

Licensing and Regulatory Committee



St Edmundsbury
BOROUGH COUNCIL

Title:	Agenda												
Date:	Tuesday 10 April 2018												
Time:	5.00 pm												
Venue:	Conference Chamber East (F1 R10) West Suffolk House Western Way Bury St Edmunds, IP33 3YU												
Full Members:	<p style="text-align: center;">Chairman Frank Warby Vice-Chairman Clive Springett</p> <p><i>Conservative Members (11)</i></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Sarah Broughton</td> <td style="width: 33%;">Richard Rout</td> </tr> <tr> <td>Mike Chester</td> <td>Clive Springett</td> </tr> <tr> <td>Mary Evans</td> <td>Peter Thompson</td> </tr> <tr> <td>Wayne Hailstone</td> <td>Frank Warby</td> </tr> <tr> <td>Beccy Hopfensperger</td> <td>Vacancy</td> </tr> <tr> <td>Margaret Marks</td> <td></td> </tr> </table> <p><i>Charter Group Member (1)</i> David Nettleton</p> <p><i>Haverhill Indys Group (1)</i> John Burns</p>	Sarah Broughton	Richard Rout	Mike Chester	Clive Springett	Mary Evans	Peter Thompson	Wayne Hailstone	Frank Warby	Beccy Hopfensperger	Vacancy	Margaret Marks	
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Mike Chester	Clive Springett												
Mary Evans	Peter Thompson												
Wayne Hailstone	Frank Warby												
Beccy Hopfensperger	Vacancy												
Margaret Marks													
Substitutes:	<p><i>Conservative Members (4)</i></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Ian Houlder</td> <td style="width: 33%;">Patricia Warby</td> </tr> <tr> <td>Susan Glossop</td> <td>Vacancy</td> </tr> </table> <p><i>Charter Group Member (1)</i> Diane Hind</p> <p><i>Haverhill Indys Group (1)</i> Tony Brown</p>	Ian Houlder	Patricia Warby	Susan Glossop	Vacancy								
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Interests – Declaration and Restriction on Participation:	Members are reminded of their responsibility to declare any disclosable pecuniary interest not entered in the Authority's register or local non pecuniary interest which they have in any item of business on the agenda (subject to the exception for sensitive information) and to leave the meeting prior to discussion and voting on an item in which they have a disclosable pecuniary interest.												
Quorum:	Five Members												
Committee administrator:	Christine Brain Democratic Services Officer (Scrutiny) Tel: 01638 719729 Email: christine.brain@westsuffolk.gov.uk												

Public Information



St Edmundsbury
BOROUGH COUNCIL

Venue:	West Suffolk House Western Way Bury St Edmunds Suffolk IP33 3YU	Tel: 01284 757120 Email: democratic.services@westsuffolk.gov.uk Web: www.stedmundsbury.gov.uk
Access to agenda and reports before the meeting:	Copies of the agenda and reports are open for public inspection at the above address at least five clear days before the meeting. They are also available to view on our website.	
Attendance at meetings:	The Borough Council actively welcomes members of the public and the press to attend its meetings and holds as many of its meetings as possible in public.	
Public participation:	Members of the public who live or work in the Borough are invited to put one question or statement of not more than three minutes duration relating to items to be discussed in Part 1 of the agenda only. If a question is asked and answered within three minutes, the person who asked the question may ask a supplementary question that arises from the reply. A person who wishes to speak must register at least 15 minutes before the time the meeting is scheduled to start. There is an overall time limit of 15 minutes for public speaking, which may be extended at the Chairman's discretion.	
Disabled access:	West Suffolk House has facilities for people with mobility impairments including a lift and wheelchair accessible WCs. However in the event of an emergency use of the lift is restricted for health and safety reasons. Visitor parking is at the car park at the front of the building and there are a number of accessible spaces.	
Induction loop:	An Induction loop is available for meetings held in the Conference Chamber.	
Recording of meetings:	The Council may record this meeting and permits members of the public and media to record or broadcast it as well (when the media and public are not lawfully excluded). Any member of the public who attends a meeting and objects to being filmed should advise the Committee Administrator who will instruct that they are not included in the filming.	

