



# East Cambridgeshire District Council

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## Meeting: Licensing Committee

Time: 10:00am

Date: Wednesday 11 February 2026

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

Enquiries regarding this agenda: Patrick Adams

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## Committee membership

**Quorum:** 5 members

### **Conservative members**

Cllr Christine Ambrose Smith  
Cllr Lavinia Edwards  
Cllr Mark Goldsack  
Cllr Martin Goodearl (Vice-Chair)  
Cllr Keith Horgan  
Cllr Julia Huffer (Chair)

### **Conservative substitutes**

Cllr Bill Hunt  
Cllr Kelli Pettitt  
Cllr Alan Sharp

### **Liberal Democrat and Independent members**

Cllr Charlotte Cane  
Cllr Lee Denney  
Cllr Mark Inskip  
Cllr John Trapp (Lead Member)  
Cllr Christine Whelan  
Cllr Gareth Wilson

### **Liberal Democrat and Independent substitutes**

Cllr Chika Akinwale  
Cllr Christine Colbert  
Cllr Lorna Dupré

**Lead Officer:** Stewart Broome, Licensing Manager

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## Agenda

### 1. Apologies and substitutions

[oral]

<b>2. Declarations of interests</b>	<b>[oral]</b>
To receive declarations of interests from Members for any items on the agenda in accordance with the Members Code of Conduct.	
<b>3. Minutes</b>	<b>Page 5</b>
To confirm as a correct record the minutes of the meeting of the Licensing Committee held on 19 November 2025 with suggested amendments highlighted and the two Licensing (Non-Statutory) Sub Committee meetings held on 10 September 2025.	
<b>4. Chair's announcements</b>	<b>[oral]</b>
<b>5. Consultation on Local Transport Authorities and the Licensing of Taxis and Private Hire Vehicles</b>	<b>Page 19</b>
To inform Members of a Government consultation on the transfer of responsibility for taxis and private hire licensing from District Councils and Metropolitan Borough Councils to Local Transport Authorities (LTAs) in England as part of an effort to curb “out of area” working.	
<b>6. General Licensing Update</b>	<b>Page 23</b>
To inform Members of the ongoing work of the Licensing Authority and emerging matters.	
<b>7. Forward agenda plan</b>	<b>Page 25</b>

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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.

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The livestream of this meeting will be available on [the committee meeting's webpage](#) ([www.eastcambs.gov.uk/node/2649](http://www.eastcambs.gov.uk/node/2649)). 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, which is usually the back staircase or the fire escape in the Chamber and 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 (such as 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](mailto: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)."

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# East Cambridgeshire District Council

## Minutes of a Meeting of the Licensing Committee

Held at The Grange, Nutholt Lane, Ely, CB7 4EE at 10:00am  
on Wednesday 19 November 2025

### Present:

Cllr Christine Ambrose Smith  
Cllr Christine Colbert (Substituting for Cllr Cane)  
Cllr Lee Denney  
Cllr Lavinia Edwards  
Cllr Mark Goldsack  
Cllr Keith Horgan  
Cllr Julia Huffer (Chair)  
Cllr Mark Inskip  
Cllr Alan Sharp (Substituting for Cllr Goodearl)  
Cllr John Trapp  
Cllr Christine Whelan

### Officers:

Patrick Adams – Senior Democratic Services Officer  
Stewart Broome – Licensing Manager

One member of the public was present in the public gallery.

## 16. Apologies and substitutions

Apologies for absence were received from Cllr Charlotte Cane, Cllr Martin Goodearl and Cllr Gareth Wilson. Cllr Christine Colbert attended as a substitute for Cllr Cane. Cllr Alan Sharp attended as a substitute for Cllr Goodearl.

## 17. Declarations of interest

There were no declarations of interest.

## 18. Minutes

The Committee received the Minutes of the Licensing Committee meeting held on 10 September 2025.

It was resolved unanimously:

that the Minutes of the Licensing Committee meeting held on 10 September 2025 be confirmed as a correct record and be signed by the Chair.

## **19. Chair's announcements**

There were no Chair's announcements.

## **20. Review of Licensing Fees**

The Licensing Manager, Stewart Broome, presented a report, AA97 previously circulated, which set out the statutory fees the Council charged for specific licences under the Licensing Act 2003, Gambling Act 2005, and Business and Planning Act 2020. The report also set out the fees for the period 1 April 2026 to 31 March 2027 in respect of those licensing and licensing related activities where the authority has the discretion to determine the relevant fees.

