

## **MCa/21/32 NEW HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLE LICENSING POLICY**

### **Call-in Notice**

#### **Call- in to the Mid Suffolk Overview and Scrutiny Committee 13 January 2021**

The following Councillors agree that the cabinet decision taken on Monday 6<sup>th</sup> Dec 2021 to adopt the post consultation draft Hackney Carriage and Private Hire Vehicle Licensing Policy should be called-in for scrutiny, for the following reasons:

1. The cabinet report MCa/21/32 stated at “11. *Environmental Implications: 11.1 The recommendation to switch to Hybrid and Fully Electric Vehicles could mean that either the Hackney Carriage ranks in the Mid Suffolk district need to be adapted or infrastructure will be needed nearby to support the change to Greener energy efficient vehicles.*” This statement appears to only consider some potential infrastructure implications and does not encompass or examine the wider environmental implications of the proposed policy. The Council declared a climate emergency motion in July 2019 which stated the aim: “*to work with partners . . . towards the aspiration of making the County of Suffolk carbon neutral by 2030.*” However, the proposed new policy proposes little that moves Hackney carriages and private hire vehicles toward more environmentally friendly or zero-carbon choices, apart from the “strong recommendation” that new taxis should be electric vehicles or hybrids. There is no deadline by which these changes should be made, and no support or encouragement offered to assist owners to adapt. The new policy states at 6.1.1 that the council, “*will look to research and develop an incentive scheme*” – however no plan or timetable is presented to take this forward. It is not shown how the policy contributes towards the Council’s stated aim of achieving carbon-neutrality by 2030.
2. The cabinet made a decision to adopt the policy without a full depiction of the debate on the draft report which had taken place at the Licencing and Regulatory committee on 16<sup>th</sup> August 2021, where opposition members pressed for electric vehicles and hybrids to be given a higher priority in the recommendations. Those calls were not accepted, and the draft report was eventually voted through on the chair’s casting vote. Cabinet members did not explore or seek to understand why some members of the Licencing and Regulatory Committee had been unable to support the draft policy when it was debated on August 16<sup>th</sup>.

Rachel Eburne  
John Field  
John Matthissen  
Andrew Mellen  
Mike Norris  
Penny Otton  
Daniel Pratt  
Andrew Stringer  
Rowland Warboys