Agenda

Procedural Matters

Part 1 - Public

1. Apologies for Absence

2. Substitutes

3. Public Participation

Members of the public who live or work in the Borough are invited to put one question or statement of not more than 3 minutes duration relating to items on Part 1 of the agenda only. If a question is asked and answered within 3 minutes the person who asked the question may ask a supplementary question that arises from the reply.

A person wishing to speak must register to speak at least 15 minutes before the meeting is scheduled to start.

There is an overall time limit of 15 minutes for public speaking which may be extended at the Chairman's discretion.

4. Minutes

1 - 8

To confirm the minutes of the meeting held on 31 October 2018 (copy attached).

5. Hackney Carriage Fare Review 2018

9 - 24

Report No: **LIC/SE/18/002**

6. Proposals to Declare an Air Quality Management Area Designation on Sicklesmere Road, Bury St Edmunds

25 - 32

Report No: **LIC/SE/18/003**

Part 2 – Exempt

NONE

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Licensing and Regulatory Committee



St Edmundsbury
BOROUGH COUNCIL

Minutes of a meeting of the **Licensing and Regulatory Committee** held on **Tuesday 31 October 2017** at **5.00 pm** in **Conference Chamber West, West Suffolk House, Western Way, Bury St Edmunds IP33 3YU**

Present: **Councillors**

Chairman Frank Warby
Vice Chairman Clive Springett

John Burns
Sarah Broughton
Bob Cockle
Mary Evans

Beccy Hopfensperger
Margaret Marks
Richard Rout

Substitutes attending:

Susan Glossop

Patricia Warby

By Invitation:

Diane Hind, Ward Member for Northgate
David Nettleton, Ward Member for Risbygate

76. **Apologies for Absence**

Apologies for absence were received from Councillors Wayne Hailstone, Sara Mildmay-White and Anthony Williams.

77. **Substitutes**

The following substitutions were declared:

Councillor Susan Glossop for Councillor Sara Mildmay-White.
Councillor Patricia Warby for Councillor Wayne Hailstone.

78. **Minutes**

The minutes of the meeting held on 20 June 2017 were unanimously accepted by the Committee as an accurate record and signed by the Chairman.

79. **Public Participation**

Cathy Friel, a resident from Bury St Edmunds addressed the Committee on behalf of the Churchgate Area Association in respect of Item 7 on the agenda, "Statement of Licensing Policy and Cumulative Impact Policy Renewal". She

explained that she supported the proposed extended area to the CIP and its important to the town. There had been fewer complaints made relating to crime and noise nuisances since its initial introduction. Cambridge, Newmarket and Ipswich also had in place a CIP.

John Wilkin, a resident from Merchants Place, Bury St Edmunds addressed the Committee in respect of Item 7 on the agenda, "Statement of Licensing Policy and Cumulative Impact Policy Renewal". He explained that he supported the proposed extension to the CIP, as the area was becoming increasingly residential and felt it was important to restrict the growth of licensed premises.

80. **Taxi/Private Hire Handbook Revision**

The Committee received Report No: LIC/SE/17/009, which set out minor amendments to conditions in the existing taxi/private hire handbook.

The current Taxi and Private Hire Handbook was adopted in its current format on 11 April 2017. Since April 2017, officers had received further feedback from the trade through forums and inspections, and had proposed some minor amendments to the conditions, which were set out in Appendix 1 to the report.

The Committee considered the minor amendments (Appendix 1) and asked questions to which responses were provided.

It was then proposed by Councillor Beccy Hopfensperger, seconded by Councillor Margaret Marks and with the vote being unanimous, it was

RESOLVED:

That the revised conditions as set out in Appendix 1 to Report No: LIC/SE/17/009 be approved.

81. **Plate Exemption Process for Private Hire Vehicles**

The Committee received Report No: LIC/SE/17/010, which proposed amendments to the work procedure and conditions for a Private Hire Licensed Plate exemption for executive contracts.

On 20 June 2017, the Licensing and Regulatory Committee adopted a formal procedure for Private Hire Operators to apply for the S75 plate exemption. Since its adoption, feedback had been received on its processes from members of the trade via the council's drivers forum; members of customer services and testing station staff.

