



Licensing Committee

Mon 27 Jan
2020
7.00 pm

Council Chamber
Town Hall
Redditch

REDDITCH BOROUGH COUNCIL

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**If you have any queries on this Agenda please contact
Sarah Sellers**

**Town Hall, Walter Stranz Square, Redditch, B98 8AH
Tel: (01527) 64252 ext 2884**

e.mail: / sarah.sellers@bromsgroveandredditch.gov.uk

GUIDANCE ON PUBLIC SPEAKING

The Council has introduced public speaking at Licensing Committee which allows members of the public to comment on agenda items due to be considered at the meeting.

The total maximum time permitted for public speaking is 15 minutes and the time limit for individual speakers is 3 minutes.

Only those members of the public who have registered to speak in advance of the meeting will be permitted to do so.

To register to speak you must contact Democratic Services by phone on 01527 64252 ext 2884, or by email at sarah.sellers@bromsgroveandredditch.gov.uk before 12 noon on the day of the meeting.

When registering to speak you must give your name and contact telephone number and indicate which agenda item you wish to speak about, and whether you are in support of or opposed to the officer recommendation

Licensing

COMMITTEE

Monday, 27th January, 2020

7.00 pm

**Council Chamber - Town Hall
Redditch**

Agenda

Membership:

Cllrs:	Salman Akbar (Chair)	Julian Grubb
	Michael Chalk (Vice-Chair)	Pattie Hill
	Joanne Beecham	Ann Isherwood
	Roger Bennett	Gareth Prosser
	Brandon Clayton	Yvonne Smith
	Andrew Fry	

1. Apologies

2. Declarations of Interest

To invite Councillors to declare any Disclosable Pecuniary Interests and / or Other Disclosable Interests they may have in items on the agenda, and to confirm the nature of those interests.

3. Minutes (Pages 1 - 8)

To confirm as a true record the minutes of the Licensing Committee held on Monday 4th November 2019.

4. Public Speaking

5. Requirement of Licensed Drivers to undertake a driving assessment every three years (Pages 9 - 12)

6. Consideration of the introduction of vehicle livery requirements for Hackney Carriage and Private Hire Vehicles (Pages 13 - 16)

7. Review of Provision of Hackney Carriage Stands (Pages 17 - 20)

8. Work Programme (Pages 21 - 22)



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MINUTES

Present:

Councillor Salman Akbar (Chair), Councillor Michael Chalk (Vice-Chair) and Councillors Joanne Beecham, Brandon Clayton, Andrew Fry, Julian Grubb, Mark Shurmer and Yvonne Smith

Also Present:

Officers:

Dave Etheridge and Vanessa Brown

Committee Services Officer:

Sarah Sellers

8. APOLOGIES

Apologies for absence were received from Councillors Pattie Hill and Gareth Prosser.

9. DECLARATIONS OF INTEREST

There were no declarations of interest.

10. MINUTES

RESOLVED that

the Minutes of the Licensing Committee held on 8th July 2019 be confirmed as a correct record and signed by the Chair.

11. PUBLIC SPEAKING

Mr Asim Nasir from the Redditch Taxi Association addressed the Committee under the Council's Public Speaking Rules in relation to

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Chair

the Hackney Carriage and Private Hire Penalty Points Scheme (Agenda item 5).

12. REVIEW OF HACKNEY CARRIAGE AND PRIVATE HIRE PENALTY POINTS SCHEME

Members received a report providing an update in relation to the Council's Hackney Carriage and Private Hire Penalty Points Scheme (the scheme).

The Senior Practitioner (Licensing) (SPL), Worcestershire Regulatory Services (WRS) presented the report and explained that the scheme had been introduced in early 2018 as a measure to tackle drivers responsible for minor offences and acts of non-compliance. Under the scheme a tariff was introduced setting out the number of points that would be issued for different offences or breaches. Any drivers who accumulated over a set number of points within a defined period of time would be automatically referred to the Licensing Sub-Committee for consideration of whether they remained a fit and proper person.

It was noted that alongside the scheme itself, officer retained the ability to take more formal action against licence holders in the event of serious offences or breaches.

Members were referred to the Table at Appendix 2 which set out the total number of points issued to drivers since the scheme was introduced broken down into the different categories for which points were awarded. The total number of notices of penalty points for the period was 37 which officers believed to be quite low. Only one driver had been referred to the Licensing Sub-Committee for accumulating more than the maximum number of points permitted. Overall, the scheme seemed to have been working well; it had been supported by the Redditch Taxi Association and this had led to an element of self-regulation by the drivers which was to be welcomed.