The Licensing Manager explained that the purpose of licensing fees was to cover the Council's costs. The authority had become responsible for processing the taxi licences for a national provider and this had resulted in a large increase in the amount of licensing fees received. The efficient way in which the Council processed these licences meant that the Council needed to reduce its fees, backdated to April 2025, to ensure that it did not make an unlawful profit.

It was noted that the figure in Table 3, regarding the difference between the fees for 2025/26 and proposed fees for 2026/27 should be -£90 for the "New and renewal 1yr for all (excl. stickers)" under the Private Hire Vehicle Licence heading, instead of £0.

In reply to Cllr Mark Goldsack, the Licensing Manager explained that the licensing team had grown in size from 4 to 11 officers in order to process approximately 2,000 additional taxi licence applications from a national operator who had decided to ask the Council to issue its licences. Due to economies of scale the Council was now in a position to reduce its fees. The Licensing Manager also explained that the national operator specialised in providing journeys for children and vulnerable adults via a publicly awarded contract.

In reply to Cllr John Trapp, the Licensing Manager explained that the Council could not charge charities for the issuing of licences for activities such as street collections. The authority was not able to increase the fees charged to businesses to cover the cost of issuing licences to charities and as a result the Council would never be able to recover 100% of its costs. In the past the authority had been recovering approximately 77% of its licensing costs. However, after taking responsibility for issuing taxi licences to a national operator it was estimated that 97% of the overall budget costs would now be recovered.

In reply to Cllr John Trapp, the Licensing Manager reported that the national operator was aware of the Local Government Review. He expected that the

licensing arrangement that had been set up would continue under the new unitary authority.

In reply to Cllr John Trapp, the Licensing Manager explained that after undergoing a DBS check, taxi drivers were then subject to a further check every four months to ensure nothing had changed.

In reply to Cllr Mark Inskip, the Licensing Manager reported that the Council had considered the risk of the national operator deciding to be licensed by an alternative authority. The Council was obligated to process the licensing applications that it received and it needed to be flexible to respond to changes in demand. In reply to Cllr Christine Ambrose Smith, the Licensing Manager acknowledged that it was possible that other providers could also ask the Council to process their applications and the authority would have to consider hiring additional staff. The Council had been successful in hiring and training staff to carry out the additional work. Licensing officers could work effectively from home when processing taxi licence applications.

In reply to Cllr Christine Ambrose Smith, the Licensing Manager explained that the Council was responsible for any taxi licensing hearing relating to any of the additional licences granted. However, there was a good standard of compliance with the drivers employed by the national operator and so this had not been an issue.

In reply to Cllr Keith Horgan, the Licensing Manager explained that if the report's recommendations were agreed, the reduction in fees would be back dated to April 2025 and as a result operators would either receive a credit note or a refund. It was hoped that in most cases a credit note would be issued as this was easier to administer. It was estimated that about £50,000 would need to be refunded. The Licensing Manager stated that licensing authorities were not able to agree a contract with its customers to share the risk of changing circumstances. The Council had developed a good working relationship with the national provider and would continue to monitor the situation and manage any risk.

In reply to Cllr John Trapp, the Licensing Manager explained that the Council adjusted its fees to pay for the costs of its licensing service, with the aim of not making a profit or a loss. In the past discretionary fees were not usually adjusted on a single year's figures. Instead, the Council would only adjust its fees if there was a clear trend. In reply to Cllr Lee Denney, the Licensing Manager reported that a deficit or surplus of 15% was seen as acceptable.

Cllr Julia Huffer proposed and Cllr Keith Horgan seconded the recommendations in the report. Three separate votes were taken and

it was unanimously resolved to:

- A)** Note the statutory fees that East Cambridgeshire District Council is required to charge in respect of the specified licences under the Licensing Act 2003 and Gambling Act

2005, and agree to set the discretionary fee elements of the Gambling Act 2005 and the Business and Planning Act 2020 at the maximum level permitted, as set out in Appendix 1, Appendix 2, and Appendix 3.