The proposed changes to the procedure for applying and having their application assessed had been made to the guidance notes and were attached at Appendix 1 to the report. It was hoped that the minor changes being proposed would impact positively on both staff and the trade in simplifying the process.

The Committee considered the minor amendments (Appendix 1) and did not raise any issues regarding the proposals.

It was then proposed by Councillor Margaret Marks, seconded by Councillor Sarah Broughton and with the vote being unanimous, it was

RESOLVED:

That the amendments to the proposed guidance and conditions as set out in Appendix 1 to Report No: LIC/SE/17/010 be approved.

82. Statement of Licensing Policy and Cumulative Impact Policy Renewal

[Councillor Beccy Hopfensperger declared a non-pecuniary interest as a resident of Risbygate Street and remained in the meeting during the discussions and subsequent voting].

Councillor David Nettleton, Ward Member for Risbygate addressed the Committee in respect of this item and the proposal to extend the Cumulative Impact Policy (CIP) into his Ward, which included St Andrew's Street North, Bury St Edmunds and hoped the CIP would not be extended into these areas. He explained that he felt the CIP did not deliver what its advocates said it would. Although he opposed it right from the start, he explained that if Councillors Jo Rayner and Andrew Speed, Ward Members for Abbeygate did not object to its extension to cover the area north, beyond Abbeygate Street to the ward boundaries with Risbygate and Eastgate, he was not objecting as they were the Ward Members. He referred to Councillor Patricia Warby, Ward Member for Eastgate who was present as a member of the Committee, and who could comment or not about the eastern side of St Johns Street which she chose not to. For his part, Councillor Nettleton did not want the CIP extended into the Risbygate Ward. He stated that Bury St Edmunds had a thriving town centre and he felt the CIP would not be beneficial as a whole.

The Committee received Report No: LIC/SE/17/011, presented by the Licensing Team Leader, which set out proposals to re-adopt both the Statement of Licensing Policy and Cumulative Impact Policy area for Bury town centre, based on a review of the current legislative framework, the effectiveness of the current policy on crime and disorder in the area and a consultation carried out in accordance with statutory guidelines that apply.

Members were informed that the Council had adopted the current Statement of Licensing Policy centre in 2012 (Report [D160](#) refers). Under the scope of the Policy, the Council adopted a special area policy covering certain parts of the town centre of Bury St Edmunds where the cumulative impact of significant number of licensed premises concentrated in the area is considered to have a potential impact on the promotion of the licensing objectives.

A number of appendices were attached to Report No: LIC/SE/17/011, as follows:

(Appendix 1) – Crime statistics

(Appendix 2) - Summary of the Consultation Responses

(Appendix 3) – Proposed Policy wording and the proposed map extension

of the Cumulative Impact Policy
(Appendix 4) – Residents consultation responses
(Appendix 5) – Police consultation
(Appendix 6) – British Beer and Pub Association consultation response.

The Committee considered the report and the appendices, in particular Appendix 3 in detail and asked questions to which responses were provided.

The Licensing Team Leader wished to reassure the Committee that the proposal to extend the CIP would not prevent new businesses from applying for an alcohol licence or an extension to their existing licensing hours, but would mean when applying for a licence the applicant would have to provide additional evidence to support their application with the burden of proof that their activities, if approved, would not increase crime, disorder or anti-social behaviour. The proposals would not exclude restaurants and cafés, and was mainly aimed at premises wishing to sell alcohol after 11pm. The proposal to extend the area would encompass the two night clubs, late-night refreshments and take-away's which should have been included in the original CIP based on the evidence.

In response to a question raised, members were informed that a number of conditions for night clubs had recently been reviewed. With regards to CCTV outside night clubs, this covered the outside collateral viewing only (entrance to the building). However, the whole area was monitored by the Borough Councils CCTV system.

Several members of the Committee felt that the night time economy was paramount to the town and did not want to make it too onerous for new businesses to apply the additional burden of risk assessment and proposals for mitigation as part of their licence application, and therefore felt they could not support the proposed extension to the CIP area. Members also had some concerns about the need for housing and a thriving town centre.

In response members were informed that the Police had requested the extension to include St Andrew Street North.