In response to comments from the public speaker, the SPL explained that there had been a high number of penalty point notices issued for the offence of failing to display vehicle licence plate on the outside rear of the vehicle. This had to be considered though in the context that the rules required licenced vehicles to display their plates at all times. Officers had tried to use some discretion when issuing points to licenced vehicles under this category, and if drivers did not feel the points had been awarded fairly then they could appeal. However, if licenced vehicles were seen being driven without their licence displayed then points would be issued.

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The SPL explained that the options for the Members of the Committee were either to note the report or to instruct officer to carry out a consultation on making possible changes to the scheme. Although the scheme was working well, there were a few areas where it was possible that improvements could be considered including the rules around defective lights and whether the scheme could be used to encourage drivers to not to leave engines running unnecessarily.

During the debate the following matters were referred to:-

- Whether or not there might be some unintended bias in the scheme with hackney carriage drivers possibly being more likely to receive penalty points notices because the vehicles were more readily identifiable. The SPL did not have any data on this but highlighted that both private hire and hackney carriage drivers were awarded points and the only case to go before sub-committee for breaching the number of points was a private hire driver.
- That officers tried wherever possible to use their discretion when assessing whether a vehicle had been left unattended. If a driver was just outside the vehicle stretching their legs or waiting nearby that would be acceptable; where drivers had clearly left the area where their vehicle was parked for some minutes that would not be acceptable. Places on the taxi rank were at a premium and it caused problems for other drivers when vehicles were left unattended.
- That a number of councils were operating penalty points schemes, including two others in Worcestershire. The schemes had the benefits of discouraging low level non-compliance and identifying drivers who repeatedly infringed the rules.
- That points could be awarded to either the driver or the proprietor of the vehicle depending on the circumstances. Usually it was clear based on the facts to whom the points should be awarded, but if there was any confusion then the person receiving the points could appeal.

Officers clarified that the options for Members were either for the scheme to remain unchanged and for the report to be noted, or if Members were considering making any changes then there would need to be a formal consultation.

Following further discussion it was moved and seconded that the report be noted. An amendment was moved that officers should be requested to carry out consultation.

On being put to the vote the amendment was lost. Members then considered the recommendation to note the report.

RESOLVED that

The contents of the report be noted, and that an officers report on the Hackney Carriage and Private Hire Penalty Points scheme be brought back to Licensing Committee in 12 months.

13. HACKNEY CARRIAGE TABLE OF FARES

Members received a report regarding the hackney carriage table of fares. In introducing the report the Senior Practitioner (Licensing) (SPL), Worcestershire Regulatory Services (WRS) reminded the Members that district councils hold responsibility under section 65(1) of the Local Government Miscellaneous Provisions) Act 1976 for setting the maximum fares that can be charged by hackney carriage vehicles licensed to operate in the district.

Members were referred to the existing Table of Fares at Appendix 1 which Licensing Committee had approved in November 2018. It was noted that prior to that there had been no increase since 2011, and this had resulted in the Redditch fares falling to a level that was lower than other neighbouring districts.

At the time of the 2018 review the representatives of the hackney carriage trade in Redditch were seeking an increase of between 10% to 15%. Members however had reservations about such a large increase being imposed, and instead favoured a more gradual increase. For that reason, although the fares were increased, it was by a lesser level than sought by the trade.

To ensure the matter was kept under regular review, officers had been asked to monitor the table of fares regularly. Therefore on the anniversary of the previous report officers had been in contact with the Redditch Taxi Association to find out if they wished to request a further increase. The responds from the Redditch Taxi Association had been that they did not wish to seek an increase.

The report was therefore for noting and Members were not being requested to take any further action.

In discussing the report some Members questioned why a further increase was not being requested, and the SPL responded to questions regarding the procedures that would be followed in the event of an increase being implemented.

Other Members accepted the position of the Redditch Taxi Association that an increase was not being asked for in 2019, but they stressed the importance of making sure that the Table of Fares was kept under regular review. The SPL commented that in discussions with the taxi trade they had expressed concerns about not wanting to create a price gap between hackney carriage fares and private hire fares. That said, as a group they were much more conscious now about the need to keep the fares under review, and there was nothing to prevent them from coming forward and requesting an increase if the position changed.

With this in mind, Members agreed to add some extra wording to the recommendation.

RESOLVED that

The contents of the report be noted, and that an officers report on the hackney carriage Table of Fares be brought back to Licensing Committee no later than November 2020.

