable cups in our building or at our meetings and would ask members of the public to bring their own drink to the meeting if required.
3. Fire instructions for meetings:
 - If the fire alarm sounds please make your way out of the building by the nearest available exit i.e. the back staircase or the fire escape in the Chamber. Do not attempt to use the lifts.
 - The fire assembly point is in the front staff car park by the exit barrier.
 - The building has an auto-call system to the fire services so there is no need for anyone to call the fire services.

The Committee Officer will sweep the area to ensure that everyone is out.

4. Reports are attached for each agenda item unless marked "oral".
5. If required, all items on the agenda can be provided in different formats (e.g. large type, Braille or audio tape, or translated into other languages), on request, by calling Main Reception on (01353) 665555 or e-mail: translate@eastcambs.gov.uk
6. If the Committee wishes to exclude the public and press from the meeting, a resolution in the following terms will need to be passed:

"That the press and public be excluded during the consideration of the remaining item no(s). X because it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during the item(s) there would be disclosure to them of exempt information of Category X of Part I Schedule 12A to the Local Government Act 1972 (as amended)."



Agenda Item 3

Minutes of a meeting of the Licensing Committee held in the Council Chamber at The Grange, Nutholt Lane, Ely on Wednesday, 27 July 2022 at 10.00am.

PRESENT

Cllr Jo Webber (Vice-Chairman in the Chair)
Cllr Christine Ambrose-Smith
Cllr David Ambrose-Smith
Cllr Sue Austen
Cllr Simon Harries
Cllr Mark Inskip
Cllr Alec Jones
Cllr Alan Sharp
Cllr Gareth Wilson

OFFICERS

Stewart Broome – Senior Licensing Officer
Maggie Camp – Director Legal & Monitoring Officer
Liz Knox – Environmental Services Manager
Tracy Couper – Democratic Services Manager
Adeel Younis - Legal Assistant

12. **APOLOGIES AND SUBSTITUTIONS**

Apologies for absence were received from Councillors Lavinia Edwards and Julia Huffer.

13. **DECLARATIONS OF INTEREST**

Councillor Austen stated that she was a regular Taxi user but would be considering the item on review of Taxi fares with an open mind.

14. **MINUTES**

It was resolved:

That the Minutes of the Licensing Committee meeting held on 22 June 2022 be confirmed as a correct record and be signed by the Chairman.

15. **CHAIRMAN'S ANNOUNCEMENTS**

The Chairman had no announcements to make.

16. **REVIEW OF TAXI FARES**

The Committee considered a report, X43 previously circulated, that detailed proposed increases in Taxi fares following a formal request for review from members of the Taxi trade.

Councillor Harries arrived at the meeting at 10.08am

The Senior Licensing Officer explained in detail the background to and rationale for the proposed fare increases as set out in the report. He highlighted the importance of balancing the ability of the trade to earn a viable living with the impact of any increases on customers in the current economic climate. The proposed increases meant that this Council's fares still compared favourably with neighbouring Councils. Any objection(s) to the fare increases from the consultation exercise would result in a further report being submitted to the September meeting of this Committee.

Members raised questions/comments as follows, which were responded to by the Senior Licensing Officer as detailed:

A Member referred to the fact that the percentage increases shown related to a two mile or five mile journey but journeys were likely to be longer in rural areas such as East Cambridgeshire, e.g. Littleport to Ely, so what was the percentage increase in these cases? The Senior Licensing Officer reported that DfT statistics were based on two mile or five mile journeys, on the basis that people tended to use Private Hire vehicles for longer journeys. In response, another Member commented that two mile or five mile statistics were suitable for urban city areas, but for rural Districts different criteria were required as, for example, people may take a Taxi from Ely Station to their homes in villages such as Sutton. The Senior Licensing Officer stated that the percentage increase did not significantly vary over five miles and this was the maximum that could be charged, so companies/drivers could charge less.

A Member referred to the proposed reduction in the time at which the higher tariff 2 rate for evenings would commence from 11pm to 9pm as part of the proposals, and queried the evidence for this. The Senior Licensing Officer stated that this was largely anecdotal and partly reflected representations from drivers unhappy at the previous change from 7pm onwards to 9pm onwards in 2013. The Member commented that the 21% increase for this tariff seemed high in an area with little or no buses operating from 7pm onwards. They stated that this was why proper evidence was required to justify the increases to local users.