The Committee felt that Councillor Nettleton, Ward Member for Risbygate had made some reasonably valid points and suggested that the CIP should include the town centre, but not St Andrew Street North and that the proposed map on page 39 (Appendix 3) be amended to not include the north of Risbygate Street and Brentgovel Street.

It was then proposed by Councillor Richard Rout seconded by Councillor Bob Cockle and with the vote being unanimous, it was

RECOMMENDED:

That subject to the approval of Cabinet and Council:

- 1) The revised Statement of Licensing Policy attached at Appendix 3 to Report No: LIC/SE/17/011, be adopted.**

2) The Cumulative Impact Area be amended to only extend to the Abbeygate Ward boundary, within the Statement of Licensing Policy, attached as Appendix 3 to Report No: LIC/SE/17/011, be adopted.

83. Local Air Quality - Progress Report 2016-2017

[Councillor Margaret Marks declared a pecuniary interest - owns a rental house on Withersfield Road, Haverhill, and remained in the meeting during the discussion and voting].

Councillor Diane Hind, Ward Member for Northgate addressed the Committee in respect of this item and asked the Committee to also consider recommending BSE9 Fornham Road (Tollgate) as a designated Air Quality Management Area. She explained that the air quality was just below the 40 mark when bias adjusted, but was the third worst of the monitored areas in St Edmundsbury. The two greater areas other than the Tollgate junction, were two adjacent sections (BSE1 and BSE15) along Sicklesmere Road (42.1 and 41.5), which could only be regarded as one location on the plan, and BSE6 Kings Road roundabout (41.5). The specially monitored area was "The Street, Gt Barton", GB4 (37.9 in 2016 - down from 40.9 in 2015). She stated that the others areas might not get worse but BSE 9 would, as the waste hub and the Marham Park development would generate more traffic at the Tollgate. She was concerned not just for the residents who lived adjacent to the junction but also the cyclists and pedestrians who also suffered the high levels of Nitrogen Dioxide. She then explained that one month was not recorded but out of the other 11 months 10 were over 40. Four of those were over 50 at 56.8, 59.2 50.6 and 54.1. She stated that a similar report had been presented to the Sustainable Development Work Party last year at which she had drawn this to that Committee's attention. The trend was moving upward at Tollgate, because in 2015 nine recordings were over 40 and three were over 50 (57.4 50.6 and 57.3). She respectfully requested that the Committee be proactive and ask that BSE9 be designated an Air Quality Management Area now before the situation worsens.

Councillor David Nettleton, Ward Member for Risbygate addressed the Committee in respect of this item. He provided some background regarding a planning application DC/16/0267/FUL when Havebury wanted to build 36 apartments behind the Beerhouse on the corner of Tayfen Road and Station Hill. An objection was made by the Council's Environment Officer on grounds of air quality as there were over 15,000 vehicle movements a day on this narrow section of Tayfen Road. The matter was eventually resolved after a full report and conditions had been imposed. He felt this was an indicator that the car was threatening housing growth and public health, and that "we were sitting on a ticking time-bomb" as the Sicklesmere Road survey had indicated, and urgent action was needed to reduce the use of cars.

The Committee received Report No: LIC/SE/17/012, which reported on work undertaken during 2016 to meet Local Air Quality Regulations across the Borough.

For the majority of the Borough, it was reported that air quality remained good and continued to show a long-term trend of slight year-on-year

improvement. However, officers continued to undertake detailed monitoring and increased monitoring in Bury St Edmunds during 2016, compared to 2015, to ensure that monitoring covered all areas of possible concern. All but three monitored locations in St Edmundsbury Borough Council were below the national objectives for nitrogen dioxide in 2016. Two of these exceedances were recorded on Sicklesmere Road, Bury St Edmunds, including the highest recorded value, where an annual average value of 42.1 microgrammes per metre cubed was recorded. The other exceedance was located at the junction of Parkway and Kings Road. However, when adjusted to the façade of the closest residential structure this location was below the objective and therefore no further assessment was required in this location.