- B)** Agree to implement the fees in paragraph i) (or if subject to statutory amendment, the relevant amended fees) on the 1 April 2026.
- C)** Instruct Officers to implement, as appropriate, any other statutory fees that may be brought into force during the 2025/2026 financial year.
- D)** Instruct Officers to include the agreed fees in the 2026/2027 annual fees and charges report that is presented to full Council.

it was unanimously resolved to:

- A)** agree to implement the proposed fees relevant to those licences and licensing related activities where the authority has the discretion to determine the fees, as set out in Appendix 4 and Appendix 5, on the 1 April 2026.
- B)** agree to implement the proposed fees relevant to Animal Welfare licensing, as set out in Appendix 6 on the 1 April 2026.
- C)** instruct Officers to include the fees in the 2026/2027 annual fees and charges report that is presented to full Council.

It was unanimously resolved to:

- A)** agree to implement the proposed fees relevant to hackney carriage and private hire drivers, and private hire operators, as set out in Appendix 7 with immediate effect, and instruct officers to adjust payments made from 1 April 2025 to these new levels.
- B)** instruct Officers to conduct the necessary consultation required by section 70 of the Local Government (Miscellaneous Provisions) Act 1976 on the reduced vehicle fees contained in Table 3, and should there be no objections, permit Officers to adjust payments made from 1st April 2025 to the unopposed levels.
- C)** instruct Officers to include the fees in the 2026/2027 annual fees and charges report that is presented to full Council.

## 21. Hackney Carriage Fares – Consideration of Request from Trade to Increase Fares

The Licensing Manager presented this report, AA98 already circulated, which invited the Committee to consider increasing the fares payable by members of the public to use an East Cambridgeshire District Council taxi following a formal request from members of the taxi trade. He explained that consultees had expressed concerns regarding the cost of living and the competition from online applications. Out of the 14 respondents, seven supported the proposals, three objected but recognised the need for an increase and four opposed any increase. 44 of the 91 hackney proprietors had their opinion represented and 37 of these 44 supported the proposal. The Committee had decided to go out to consultation at its last meeting on 10 September 2025. The Committee now needed to decide whether to agree the proposed increase, as detailed in the consultation exercise or whether the responses received justified amending the proposed fares.

In reply to Cllr Christine Colbert, the Licensing Manager explained that the meters would automatically change their rate after 880 yards. A laminated sheet could be provided to taxi drivers to assist with any calculations but as most journeys were at least a mile the rate for the first 880 yards did not apply to the vast majority of journeys.

In reply to Cllr John Trapp, the Licensing Manager explained that the Council could not take speed limits into account when determining fares. He did not consider waiting time to be a significant issue for most of the journeys made in the district.

In reply to Cllr John Trapp, the Licensing Manager explained that ~~taxis~~ **private hire vehicles** operating through an online application were permitted to park outside a train station and wait for a customer who had contacted them via the application. They could be prosecuted for openly soliciting trade without using the application.

In reply to Cllr Mark Goldsack, the Licensing Manager explained that the alternative options in tables 2 and 3 in the report were options for councillors to consider if they believed that the evidence for the consultation was sufficient to reject the increases laid out in table 1 that had been consulted on. Cllr Mark Goldsack suggested that the options in tables 2 and 3 should not be agreed, as unlike the proposed increase in table 1, they had not been consulted on. Cllr Mark Inskip agreed **also supported the proposed increases in table 1** and suggested ~~that it was right to include details of~~ the options in tables 2 and 3 ~~in the report should have been consulted on~~. The Licensing Manager explained that any increase had to come into effect no later than 3 December 2025, which provided insufficient time for any additional consultation exercises.

In reply to Cllr John Trapp, the Licensing Manager explained that if the Committee agreed to increase the fares as proposed, the district's hackney carriages would be charging an average amount, compared to the fares

charged by taxis operating in neighbouring districts. In reply to Cllr Lee Denney, the Licensing Manager reported that fares had not been increased since 2022, whilst the cost of new vehicles had increased greatly during that time, along with insurance and maintenance costs. The Committee had considered these points at their meeting in September and decided that a 20% increase was viable and should be consulted on.

In reply to Cllr Christine Colbert, the Licensing Manager explained that the reference to an £8 start rate by JR Cars was a misunderstanding, as Hackney Carriages operating in the district had never had an £8 start rate.

The Committee moved into debate.

Cllr Christine Ambrose Smith stated that fares had not been increased in three years and a decent taxi service needed modern vehicles. Due to inflation and rising costs she supported the right of taxi operators to have the right to increase their fees. Cllr Mark Goldsack agreed, stating that the Council had consulted on the proposed increase in table 1 and the majority of those consulted supported those increases. Cllr Julia Huffer also supported the proposed increase and was impressed by the number of responses received as a result of the consultation.