A Member queried if there was spare capacity in the District due to the figures in the report showing that drivers were undertaking fewer miles per year. The Senior Licensing Officer stated that public habits had changed due to Covid and the current economic climate and this has resulted in an estimated fall of 10% in driver numbers. Therefore, it was hoped that the fares review would help improve viability and availability of service and safety, by lessening a trend for drivers to buy older vehicles due to rising costs.

In response to a question by a Member regarding the prevalence of 'Uber' style Taxis in the District, the Senior Licensing Officer reported that no Operator Licence of this nature had been granted within the District and this was not impacting on the service locally.

A Member queried if fares would be adjusted if fuel prices fell. The Senior Licensing Officer stated that fuel prices were only one impact for drivers/operators and fares could be reviewed again if the climate/circumstances changed.

In response to a question by a Member on use of electric vehicles, the Senior Licensing Officer reported that no operator had moved to electric vehicles, due to cost limited availability of charging points, but one was switching to hybrid vehicles.

In response to a question by a Member on the percentage of Taxis to Private Hire vehicles within the District, the Senior Licensing Officer reported that there were 122 Taxis to 30 Private Hire vehicles, representing 22% of the fleet.

A Member queried average Taxi Driver income levels and the Senior Licensing Officer stated that this was difficult to predict due to the large variation in working arrangements.

In the general discussions, Members stated that the rationale and methodology in the report was well-presented and sound, but some had concerns at the lack of evidence regarding the tariff 2 changes and the potential impact of this on the public. Members acknowledged that the increasing of fares was a difficult balancing act but that other options were available for the public, such as Private Hire, voluntary/community car schemes for the elderly/vulnerable, etc.

It was resolved:

That officers be instructed to vary the existing Table of Fares using the proposed Table of Fares contained in Table 7 of the submitted report, to take effect from 22 August 2022, subject to the statutory consultation process, as detailed in paragraphs 3.3 and 3.4 of the submitted report.

17. **SENIOR LICENSING OFFICER'S UPDATE**

The Committee considered a verbal report that updated Members on current and emerging issues relating to Licensing both locally and nationally.

The Senior Licensing Officer reported that the decision made at the June meeting of the Committee regarding the review of Street Trading Fees had come into effect.

18. **FORWARD AGENDA PLAN**

The Committee received its Forward Agenda Plan. The Senior Licensing Officer reported that forthcoming agenda items included CCTV in Taxis and the annual review of Fees and Charges.

It was resolved:

That the Forward Agenda Plan be noted and amendments made as follows:

- Inclusion of Review of Taxi Fares Consultation Outcome for September meeting of Committee, in the event of receipt of any objection(s)

The meeting concluded at 11.01am

**HACKNEY CARRIAGE FARES – CONSIDERATION OF COMMENTS RECEIVED
FOLLOWING CONSULTATION**

COMMITTEE: LICENSING COMMITTEE

DATE: 28 SEPTEMBER 2022

AUTHOR: SENIOR LICENSING OFFICER

[X62]

1.0 ISSUE

1.1 To consider comments submitted in response to the taxi table of fares amendment notice published on Thursday 4 August.

2.0 RECOMMENDATION(S)

2.1 That Members consider the content of this report, and the comments received following the required consultation period (**Appendix 1**), and approve the amended table of fares set out in Table 2 at paragraph 5.2 of this report.

3.0 BACKGROUND

3.1 On Wednesday 27 July 2018 Members considered a detailed report from officers which outlined the reasons why a change to the existing tariff of fares could be justified. Having considered this report, Members authorised Officers to publish a notice of the proposed tariff of fares in accordance with the controlling legislation. In addition to placing this notice, all existing hackney carriage proprietors were notified directly, as well as those registered on the Council's consultation list.

3.2 During the consultation period, a total of six objections were received from members of the licensed trade (**Appendix 1**). One of the objectors operates a large taxi firm with the Council, and represents a large number of drivers working in the District. No comments were received from any other parties consulted, including members of the public.