Monitoring began at Sicklesmere Road in 2015 in order to assess the impact of the south-east Bury St Edmunds strategic development site. Given that an exceedance had been recorded on Sicklesmere Road for two consecutive years an Air Quality Management Area should, in line with statutory guidance, be in place at this location. Although a significant improvement of the local air quality was anticipated at this location when the Bury St Edmunds south east strategic development site delivered its planned 'spine' road, it was considered that the declaration of an Air Quality Management Area would be beneficial so that interim solutions could be explored. A designation would also ensure that a legal framework for action would be in place should the strategic development site not progress at the rate initially planned.

Attached at Appendix 1 to the report was the area affected by the proposed Air Quality Management on Sicklesmere Road, Bury St Edmunds. Given the relatively small area and limited number of dwellings officers were recommending a 'fast track' declaration which did not require a full scale consultation, but required direct engagement with those directly affected together with key stakeholders. Subject to the engagement, a declaration would be brought to the Licensing and Regulatory Committee for consideration in a separate report.

The Committee was asked to consider the work undertaken in order to improve local air quality in West Suffolk, and to give consideration to the principle of designating an Air Quality Management Area on Sicklesmere Road, Bury St Edmunds based on monitoring and assessment carried out by the Council.

The Committee considered the report in detail and asked a number of questions to which responses were provided. In particular discussions were held on the impact of traffic lights verses roundabouts regarding air quality; as well as the benefits of having more greenery by having the right trees to help improve air quality, particularly when considering planning applications and the arboricultural elements.

In response to a particular question raised, members were informed that there had been an improvement against the air quality objective for BSE 9 (Fornham Road/Tollgate). The annual figure showed for 2016 had taken into account the pollutant objectives and the adjustment had allowed for the missing data as highlighted by Councillor Hind. Officers were also working with highway's colleagues to reduce air pollution.

Councillor Beccy Hopfensperger informed the Committee that she supported Councillor Hind's suggestion of extending the air quality management to Fornham Road, and then questioned whether the Council's Environment Officer commented on planning applications and changes to highway's infrastructure.

In response, the Committee was advised that an Air Quality Assessment (AQA) was carried out at Marham Park when the planning application was submitted, and as an outcome the Tollgate junctions were currently being remodelled due to the information contained within the AQA. With regard to Tayfen Road, the Environment Officer advised that he had not yet commented on the proposed changes to the highway's infrastructure.

The Service Manager (Environmental Health) informed the Committee that the Council was lobby for change and improvements in air quality. He also explained that it was in the gift of the Committee to also lobby other agencies, and suggested it might wish to write to Suffolk County Council Highways to lobby to undertaken infrastructure improvements to improve air quality. Officers also looked at the implications of air quality on all planning applications and would robustly test those models.

It was then proposed by Councillor Richard Rout, seconded by Councillor Sarah Broughton and with the vote being unanimous, it was

RESOLVED:

That:

- 1) The work undertaken in order to improve local air quality in West Suffolk be noted:
- 2) The principle of designating an Air Quality Management Area on Sicklesmere Road, Bury St Edmunds based on monitoring and assessment carried out by council officers, be endorsed.

84. Work Programme Update

The Committee received Report No: LIC/SE/17/013, which updated members on the current status of its work programme of items for consideration (Appendix 1) during 2018. The Service Manager (Environmental Health Service) informed the Committee that it could add items to the forward work programme, which was within its remit, with the approval of the Chairman of the Committee and in consultation with the Portfolio Holder for Planning and Growth.

In response to a question raised, members were informed that the Local Air Quality Management Report scheduled to be presented to the Committee on 23 January 2018 was for the consideration of proposals to declare an Air Quality Management Area on Sicklesmere Road, Bury St Edmunds.

There being no decision required, the Committee **noted** the current status of its work programme and the items expected during 2018.