Cllr Alan Sharp accepted that taxis operating via an online platform had the right to compete in an open marked but expressed concern that they were not always operating as they were permitted to. Cllr Mark Inskip agreed and stated that he would prefer to use the professional service provided by a hackney carriage fare.

Cllr Mark Goldsack proposed and Cllr Christine Whelan seconded the recommendation in the report. A vote was taken and with 10 votes in favour, 1 against and no abstentions

it was resolved to:

Instruct officers to vary the existing Table of Fares using the proposed Table of Fares contained in Table 1 in the report, to take effect from Friday 3 December 2025.

## **22. Licensing Manager's update**

The Licensing Manager reported that the service had increased in size to respond to the extra demand. It was doing excellent work and the Committee could expect a more detailed report before the end of the municipal year.

it was resolved:

That the Licensing Manager's update be noted.

## **23. Forward agenda plan**

The Committee received its Forward Agenda Plan. The Chair stated that meeting scheduled for Wednesday 10 December might not be going ahead.

it was resolved:

That the Forward Agenda Plan be noted.

The meeting concluded at 12:06 pm

Chair.....

Date.....

DRAFT





# East Cambridgeshire District Council

## Minutes of a Meeting of the Licensing (Non-Statutory) Sub Committee

Held at The Grange, Nutholt Lane, Ely, CB7 4EE at 12:00pm  
on Wednesday 10 September 2025

### Present:

Cllr Lorna Dupré  
Cllr Martin Goodearl (Chair)  
Cllr Keith Horgan  
Cllr Julia Huffer  
Cllr John Trapp  
Cllr Gareth Wilson

### Officers:

Patrick Adams – Senior Democratic Services Officer  
Lin Bagwell – Licensing Officer (Enforcement)  
Stewart Broome – Licensing Manager  
Maggie Camp – Director (Legal Services)

### In attendance:

Mr and Mrs Francombe

### 1. Declarations of interest

None.

### 2. Application for Consent to Trade from a Location Defined as a Consent Street in Accordance with the Local Government (Miscellaneous Provisions) Act 1982

The Sub-Committee considered a report, AA44 previously circulated, to consider an application from Leah Francombe to trade from a boundary location defined as a Consent Street within the East Cambridgeshire district boundary. It was noted that this was a retrospective application as the business had been trading for some time but had only recently come to the attention of the Council. The Sub-Committee needed to take into consideration the views of the applicant and the objectors.

Members of the Sub Committee were invited to ask questions of the officer.

In response to questioning, the Licensing Officer (Enforcement) explained that the Sub Committee needed to consider road safety when making their decision.

Cllr Lorna Dupré stated that according to the County Council's records, the track by the property in question was a bridleway, which cars were prohibited from driving on. This meant that all cars that drove and parked on the bridleway, including those who lived on the bridleway, were technically breaching the Road Traffic Act 1988. It was understood that this was not a licensing matter and Cllr Dupré volunteered to contact the local County Councillor regarding this issue.

The Licensing Manager explained that the applicant required a licence, even though the flower stall was on her own private property. The Licensing Officer (Enforcement) reported that planning permission was not required for this business.

The Licensing Officer (Enforcement) confirmed that there were no parking restrictions on the A1123 road, in front of the property.

The Licensing Manager reported that the display board outside the property was not a licensing matter.

Mr Francombe spoke on behalf of the applicant and made the following points:

- He acknowledged that there were concerns from residents regarding parking.
- He had offered to make a parking space, by removing bushes from the side of his property.
- Very few vehicles used the bridleway by the side of the property.
- Parking could also be encouraged by the black gates.
- Darling Buds of Wilburton was a small business, where flowers leftover from weddings and other events were sold, with money being placed in an honesty box.

In reply to questions from Cllr John Trapp, Mr Francombe estimated that approximately 2-4 customers stopped a day, with more leading up to Mothers' Day. He explained that the sign, which could be seen from the road, was taken down when all flowers had been sold and that other motorists stopped in the area for reasons unrelated to the flower stall. He added that clearing vegetation by the side of his property to create a parking area would assist all visitors, not just customers for the flower stall.