4.0 SUMMARY

4.1 **Table 1** on the following page provides a summary of the main points raised in the objections received, officer comments on the points raised, and suggested revisions for Member consideration:

Table 1

Objection point	Officer comment	Possible Revision
Reducing the flag rate from one mile to 704yds with a lower £3.20 fare will result in a loss of income for drivers completing short journeys from the station or ranks	This comment is factually accurate. Journeys under $\frac{3}{4}$ of a mile will result in a lower fare than the minimum fare currently in operation of £4.00	Adjust the proposed table of fares to increase the initial flag rate charge, or leave the flag rate at one mile, and increase the current flag rate charge.
Removing non-festive Bank Holidays from Rate 4 will seriously impact the ability to get drivers to work these Bank Holidays.		Move non-festive Bank Holidays into Rate 3 of the proposed tariff.
Non-festive Bank Holiday earning have dramatically reduced not increased.		Move non-festive Bank Holidays into Rate 3 of the proposed tariff
Festive Bank Holiday working rates have decreased.	Longer journeys and journeys under $\frac{3}{4}$ mile will reduce slightly over the current tariff.	Adjust the proposed table of fares to increase the initial flag rate charge, or leave the flag rate at one mile, and increase the current flag rate charge.
Whilst moving the Rate 2 changeover time from 11pm to 9pm is a positive step, there is still a lot of ill-feeling that it was changed from 7pm in 2018. It remains difficult to attract evening drivers.		Move Rate 2 on the proposed tariff to commence at 7pm
Using the DfT mileage figures, and the dead miles used to calculate potential income does not reflect the local situation.	This figure is only used to model a possible income, to give a visual understanding of what impact the proposed tariff would have if implemented. No better figures are currently available.	No alternative readily available
The report does not cover the costs of vehicle cleaning which can amount to £1,560 a year for a car, £2,600 a year for an MPV, and £3,640 a year for minibuses, based on two cleans per week.	This comment is factually accurate. This cost has not been factored into the report. The reason for this is because it is an optional cost i.e. some licence holders choose to use a car wash, others wash their vehicles themselves.	Officers could include vehicle cleaning costs in future reports, adjusted to reflect that most licence holders do not clean their vehicles twice every week.
The frequency of fares reviews is not frequent enough, 2013 then 2018, now 2022, the trade feels	Fare reviews are instigated by the trade. If a request is made, the trade as a whole are asked whether they support the request, and where the level of	None.

like they're always playing catch up.	support outweighs the level of opposition, a fares review would be commenced.	
The increase is not enough to offset the additional costs of living being incurred. The tariff should be left as it is, but with £1 added to the flag rate and an increase in the mileage rate	The licensing authority has to consider all impacts and balance the needs of the trade to earn a living, whilst also reflecting that all members of the public are experiencing the increases in the cost of living.	Increasing fares too much is not likely to receive public support/acceptance, and this could result in fewer journeys and therefore less income overall.
The proposal does not take into account inflation over the previous four years since the last amendment.	This comment is not correct. The original report took inflationary factors into account, and whilst inflation is currently in double figures, this was not the case until early in 2022.	None
The lowering of the initial yardage to 704yrds not only impacts on earnings in a negative manner, it also further encourages shorter journeys that should be discouraged.		Revert the initial yardage to one mile.

5 CONCLUSIONS

5.1 Taking on board the content of the objections received, Officers believe that there is scope to amend the proposal to arrive at a solution that will create a balance between the needs of the public who require affordable access to a suitable number of vehicles at all times of the day and night, whilst not prejudicing those who provide that service.

5.2 **Table 2** shown at the top of the following page is largely based on the table of fares Members approved for consultation in July 2022, but it has been amended to create this balance. It shows the proposed fare amount, the percentage increase over the current tariff, and how this presents itself in monetary terms.

Table 3 on the following page is the tariff consulted upon, and **Table 4** is the current table of fares which has been in force since 2018, for ease of comparison.

Table 2 - Revision

Rate	First mile (% increase over current fare / actual amount in £'s)	For each 160 yards or uncompleted part thereof	Waiting time per minute	Two mile cost (% increase over current fare / actual amount in £'s)	Five mile cost (% increase over current fare / actual amount in £'s)
(1) 7am to 9pm Mon – Sat	£4.60 (15%) (£0.60)	£0.20	£0.40	£6.80 (11.4%) (£0.70)	£13.40 (8%) (£1.00)
(2) 9pm to 7am Mon – Sat and Sunday 7am until 7am Monday	£6.20 (12.7%) (£0.70)	£0.20	£0.40	£8.40 (10.5%) (£0.90)	£15.00 (7.9%) (£1.10)
(3) Bank Holidays & 9pm Christmas Eve to 7am 27 th December and 9pm New Year's Eve to 7am 2 nd January	£8.00 (14.2%) (£1.00)	£0.30	£0.40	£11.30 (11%) (£1.15)	£21.20 (8%) (£1.60)
Each passenger in excess of one (persons under the age of 18, and person(s) accompanying a passenger who requires assistance due to their physical or mental condition shall not be counted)				£0.25 per person, per trip	
Soiling charge				Not to exceed to £150	