14. THE AIR QUALITY (TAXI AND PRIVATE HIRE VEHICLES DATABASE) (ENGLAND AND WALES) REGULATIONS 2019

Members received a report for noting with regard to the Air Quality (Taxis and Private Hire Vehicles Database (England and Wales) Regulations 2019 (“the regulations”).

The Senior Practitioner (Licensing) (SPL), Worcestershire Regulatory Services (WRS) presented the report and explained that the regulations had been brought into effect in response to work carried out by the government in 2017 looking at the levels of roadside nitrogen dioxide. The government identified 61 local authorities showing exceedances; those authorities were required to carry out feasibility studies and if necessary draw up plans to bring roadside concentrations of nitrogen dioxide within legal limits as quickly as possible.

Under the local plans an option open to local authorities would be to introduce Clean Air Zones (“CAZs”) where minimum emissions standards would be applied with the aim of reducing levels of nitrogen dioxide. Local authorities would also be able to introduce zones where vehicle owners would be required to pay a charge to

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enter or move within a zone if they were driving a vehicle that did not meet the particular minimum emission standard for their vehicle type in that zone.

The three local authorities which were actively considering establishing CAZs to come into force in 2020 were Leeds, Birmingham and Bristol.

Members were referred to the Clean Air Zone Framework which set out the minimum requirements for a CAZ and the four classes of charging as set out at paragraph 3.7 on page 24 of the agenda. It was noted that under the four classes taxis, Private Hire Vehicles and private vehicles were listed separately. It might be necessary to differentiate between them in the event that any local authorities introducing CAZs decided to apply charges to say to taxis and Private Hire Vehicles, but not to private vehicles.

Licensing authorities would hold information on the taxis and private hire vehicles licensed within their areas, but they would not hold data on any vehicles moving around their areas that had been licensed by another authority. Accordingly to be able to track, and if necessary charge these vehicles, the government through the regulations would be setting up a national database for taxis and private hire vehicles. Under the regulations all licensing authorities would be required to submit information about the vehicles licensed in their areas and the database would be overseen by the Department of Food, Environment and Rural Affairs (DEFRA).

The SPL confirmed that the necessary systems for the information to be reported to DEFRA on behalf of Redditch Borough Council had been established and were in place, although at the time of the meeting DEFRA had not yet commenced calling for the information. When up and running the data would be supplied once a week.

Officers had taken steps to publicise the changes with licensed drivers through the trade newsletter and the taxi forum. The SPL confirmed that no personal data would be included in the information that was passed on which would be limited to the registration number, the make and model of the vehicle, which authority it was licensed by and whether it was Hackney Carriage or private hire.

RESOLVED that

the report regarding the Air Quality (Taxi and Private Hire Vehicles Database) (England and Wales) Regulations 2019 be noted.

15. WORK PROGRAMME

In reviewing the work programme, the Chair explained that there had been some helpful discussions at the recent meeting of the Taxi Liaison Forum. In light of this, there were a number of matters that he would be proposing should be added to the work programme. He also explained that to undertake some of the consultation that would be required, it would be necessary to move one of the scheduled meetings of the Licensing Committee and arrange for an additional meeting to be added.

Specifically the items that the Chair was seeking to have added to the work programme were:-

- a. A review of the existing taxi ranks in the Borough.
- b. Further consideration of the rules around age criteria for vehicles, including consideration of vehicles that produced lower emissions. It was hoped that this could be combined with the consultation that would be carried out upon the introduction of the new Department for Transport Guidance on Safeguarding.
- c. A review of the current rules whereby drivers are required to undertake three yearly driver assessments.
- d. Consideration of the introduction of a livery for vehicles licensed by Redditch Borough Council

To accommodate the proposed reports, the following changes to meeting dates would be made:-

- An additional meeting to be added on 27th January 2019
- The meeting scheduled to take place on Monday 16th March would be moved to Monday 30th March

In further comments, the SPL requested that some further detail about the terms of reference of the review of taxi ranks would be helpful and it was agreed that this could be pursued further by officers in discussion with the Chair.

With reference to the minutes of the meeting on 8th July, it was noted that on that occasion the member's had agreed that an item be placed on the work programme around driver welfare and security.

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RESOLVED that

subject to the additional items and changes to the meeting calendar as outlined above, the work programme was agreed.