In reply to Cllr Gareth Wilson, Mr Francombe confirmed that the bushes that needed to be cleared to create a parking space were on his land. He added that other vegetation along the lane was no longer being maintained. He distributed photographs at the meeting and stated that whilst he and the applicant were prepared to move the current location of the stall, they felt that it was currently in the best position with regards to customers parking unobtrusively.

In reply to Cllr Keith Horgan, Mr Francombe stated that there was a motion sensitive light at the property for late afternoon customers during the winter months. The Licensing Manager confirmed that by being present at the property, the applicant had met the requirement for being present for 75% of

the time, as the business was static. He agreed to consider amending the wording of this condition in the Council's licensing policies, to make it clearer.

The meeting went into closed session. After a full and frank discussion the Committee made the following decision.

**Decision (provided to Leah Francombe at the conclusion of the hearing)**

The decision of the Licensing (Non-Statutory) Sub-Committee (in exercise of the powers delegated by East Cambridgeshire District Council as Licensing Authority) was to:

Grant the application for Street Trading Consent, as applied for.

**Reasons for the Decision (provided to Leah Francombe at the conclusion of the hearing)**

Having read the content of the objections, and listened to the submissions by the applicant, Members considered public safety, the avoidance of public nuisance, highway issues and compliance with legal requirements would not be undermined by the application. The Sub-Committee considered that there had been no objections from Cambridgeshire Constabulary, Cambridgeshire County Council highways department or the parish council, and it was further noted that there were no restrictions on parking on the A1123.

The meeting closed at 1:30 pm

Chair.....

Date.....



# East Cambridgeshire District Council

## **Minutes of a Meeting of the Licensing (Non-Statutory) Sub Committee**

Held at The Grange, Nutholt Lane, Ely, CB7 4EE at 1:45pm on Wednesday 10 September 2025

### **Present:**

Cllr Lorna Dupré  
Cllr Martin Goodearl (Chair)  
Cllr Keith Horgan  
Cllr Julia Huffer  
Cllr John Trapp  
Cllr Gareth Wilson

### **Officers:**

Patrick Adams – Senior Democratic Services Officer  
Lin Bagwell – Licensing Officer (Enforcement)  
Stewart Broome – Licensing Manager  
Maggie Camp – Director (Legal Services)

### **In attendance:**

Driver and Representative.

### **1. Apologies and substitutions**

No apologies for absence were received.

### **2. Declarations of interest**

None.

### **3. Exclusion of the Public including representatives of the Press**

It was resolved unanimously:

That the press and public be excluded during the consideration of item no. 4 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 there would be disclosure to them of exempt information of Categories 1, 2 and 7 of Part 1 Schedule 12A of the Local Government Act 1972 (as Amended).

**4. Local Government (Miscellaneous Provisions) Act 1976, Part II  
Report to consider relevant enforcement action against a Joint  
Hackney Carriage and Private Hire Driver License**

The Sub-Committee considered a report, AA45 previously circulated, to determine whether the licence holder could still be considered 'fit and proper' for the purposes of holding a joint hackney carriage and private hire driver's licence.

The report was delivered by the Licencing Manager; Members asked questions, made comments and received responses.

The decision of the Licensing (Non-Statutory) Sub-Committee (in exercise of the powers delegated by East Cambridgeshire District Council as Licensing Authority) was to:

Suspend licence JNT/126 until such time as a Blue Lamp Trust practical driving assessment pass certificate is provided to the Licensing Authority.

Section 61(2B) has not been enacted, and therefore, the suspension will take effect in 21 days, or if an appeal is lodged with the Magistrates' Court, at the disposal or withdrawal of any such appeal.

The meeting closed at 3 pm

Chair.....

Date.....



## AGENDA ITEM 5

### **TITLE: CONSULTATION ON LOCAL TRANSPORT AUTHORITIES AND THE LICENSING OF TAXIS AND PRIVATE HIRE VEHICLES**

Committee: Licensing Committee

Date: 11 February 2025

Author: Stewart Broome, Licensing Manager

Report number: AA139

Contact officer: Stewart Broome, Licensing Manager

[stewart.broome@eastcambs.gov.uk](mailto:stewart.broome@eastcambs.gov.uk), 01353 616287, SF204, The Grange, Ely

#### **1.0 Issue**

- 1.1 To inform Members of a Government consultation on the transfer of responsibility for taxis and private hire licensing from District Councils and Metropolitan Borough Councils to Local Transport Authorities ("LTA's") in England as part of an effort to curb "out of area" working.