Table 3 – Consultation version

Rate	First 704 yards (644 meters)	For each 160 yards (146.3 meters) or uncompleted part thereof	Waiting time per minute	First mile cost	Two mile cost	Five mile cost
(1) 7am to 9pm Mon – Sat	£3.20	£0.20 (£2.20 per mile)	£0.40	£4.60 (15%) (£0.60)	£6.80 (+11.4%) (£0.70)	£13.40 (+8%) (£1.00)
(2) 9pm to 7am Mon – Sat and Sunday 7am until 7am Monday and Bank Holidays (excl. Christmas & New Year)	£4.80	£0.20 (£2.20 per mile)	£0.40	£6.20 (12.7%) (0.70)	£8.40 (+10.5%) (£0.90)	£15.00 (+7.9%) (£1.10)
(3) 9pm Christmas Eve to 7am 27 th December and 9pm	£6.40	£0.25 (£2.50 per mile)	£0.40	£8.15 (16.4%) (£1.15)	£10.65 (+4.9%) (£0.50)	£18.15 (-7.5%) (-£1.45)

New Year's Eve to 7am 2 nd January						
	Each passenger in excess of one (persons under the age of 18, and person(s) accompanying a passenger who requires assistance due to their physical or mental health shall not be counted)				£0.25 per person, per trip	
	Soiling charge				Not to exceed £150.	

Table 4 – Existing fares

Rate	First mile	For each 167.6 yards or uncompleted part thereof	Waiting time per minute	Two mile cost	Five mile cost
Rate 1 (7am to 11pm Monday to Saturday) (excl. Bank Holidays)	£4.00	£0.20 (£2.10 per mile)	£0.40	£6.10	£12.40
Rate 2 (11pm to 7am Monday to Saturday)(excl. Bank Holidays)	£5.50	£0.20 (£2.10 per mile)	£0.40	£7.60	£13.90
Rate 3 (7am Sunday to 7am Monday) (excl. Bank Holidays)	£4.50	£0.20 (£2.10 per mile)	£0.40	£6.60	£12.90
Rate 4 (All Bank Holidays from midnight to 7am the following day)	£7.00	£0.30 (£3.15 per mile)	£0.40	£10.15	£19.60
Each passenger in excess of one (persons under the age of 18, and person(s) accompanying a passenger who requires assistance due to their physical or mental health shall not be counted)			£0.25 per person, per trip		
Soiling charge			Not to exceed £150.		

5.3 If Members are minded to adopt the table of fares in **Table 2** above, it will have the following impacts:

- (i) Reverting the flag rate to the existing one-mile distance will remove the potential for financial loss to occur on journeys under one mile, and will nullify the

concerns raised regarding the potential for it to appear as though we're incentivising people to take shorter journeys, which is contrary to well-being and environmental considerations. Both of these factors raised in the objections had not been foreseen by officers when preparing the previous report.

- (ii) Moving the non-festive Bank Holidays back into the same rate as the festive Bank Holidays removes the concerns raised that obtaining drivers for the non-festive Bank Holidays would be almost impossible, and would impact the service the trade could provide at these times.
- (iii) Increasing the first mile rates to those suggested will counter the reversion back to a one-mile flag rate from the 704yrd flag rate mentioned in point (i) above.
- (iv) Maintaining the proposed reduction from 167.6yards to 160yards for a rolling mile combined with these other revisions enables the percentage increase to remain more stable across all distances travelled, and reflective of those consulted upon.
- (v) Reverting to the £0.30 rolling rate on Rate 3 enables all tariffs to reflect a stable percentage increase, and means that all working times will see proportionate increases. It also ensures operators will be able to get drivers to work on Bank Holidays and festive periods.

5.4 The only objection left outstanding if Members accept the suggested amended tariff is the Rate 2 commencement time of 9pm. Whilst it may be desirable to accommodate the trade's request to move this to 7pm, officers would suggest a staged approach at this time, and consider leaving Rate 2 at 9pm with an agreement to consider reducing it to 7pm at the next review point. Moving the time to 7pm will see a greater number of people paying 55% (£2.20) more for a one-mile journey than they are at present.

5.5 **Table 5** below illustrates the impact the recommendation in this report will have on our fares compared to those in the local area. The revision suggested in this report does not affect our placing compared to the consulted version.