The Meeting commenced at 7.05 pm
and closed at 8.35 pm

REDDITCH BOROUGH COUNCIL**LICENSING COMMITTEE**27th January 2020**REQUIREMENT FOR LICENSED DRIVERS TO UNDERTAKE A DRIVING ASSESSMENT EVERY THREE YEARS**

Relevant Portfolio Holder	Councillor Grubb
Portfolio Holder Consulted	No
Relevant Head of Service	Simon Wilkes – Head of Worcestershire Regulatory Services
Wards Affected	All Wards
Ward Councillor Consulted	N/A
Non-Key Decision	

1. SUMMARY OF PROPOSALS

Members are asked to consider whether to undertake consultation on removing the requirement for individuals licensed to drive hackney carriage and / or private hire vehicles to undertake a practical driving assessment every three years.

2. RECOMMENDATIONS

That Members direct officers to undertake consultation on removing the requirement for individuals licensed to drive hackney carriage and / or private hire vehicles to undertake a practical driving assessment every three years.

3. KEY ISSUES**Financial Implications**

- 3.1 The costs associated with officers carrying out the consultation will need to be met from existing budgets held by Worcestershire Regulatory Services.

Legal Implications

- 3.2 Proper consultation on any proposals to amend the Council's policies minimises the risk of legal challenge if the proposals are subsequently implemented.

Service / Operational Implications

- 3.4 The Council's current policy on the licensing of drivers of hackney carriage and private hire vehicles includes the following requirement:

With effect from 1st December 2017, holders of driver licences must undertake refresher training in disability awareness and must pass a Driving Assessment test with Worcestershire County Council at least every three years.

- 3.5 The Licensing Committee resolved to introduce this requirement at their meeting on 6th November 2017.
- 3.6 The requirement to undertake a driving assessment test every three years has been consistently opposed and challenged by licensed drivers as being disproportionate and unreasonable.
- 3.7 The issue was raised again by licence holders at the Hackney Carriage and Private Hire Liaison Forum held in September 2019. At the Licensing Committee held on 4th November 2019, Members resolved to add an item to the Committee's work programme to review the current rules whereby drivers are required to undertake three yearly driver assessments.
- 3.8 Before the Council can amend its policy on the licensing of drivers of hackney carriage and private hire vehicles, officers believe that it is necessary to carry out appropriate consultation.
- 3.9 Members are therefore asked to consider whether to undertake consultation on removing the requirement for individuals licensed to drive hackney carriage and / or private hire vehicles to undertake a practical driving assessment every three years.
- 3.10 For the sake of clarity, it is not proposed to consult on removing the current requirement for licence holders to undertake refresher training in disability awareness every three years.

4. RISK MANAGEMENT

- 4.1 None

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27th January 2020

5. APPENDICES

5.1 None

AUTHOR OF REPORT

Name: Dave Etheridge – Senior Practitioner (Licensing)
Worcestershire Regulatory Services

E Mail: dave.etheridge@worcsregservices.gov.uk

Tel: (01905) 822799

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LICENSING COMMITTEE27th January 2020**CONSIDERATION OF THE INTRODUCTION OF VEHICLE LIVERY REQUIREMENTS FOR HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES**

Relevant Portfolio Holder	Councillor Grubb
Portfolio Holder Consulted	No
Relevant Head of Service	Simon Wilkes – Head of Worcestershire Regulatory Services
Wards Affected	All Wards
Ward Councillor Consulted	N/A
Non-Key Decision	

1. SUMMARY OF PROPOSALS

Members are asked to consider undertaking a consultation on introducing requirements in relation to the display of livery on hackney carriage and private hire vehicles licensed by the Council.

2. RECOMMENDATIONS

That Members direct officers to undertake consultation on the introduction of requirements in relation to the display of livery on hackney carriage and private hire vehicles licensed by the Council.

3. KEY ISSUES**Financial Implications**

- 3.1 The costs associated with officers carrying out the consultation will need to be met from existing budgets held by Worcestershire Regulatory Services.
- 3.2 Should licence conditions be introduced requiring licensed vehicle proprietors to display livery on vehicles, there will be costs associated with printing and supplying the required signage. These costs will need to be met by the vehicle proprietors either through increased licence fees or through separate charges for the signage required.

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Legal Implications

- 3.3 Section 47(1) of the Local Government (Miscellaneous Provisions) Act 1976 states that a district council may attach to the grant of a licence of a hackney carriage such conditions as the district council may consider reasonably necessary.
- 3.4 Section 48(2) of the Local Government (Miscellaneous Provisions) Act 1976 states that a district council may attach to the grant of a licence to use a vehicle as a private hire vehicle such conditions as they may consider reasonably necessary including, without prejudice to the generality of the foregoing provisions of this subsection, conditions requiring or prohibiting the display of signs on or from the vehicle to which the licence relates.
- 3.5 Proper consultation on the proposals to amend the Council's standard conditions minimises the risk of legal challenge if the proposals are subsequently implemented.