The Meeting concluded at 6.10 pm

Signed by:

Chairman

Licensing and Regulatory Committee



St Edmundsbury
BOROUGH COUNCIL

Title of Report:	Hackney Carriage Fare Review 2018	
Report No:	LIC/SE/18/002	
Report to and date:	Licensing and Regulatory Committee	10 April 2018
Portfolio holder:	Councillor Alaric Pugh Portfolio Holder for Planning and Growth Tel: 07930 460899 Email: alaric.pugh@stedsbc.gov.uk	
Lead officer:	Amanda Garnham Licensing Team Leader Tel: 01284 758050 Email: Amanda.garnham@westsuffolk.gov.uk	
Purpose of report:	Licensing and Regulatory Committee to consider the proposed hackney carriage fare alignments.	
Recommendation:	<p>Licensing and Regulatory Committee: It is <u>RECOMMENDED</u> that Members:</p> <p>1) Determine and <u>approve</u> either option 1 or option 2, and</p> <p>2) If the request is approved, the effective date of the implementation of the increase be on 4 June 2018 (subject to statutory procedure relating to public objections).</p>	
Key Decision: (Check the appropriate box and delete all those that <u>do not</u> apply.)	<p><i>Is this a Key Decision and, if so, under which definition?</i></p> <p>Yes, it is a Key Decision - <input type="checkbox"/></p> <p>No, it is not a Key Decision - <input checked="" type="checkbox"/></p>	

Consultation:		<ul style="list-style-type: none"> Letter to all holders of a Hackney Carriage vehicle licence outlining options 	
Alternative option(s):		<ul style="list-style-type: none"> Options as per recommendations and contained within the report 	
Implications:			
Are there any financial implications? If yes, please give details		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Are there any staffing implications? If yes, please give details		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Are there any ICT implications? If yes, please give details		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Are there any legal and/or policy implications? If yes, please give details		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Are there any equality implications? If yes, please give details		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Risk/opportunity assessment:		<i>(potential hazards or opportunities affecting corporate, service or project objectives)</i>	
Risk area	Inherent level of risk (before controls)	Controls	Residual risk (after controls)
	Low/Medium/ High*		Low/Medium/ High*
Not taking into consideration the objections received could lead to challenge	Medium	Further dialogue with the public and the taxi trade	Low
Not making an initial attempt to align the fares will delay the Single council process	medium		
Ward(s) affected:		All Wards	
Background papers: <i>(all background papers are to be published on the website and a link included)</i>		Local Government (Miscellaneous Provisions) Act 1976 http://www.legislation.gov.uk/ukpga/1976/57	
Documents attached:		Appendix 1 - Current fares cards Appendix 2 - Proposed fare cards Appendix 3 - Fare Comparisons Appendix 4 - Consultation Form to all West Suffolk Drivers Appendix 5 - Consultation Raw Data	

1. Key issues and reasons for recommendation(s)

- 1.1 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 enables St Edmundsbury Council (the Council), at its discretion, to fix and vary the tariff for Hackney Carriages that are licensed by the Council.
- 1.2 The Council power extends to fixing, or varying, the rates of fares within the borough for time and distance, and all other charges in connection with the hire of a Hackney Carriage vehicle, or with the arrangements for the hire of a vehicle, by means of a table of fares.
- 1.3 The Local Government (Miscellaneous Provisions) Act 1976 (the Act) lays down a statutory procedure for varying fares charged by Hackney Carriage drivers. When setting Hackney Carriage fares there is no requirement under the Act to take into account external factors, and there is no limit on the amount of increase or variation.
- 1.4 The latest fares for Hackney Carriages for both West Suffolk Councils can be found at **Appendix 1**.
- 1.5 The Licensing and Regulatory Committee under the Council's Constitution can set or refuse hackney fares. It has been agreed that they will be reviewed annually. However, on this occasion, the review is anticipating the alignment of the fares in respect of the 'Single Council approach'.
- 1.6 The tariffs for St Edmundsbury and Forest Heath Councils differ widely. Therefore, it is proposed that fees should be aligned in two stages.
- 1.7 **Stage 1** has been to bring members of the hackney trade from both Authorities in as a group for discussion as to the first round of changes which would align the amount of tariffs and close the gaps to the running miles prices/flags.
- 1.8 From the discussions, the group have formulated a proposed new set of fares which can be found in **Appendix 2**. Side by side comparisons and running miles can be found in **Appendix 3**.
- 1.9 The tariffs proposed have been scrutinised by our meter agents (Digitax and Panther Taxis) who calibrate our hackney meters. They have made some minor amendments and are in agreement that they significantly align most of the differing tariffs at this stage, particularly for tariff 1.
- 1.10 **Stage 2** will be for the Licensing and Regulatory Committee to select one of the new tariffs for all hackneys for the commencement of Single Council in 2019.
- 1.11 **Stage 2** can either be considered by members during this committee or at a later date closer to Single Council commencement.