Table 5

Council	Current		Consulted on / Revised	
	2 mile fare (Rate 1)	2 mile fare (Rate 2)	2 mile fare (Rate 1)	2 mile fare (Rate 2)
Fenland	£6.20 (4)	£9.30 (1)	£6.20 (5)	£9.30 (1)
South Cambs	£7.50 (=1)	£8.60 (=2)	£7.50 (=1)	£8.60 (=2)
Hunts	£6.50 (3)	£7.50 (5)	£6.50 (4)	£7.50 (6)
Cambs City	£7.50 (=1)	£8.60 (=2)	£7.50 (=1)	£8.60 (=2)
West Suffolk	£5.80 (5)	£8.60 (=2)	£5.80 (6)	£8.60 (=2)
City of Peterborough	£5.00 (6)	£5.00 (7)	£5.00 (7)	£5.00 (7)
East Cambs	£6.10 (5)	£7.60 (5)	£6.80 (3)	£8.40 (5)

5.6 Whilst **Table 5** is not a factor that should be relied upon in isolation to justify a rate change, (or not, as the case may be), it is useful to see where our rates would sit amongst neighbouring areas with relatively similar economic pressures.

5.7 As I explained on my initial report to Members in July, reviewing a table of fares is a very difficult process to undertake. If you set them too high, the public may choose another option, which can result in lower overall income to the very people that requested the review. If fares are set too low, the trade can't afford to make a living, and the public ultimately suffer from a poor transport service.

5.8 It is clear from the responses received that a number of unintended consequences had not been foreseen by Officers when preparing the previous report. Having now considered all of the information available, it is considered that the rates stated in **Table 2** balance all of the difficult factors mentioned in 5.7 above.

6.0 FINANCIAL IMPLICATIONS

6.1 From a customer point of view, the vast majority of journeys will see increases of no more than £1, and from our trade's feedback it would appear that a large number of journeys in our district are around one mile in duration which in monetary terms would see nominal increases of £0.60 or £0.70 per journey.

6.2 From a proprietor's point of view whenever they work they will see an increase in income, with the average percentage increase being between 10% and 11.5%.

6.3 The table of fares contains the maximums that a driver may charge. A driver is free to charge less, where they consider it appropriate.

6.4 An Equality Impact Assessment (EIA) has been completed showing there is no adverse impact on the community.

7.0 APPENDICES

- 7.1 Appendix 1 Consultation Responses
7.2 Appendix 2 Equality Impact Assessment (EIA)

<u>Background Documents</u>	<u>Location</u>	<u>Contact Officer</u>
Local Government (Miscellaneous Provisions) Act 1976 Button on Taxis – Fourth Edition Taxi Tariff 2018	Room SF208 The Grange, Ely	Stewart Broome Senior Licensing Officer (01353) 616477

EQUALITY IMPACT ASSESSMENT (EIA) FORM

Name of Policy:	Taxi Table of Fares
Lead Officer (responsible for assessment):	Stewart Broome
Department:	Licensing
Others Involved in the Assessment (i.e. peer review, external challenge):	
Date EIA Completed:	09/09/2022

What is an Equality Impact Assessment (EIA)?

As part of any effective policy development process, it is important to consider any potential risks to those who will be affected by the policy's aims or by its implementation. The Equality Impact Assessment (EIA) process helps us to assess the implications of our decisions on the whole community, to eliminate discrimination, tackle inequality, develop a better understanding of the community we serve, target resources efficiently, and adhere to the transparency and accountability element of the Public Sector Equality Duty.

The word 'policy', in this context, includes the different things that the Council does. It includes any policy, procedure or practice - both in employment and service delivery. It also includes proposals for restructuring, redundancies and changes to service provision.

- (a) **What is the policy trying to achieve?** i.e. What is the aim/purpose of the policy? Is it affected by external drivers for change? What outcomes do we want to achieve from the policy? How will the policy be put into practice?

The charging policy for the districts Hackney Carriages hopes to achieve a balance between the rights of the taxi proprietors to make a living and the needs of the district to have an affordable, reliable transport service at all times of the day and night.

- (b) **Who are its main beneficiaries?** i.e. who will be affected by the policy?

Taxi proprietors and members of the public

- (c) **Is the EIA informed by any information or background data (quantitative or qualitative)?** i.e. consultations, complaints, applications received, allocations/take-up, satisfaction rates, performance indicators, access audits, census data, benchmarking, workforce profile etc.