#### **2.0 Recommendations**

- 2.1 Members are asked to note the content of this report and are invited to submit comments for officers to consider.

#### **3.0 Background**

- 3.1 Responsibility for licensing Hackney Carriage drivers and vehicles and Private Hire driver, vehicles and operators currently rests with approximately 263 District Councils and Metropolitan Borough Councils, each of which has their own licensing policy and conditions. Of these there are 164 District Councils, 62 Unitary Authorities, 36 Metropolitan Borough Councils and Transport for London.
- 3.2 Each authority has responsibility in respect of licences which it has issued, however, drivers and vehicles from outside an authority's area may quite legitimately be used for services in that authority's area.
- 3.3 Under the Transport Act 2000, LTA's are responsible for formulating transport policies and publishing them through a local transport plan. East Cambridgeshire District Council falls within the Cambridge and Peterborough Combined Authority LTA which includes the District Councils in the Greater Cambridgeshire area along with Peterborough's Unitary Authority and the County Council. There are 70 LTA's in England in total.

## 4.0 Summary

- 4.1 In a consultation launched on 8 January 2026, the Department for Transport has proposed reduction of the number of licensing authorities from 263 to 70. The consultation runs for 12 weeks, closing on 1 April 2026.
- 4.2 A copy of the consultation can be found on the following link. [Local transport authorities and the licensing of taxis and private hire vehicles - GOV.UK](#).
- 4.3 Consultation questions:

### **Questions to local authorities who are currently responsible for taxi and private hire vehicle licensing:**

If all local transport authorities were made responsible for taxi and private hire vehicle licensing as proposed, would your local authority expect:

Question 1: Any one-off costs? If so, what would the one-off costs to your authority be for? How much would the costs be? Please provide a monetary value in pounds, if possible, otherwise the resource time required in hours.

Question 2: Any ongoing costs? If so, what would the ongoing costs to your authority be for? How much would the additional costs be? Please provide a monetary value in pounds, if possible, otherwise the resource time required in hours.

Question 3: Any one-off savings? If so, what would the savings to your authority be for? How much would the savings be? Please provide a monetary value in pounds, if possible, otherwise the resource time required.

Question 4: Any ongoing savings? If so, what would the savings to your authority be for? How much would the savings be? Please provide a monetary value in pounds, if possible, otherwise the resource time required.

Questions 5 to 8 only for LTAs to answer.

### **Consultation questions for the Taxi and PHV sector to answer (for Member information only):**

If all local transport authorities were made responsible for taxi and PHV licensing as proposed, would you expect:

Question 9: Any one-off costs? If so, what would the one-off costs be for? How much would the additional costs be? Please provide a monetary value in pounds, if possible, otherwise the resource time required in hours.

Question 10: Any ongoing costs? If so, what would the ongoing costs be for? How much would the costs be? Please provide a monetary value in pounds, if possible, otherwise the resource time required in hours.

Question 11: Any one-off savings? If so, what would the savings to your business be for? How much would the savings be? Please provide a monetary value in pounds, if possible, otherwise the resource time required.

Question 12: Any ongoing savings? If so, what would the savings be for? How much would the savings be? Please provide a monetary value in pounds, if possible, otherwise the resource time required.

**Consultation questions for all respondents:**

Question 13: Should all local transport authorities be responsible for taxi and private hire vehicle licensing? Why?

Question 14: Are there wider economic benefits in making all local transport authorities responsible for taxi and private hire vehicle licensing? If so, what are they?

Question 15: Are there other costs in making all local transport authorities responsible for taxi and private hire vehicle licensing? If so, what are they?

- 4.4 Members will note that nearly all of the questions for consultees relates to cost and savings implications. Questions 1-4 apply to existing licensing authorities. Only question 13, addressed to all respondents, is not focused on financial issues, and is an open question asking if LTA's should take responsibility and why?
- 4.5 This consultation is related to but separate from a proposed consultation on national minimum standards for the trade, following Baroness Casey's investigation into group-based Child Sexual Exploitation and Abuse, which is due to be launched this year.
- 4.6 Officers will seek to address questions 1-4 of the consultation and draft views on questions 13-15. This consultation will also be brought to the attention of the trade via a circular email.
- 4.7 It is intended to bring proposed responses to the meeting of Committee on 18 March 2026, taking into account any response from Members, who are welcome to liaise with officers in relation to the relevant questions. A response can then be submitted by 1 April 2026.