2. Consultation

- 2.1 The Council is only required to consult on the proposed fares with members of the public. However **all** licensed drivers across West Suffolk Councils were written to and given an opportunity to provide feedback. Not all licensed drivers drive hackney vehicles, however, all licensed drivers receive a combined Hackney and Private Hire licence. A copy of the letter and consultation form can be found at **Appendix 4**.
- 2.2 Out of the 671 combined hackney/private hire drivers that were consulted, there are 475 drivers in St Edmundsbury and 196 in Forest Heath: (N.B figures are correct at the time of the report).
- 2.3 There are 66 licensed hackney vehicles in St Edmundsbury and 131 licensed Hackney vehicles in Forest heath. Of the 26 responses, 18 are received from Forest Heath licensees and 8 were from St Edmundsbury licensees.
- 2.4 The responses were classified as follows:
- 6 responded against the proposed fares alignment
 - 17 responded in favour of the proposed fare alignment
 - 3 had no comment to make
 - 0 requested more proposals.
- 2.5 Some of the respondees declined the Stage 1 fare alignment. However, they were in favour of the two authorities completely aligning all fares and the livery for hackneys. It was decided that the 20p per bag fee would be removed.

Raw data from this consultation is available in **Appendix 5**.

3. Options

- 3.1 The options set below are aimed at staging the changes to fares in a way that the Council can achieve its goal of aligned fares for a Single Council without negatively affecting the trade. Members are also invited to consider which fares will be preferable to the public and trade by April 2019.
- 3.1.1 The Committee is requested to consider the options listed below.
- 3.1.2 **Option 1:** Approve the advertising of the proposed **new** Hackney Carriage fares for St Edmundsbury.
- 3.1.3 **Option 2:** Approve the advertising of the proposed **new** hackney Carriage fares devised for St Edmundsbury **and** recommend which set of fares to be considered for **Stage 2** to be in place for Single Council on 1 April 2019.

4. Public consultation

- 4.1 If the Committee proceeds with Options 1 or 2 then an advertisement setting out the increased fares must be placed in at least one local newspaper. Members of the public will have 14 days from the date of the advertisement in which to submit any representations for or against the fare increase / decrease. If objections are received then they must be considered by the Licensing and Regulatory Committee before the proposed fare changes can be implemented.

- 4.2 If no objections are received the revised table of fares will come into effect on the date specified (not less than 14 days after publication in the newspaper of the notice). If there are objections the Council must set a further date within 2 months of the above date on which the new fares will come into force following further consideration by Members.

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Current Fare Cards

FOREST HEATH DISTRICT COUNCIL	
FARE TARIFF	
MAXIMUM FARES FOR HACKNEY CARRIAGES	
OPERATIONAL FROM 00:00 HOURS – 20 February 2014	
TARIFF 1	
Between the hours of 6.00am and 11.00pm	
For the first 718 yards [657 mtrs] or 2 minutes 43 seconds or a combination of time and distance	£2.60
For each additional 199 yards [181 mtrs] or part thereof or 49 seconds or a combination of time and distance	£0.20
TARIFF 2	
Between the hours of 11.00pm and 6.00am and from 6.00pm on 24 th December and on all public holidays	
For the first 718 yards [657 mtrs] or 2 minutes 43 seconds or a combination of time and distance	£3.10
For each additional 152 yards [138 mtrs] or part thereof or 37 seconds or a combination of time and distance	£0.20
TARIFF 3	
For each hiring on a Sunday between 6.00 am and 11.00 pm	
For the first 718 yards [657 mtrs] or 2 minutes 43 seconds or a combination of time and distance	£3.20
For each additional 199 yards [181 mtrs] or part thereof or 49 seconds or a combination of time and distance	£0.20
TARIFF 4	
For hirings between 11.00 pm on 24 th December and 6.00 am on 27 th December and between 6.00 pm on 31 st December and 6.00 am on 1 st January	
For the first 718 yards [657 mtrs] or 2 minutes 43 seconds or a combination of time and distance	£4.20
For each additional 199 yards [181 mtrs] or part thereof or 49 seconds or a combination of time and distance	£0.40
(Note: The metric equivalents given are all approximate.)	
ADDITIONAL CHARGES	
1. For each additional passenger to 4 carried in licensed MPV's	£1.50
2. For each article of luggage conveyed outside the passenger compartment of the carriage	£0.20
3. For soiling of the carriage, resulting in cleaning being required (up to a maximum of)	£60.00
4. The equivalent amount of any congestion or toll charge incurred during a particular hiring	
THE ABOVE TABLE OF FARES IS INCLUSIVE OF VAT	