A statutory public notice was published in a local paper, and a 28 day consultation period occurred.

- (d) **Does this policy have the potential to cause a positive or negative impact on different groups in the community, on the grounds of any of the protected characteristics?** (please tick all that apply)

Ethnicity	<input type="checkbox"/>	Age	<input type="checkbox"/>
Gender	<input type="checkbox"/>	Religion and Belief	<input type="checkbox"/>
Disability	<input type="checkbox"/>	Sexual Orientation	<input type="checkbox"/>
Gender Reassignment	<input type="checkbox"/>	Marriage & Civil Partnership	<input type="checkbox"/>
Pregnancy & Maternity	<input type="checkbox"/>	Caring Responsibilities	<input type="checkbox"/>

Please explain any impact identified: i.e. What do you already know about equality impact or need? Is there any evidence that there is a higher or lower take-up by particular groups? Have there been any demographic changes or trends locally? Are there any barriers to accessing the policy or service?

No

(e) Does the policy have a differential impact on different groups?	NO
(f) Is the impact <i>adverse</i> (i.e. less favourable)?	NO
(g) Does it have the potential to disadvantage or discriminate unfairly against any of the groups in a way that is unlawful?	NO

(h) How have you engaged stakeholders in gathering evidence or testing the policy proposals? Who was involved, how and when where they engaged? Does the evidence show potential for differential impact? How will you mitigate any negative impacts? Where there is the potential for an adverse impact that cannot be addressed immediately, these should be highlighted in your recommendations and objectives at the end of the EIA.

A statutory public notice was published in a local paper, and a 28 day consultation period occurred.

* The Consultation Register is available to assist staff in consulting with the Council's stakeholders.

(i) Summarise the findings of your research and/or consultation (please use a separate sheet if necessary).

Six responses were received. Details have been presented in a report for Member consideration.

(j) What are the risks associated with the policy in relation to differential impact and unmet needs/requirements? i.e. reputation, financial, breach of legislation, service exclusion, lack of resources, lack of cooperation, insufficient budget etc.

None

(k) Use the information gathered in the earlier stages of your EIA to make a judgement on whether there is the potential for the policy to result in unlawful discrimination or a less favourable impact on any group in the community, and what changes (if any) need to be made to the policy.

Option 1:	No major change - the evidence shows that the policy is robust and no potential for discrimination.	
Option 2:	Adjust the policy - to remove barriers or to better promote equality.	X
Option 3:	Continue the policy - despite potential for adverse impact or missed opportunity to promote equality, provided you have satisfied yourself that it does not unlawfully discriminate.	
Option 4:	Stop and remove the policy – if the policy shows adverse effects that cannot be justified.	

LICENSING COMMITTEE

LEAD OFFICER: Liz Knox, Environmental Services Manager

ANNUAL AGENDA PLAN

DEMOCRATIC SERVICES OFFICER:

Meeting on: 22 nd June 2022 10:00am		Meeting on: 27 th July 2022 10:00am		Meeting on: 28 th September 2022 10:00am	
Deadline for reports/dispatch: 9 th June 2022		Deadline for reports/dispatch: 14 th July 2022		Deadline for reports/dispatch: 16 th September 2022	
Chairman's Announcements		Chairman's Announcements		Chairman's Announcements	
Review of Street Trading Fees	S Broome Senior Licensing Officer	Review of Taxi Fees	S Broome Senior Licensing Officer	Review of Taxi Fees Consultation Results	S Broome Senior Licensing Officer
Licensing Officers Update	S Broome Senior Licensing Officer	Licensing Officers Update	S Broome Senior Licensing Officer	Licensing Officers Update	S Broome Senior Licensing Officer
Forward Agenda Plan		Forward Agenda Plan		Forward Agenda Plan	
Meeting on: 12 th October 2022 10:00am CANCELLED		Meeting on: 15 th November 2022 10:00am		Meeting on: 14 th December 2022 10:00am	
Deadline for reports/dispatch: 29 th September 2022		Deadline for reports/dispatch: 3 rd November 2022		Deadline for reports/dispatch: 2 nd December 2022	
		Chairman's Announcements		Chairman's Announcements	
		Review of Fees & Charges	S Broome Senior Licensing Officer		
		CCTV in Taxis	S Broome Senior Licensing Officer		
		Licensing Officers Update	S Broome Senior Licensing Officer	Licensing Officers Update	S Broome Senior Licensing Officer
		Forward Agenda Plan		Forward Agenda Plan	