Service / Operational Implications

- 3.6 The Council issues licences to allow vehicles to be used as hackney carriage and private hire vehicles. When issuing such licences, the Council can attach such conditions as they consider reasonably necessary.
- 3.7 Some Council's attach conditions requiring the display of signage or livery on vehicles licensed to be used as either a hackney carriage or a private hire vehicle. Such signage usually incorporates the logo of the Council and information identifying the vehicle and its status as a licensed hackney carriage or private hire vehicle.
- 3.8 The purpose of such conditions is usually to help identify the vehicle to members of the public as being a vehicle licensed by the Council to be used as either a hackney carriage or private hire vehicle to provide assurance to the public that they are using a vehicle that the vehicle has been appropriately checked and deemed fit for use.
- 3.9 The signage can be displayed on a vehicle in various ways including by being sign-written directly onto the vehicle, via magnetic signage or via an adhesive decal.
- 3.10 Redditch Borough Council's current standard licence conditions for hackney carriage and private hire vehicles do not require the display of any particular signage or livery, other than the vehicle licence plate issued by the Council, which must be displayed on the outside rear of the vehicle.

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- 3.11 It has been suggested by Members that the Council should consider introducing requirements for vehicles licensed as either a hackney carriage or private hire vehicle to be have signage displayed on the doors of the vehicle to identify the vehicle as being licensed by the Council.
- 3.12 Before amending the standard conditions to introduce such a requirement, officers believe that appropriate consultation should be carried out with licence holders, other relevant stakeholders and the general public.
- 3.13 The consultation could seek views on the proposal to introduce livery requirements as well as asking more detailed questions around the form and design of the signage should the Council ultimately resolve to implement livery requirements. The consultation could also ask licensed vehicle proprietors what additional costs they would be willing to incur to comply with livery requirements.
- 3.14 Members are therefore asked to consider directing officers to undertake consultation on the introduction of requirements in relation to the display of livery on hackney carriage and private hire vehicles licensed by the Council.

4. RISK MANAGEMENT

- 4.1 None

5. APPENDICES

- 5.1 None

AUTHOR OF REPORT

Name: Dave Etheridge – Senior Practitioner (Licensing)
Worcestershire Regulatory Services

E Mail: dave.etheridge@worcsregservices.gov.uk

Tel: (01905) 822799

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LICENSING COMMITTEE27th January 2020**REVIEW OF PROVISION OF HACKNEY CARRIAGE STANDS**

Relevant Portfolio Holder	Councillor Grubb
Portfolio Holder Consulted	No
Relevant Head of Service	Simon Wilkes – Head of Worcestershire Regulatory Services
Wards Affected	All Wards
Ward Councillor Consulted	N/A
Non-Key Decision	

1. SUMMARY OF PROPOSALS

Members are asked to consider a number of proposals suggested for increasing the number and amending the location of, hackney carriage stands (taxi ranks) in the Borough and to direct officers to engage with all relevant stakeholders to explore the possibility of implementing the proposals.

2. RECOMMENDATIONS

That Members direct officers to engage with relevant stakeholders to explore the possibility of the following:

- a. The creation of a new hackney carriage stand at Redditch Railway Station
- b. The creation of a new hackney carriage stand at the Alexandra Hospital, Redditch
- c. Making alterations to the current hackney carriage stand located at Unicorn Hill and creating a new hackney carriage stand in Bates Hill

3. KEY ISSUES**Financial Implications**

- 3.1 The costs associated with officers carrying out engagement with stakeholders will need to be met from existing budgets held by Worcestershire Regulatory Services.