## **5.0 Conclusion**

- 5.1 Members are asked to note the content of this report and are invited to submit comments for officers to consider.

## **6.0 Additional Implications Assessment**

- 6.1 In the table below, please put Yes or No in each box:

<b>Financial Implications</b>	<b>Legal Implications</b>	<b>Human Resources (HR) Implications</b>

No	No	No
<b>Equality Impact Assessment (EIA)</b>  No	<b>Carbon Impact Assessment (CIA)</b>  No	<b>Data Protection Impact Assessment (DPIA)</b>  No

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<u>Background Documents</u>	<u>Location</u>	<u>Contact Officer</u>
English Devolution White Paper - <a href="#">English Devolution White Paper - GOV.UK</a>	Room SF204 The Grange, Ely	Stewart Broome Licensing Manager (01353) 616287

## AGENDA ITEM 6

### **TITLE: GENERAL LICENSING UPDATE**

Committee: Licensing Committee

Date: 11 February 2025

Author: Stewart Broome, Licensing Manager

Report number: AA140

Contact officer: Stewart Broome, Licensing Manager

[stewart.broome@eastcambs.gov.uk](mailto:stewart.broome@eastcambs.gov.uk), 01353 616287, SF204, The Grange, Ely

#### **1.0 Issue**

- 1.1 To inform Members of the ongoing work of the Licensing Authority and emerging matters

#### **2.0 Recommendations**

- 2.1 Members are asked to note the content of this report.

#### **3.0 Summary**

##### Licensing work

- 3.1 In the full year 1 January 2025 to 31 December 2025 the Licensing Authority received and processed 5,708 cases, a substantial increase over the previous full year figure of 1223 cases. To cope with the increased workload and associated queries and enforcement, the department has grown from 4 staff to 11 staff in under a year.

- 3.2 A particular highlight to note is that 5490 (96%) of these cases arrived electronically directly into the licensing mailbox, therefore reducing pressure on other areas of the Council, such as customer service and reprographics.

- 3.3 Despite the significant increase in work in the taxi area of licensing, all statutory and discretionary deadlines across all licensing types have been met.

- 3.4 Financially, the Licensing Authority is on target to recover the direct costs of the service and the corporate charges incurred by the service in this financial year despite the significant increase in costs incurred in running the service.

##### Tobacco and Vapes Bill

- 3.5 The Tobacco and Vapes Bill is currently at the Report Stage in the House of Lords and now expected to receive Royal Assent in the spring of this year. It is expected that the retail licensing scheme contained within this legislation is unlikely to commence until mid to late 2027. Officers will update Members as more details become available.

## Health and Care Act 2022 – Special Treatment Licensing Scheme

3.6 The Health and Care Act 2022 gave powers to the Secretary of State to introduce a new licensing scheme for cosmetic procedures. Following the consultation exercise that was held in 2025, work is still ongoing, but there is no official commencement date at this time. Until such time as this new legislation commences, tattooing, semi-permanent skin colouring, ear-piercing, electrolysis and acupuncture will remain a registration scheme processed by this Council's Commercial Section.

### **5.0 Conclusion**

5.1 Members are asked to note the content of this report.

### **6.0 Additional Implications Assessment**

6.1 In the table below, please put Yes or No in each box:

<b>Financial Implications</b>	<b>Legal Implications</b>	<b>Human Resources (HR) Implications</b>
No	No	No
<b>Equality Impact Assessment (EIA)</b>	<b>Carbon Impact Assessment (CIA)</b>	<b>Data Protection Impact Assessment (DPIA)</b>
No	No	No

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#### Background Documents

#### Location

#### Contact Officer

Room SF204  
The Grange,  
Ely

Stewart Broome  
Licensing Manager  
(01353) 616287

# Licensing Committee Annual Agenda Plan

## Agenda Item 7

**Lead Officer: Stewart Broome, Licensing Manager**  
**Democratic Services Officer: Patrick Adams**

<b>Wed 18 Mar 2025</b>	<b>10:00am</b>
Chair's Announcements	Democratic Services
Licensing Officer's Update	Stewart Broome, Licensing Manager
Forward Agenda Plan	Democratic Services

<b>Wed 13 May 2026</b>	<b>10:00am</b>
Chair's Announcements	Democratic Services
Licensing Officer's Update	Stewart Broome, Licensing Manager
Forward Agenda Plan	Democratic Services