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Legal Implications

- 3.2 Section 63 (1) of the Local Government (Miscellaneous Provisions) Act 1976 states that, a district council may from time to time appoint stands for hackney carriages for the whole or any part of a day in any highway in the district which is maintainable at the public expense and, with the consent of the owner, on any land in the district which does not form part of a highway so maintainable and may from time to time vary the number of hackney carriages permitted to be at each stand.
- 3.3 Section 63 (2) states that before appointing any stand for hackney carriages or varying the number of hackney carriages to be at each stand in exercise of the powers of this section, a district council shall give notice to the chief officer of police for the police area in which the stand is situated and shall also give public notice of the proposal by advertisement in at least one local newspaper circulating in the district and shall take into consideration any objections or representations in respect of such proposal which may be made to them in writing within twenty-eight days of the first publication of such notice.
- 3.4 Section 63 (4) states that nothing in this section shall empower a district council to appoint any such stand—
- (a) so as unreasonably to prevent access to any premises;
 - (b) so as to impede the use of any points authorised to be used in connection with a local service within the meaning of the Transport Act 1985 or PSV operator's licence granted under the Public Passenger Vehicles Act 1981, as points for the taking up or setting down of passengers, or in such a position as to interfere unreasonably with access to any station or depot of any passenger road transport operators, except with the consent of those operators;
 - (c) on any highway except with the consent of the highway authority;

and in deciding the position of stands a district council shall have regard to the position of any bus stops for the time being in use.

Service / Operational Implications

- 3.5 A hackney carriage stand is a place where licensed hackney carriages can wait for passengers. No other vehicle, apart from a hackney carriage licensed by the relevant Council can wait on a hackney carriage stand.

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- 3.6 As part of its functions and responsibilities in relation to the licensing of hackney carriage and private hire vehicles, the Council can appoint stands for hackney carriages, which are also known as taxi ranks.
- 3.7 In addition to the hackney carriage stands appointed by the Council, private land owners are at liberty to set aside space on their own land for hackney carriage vehicles to wait for passengers. Such private stands are often found at locations such as railway stations and close to the entrance of supermarkets.
- 3.8 Details of the current known hackney carriage stands in Redditch Borough will be provided to Members at the Licensing Committee meeting.
- 3.9 The Licensing Committee has asked officers to bring forward this report with a view to the Council reviewing the existing provision of hackney carriage stands.
- 3.10 Potential options that have been suggested by the Chairman of the Committee as part of this review include the following:
- Seeking the provision of a new hackney carriage stand within the Redditch Railway Station
 - Seeking the provision of a new hackney carriage stand at the Alexandra Hospital.
- 3.11 It has also been suggested that alterations could be considered to the current hackney carriage stand at Unicorn Hill with a view to providing some car parking spaces for users of the nearby shops during the daytime. It is suggested that this could be achieved by:
- a) Leaving space during the day for 3 – 4 hackney carriages to stand at bottom of Unicorn Hill with the remainder of the space on the existing stand being given over to short term car parking.
 - b) Converting the car parking bays at Bates Hill into a hackney carriage stand, removing the bollards at the bottom and making the road one way (bottom to top). This rank could operate as a “feeder” to the Unicorn Hill stand.
 - c) In the evening, all of the current Unicorn Hill stand could revert to being a hackney carriage stand along its entire length.

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3.12 In order to be able to take forward any of these suggestions, it will be necessary for the Council to seek engagement with and the support of a variety of stakeholders including:

- Worcestershire Highways
- West Mercia Police
- Relevant landowners

3.13 Officers believe it would also be beneficial to engage with representatives of the Redditch Taxi Association at an early stage to ensure that any concerns from the hackney carriage trade can be considered before any proposals are explored further.

3.14 Members are therefore asked to consider whether to direct officers to engage with relevant stakeholders to explore the possibility of taking forward the suggestions detailed above.

3.15 Officers would then provide updates to the Committee later this year as to the outcome of this engagement.

4. RISK MANAGEMENT

4.1 None

5. APPENDICES

None

AUTHOR OF REPORT

Name: Dave Etheridge – Senior Practitioner (Licensing)
Worcestershire Regulatory Services

E Mail: dave.etheridge@worcestershire.gov.uk

Tel: (01905) 822799

**LICENSING
COMMITTEE****27th January 2020****LICENSING COMMITTEE WORK PROGRAMME 2019/20****27th January 2020**

Review of Driving Assessment Requirements for Licensed Drivers

Consideration of Livery on Licensed Vehicles

Review of Provision of Hackney Carriage Stand

16th March 2020

Review of Vehicle Age Requirements Including Vehicle Emission Standards

Consultation on Arrangements for Medical Examinations of Hackney Carriage and Private Hire Drivers – Consideration of Responses

To Be Allocated To Suitable Available Dates in 2020

Policy on the suitability of applicants and licence holders in the hackney carriage and private hire trades – approval to consult

Consultation on policy on the suitability of applicants and licence holders in the hackney carriage and private hire trades – consideration of responses

Review of Hackney Carriage Tariff

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