**ST. EDMUNDSBURY BOROUGH COUNCIL
FARE TARIFF
MAXIMUM FARES FOR HACKNEY CARRIAGES
OPERATIONAL FROM 00:00 HOURS – 25 November 2015**

TARIFF 1

Between the hours of 07:00 and 24:00

If distance does not exceed 1 mile (1760 yards / 1609.344 metres)	£3.80
For each subsequent 110 yards (100.584 metres) or part thereof	£0.10
Waiting time (per minute)	£0.25

TARIFF 2

For any journey commenced between the hours of 00:00 and 07:00, or for any hiring on a public or bank holiday

If distance does not exceed 1 mile (1760 yards / 1609.344 metres)	£5.70
For each subsequent 110 yards (100.584 metres) or part thereof	£0.15
Waiting time (per minute)	£0.25

TARIFF 3

**For any hiring on Christmas Day, Boxing Day and New Year's Day
Between the hours of 00:00 and 24:00**

If distance does not exceed 1 mile (1760 yards / 1609.344 metres)	£7.60
For each subsequent 110 yards (100.584 metres) or part thereof	£0.20
Waiting time (per minute)	£0.25

Following tariffs apply to vehicles licensed for more than 4 passengers where more than 4 passengers are carried

TARIFF 4

Between the hours of 07:00 and 24:00

If distance does not exceed 1 mile (1760 yards / 1609.344 metres)	£5.70
For each subsequent 110 yards (100.584 metres) or part thereof	£0.15
Waiting time (per minute)	£0.25

TARIFF 5

For any journey commenced between the hours of 00:00 and 07:00, or for any hiring on a public or bank holiday

If distance does not exceed 1 mile (1760 yards / 1609.344 metres)	£8.55
For each subsequent 110 yards (100.584 metres) or part thereof	£0.20
Waiting time (per minute)	£0.25

TARIFF 6

**For any hiring on Christmas Day, Boxing Day and New Year's Day
Between the hours of 00:00 and 24:00**

If distance does not exceed 1 mile (1760 yards / 1609.344 metres)	£11.40
For each subsequent 110 yards (100.584 metres) or part thereof	£0.30
Waiting time (per minute)	£0.25

Additional Charges

- 1) **Soiling Charge**
 - a. For vehicles licensed up to 4 passengers £100.00
 - b. For vehicles licensed for more than 4 passengers £150.00
- 2) **For carriage of animals**

Not in purpose built cages (with the option to refuse) £1.00

(Excluding assistance animals which are free and must be carried)
- 3) The equivalent amount of any congestion or toll charge incurred during a particular hiring

**THE ABOVE TABLE OF FARES IS INCLUSIVE OF VAT
All meters are Calendar Controlled**

ST EDMUNDSBURY BOROUGH COUNCIL

STAGE 1 PROPOSED FARE TARIFF – CHANGES HIGHLIGHTED IN RED

TARIFF 1

Between the hours of 06:00 and 2300

If distance does not exceed 1760 yards (1609.344 metres) or 433 secs or a Combination of time and distance	£3.80
For each 199 yards (181 metres) or part there of or 49 seconds or a Combination of time and distance	£0.20

TARIFF 2

For any journey commenced between the hours 23:00 and 06:00 and on 18:00 to 23:00 24th
December and on all public holidays

If distance does not exceed 1760 yards (1609.344 metres) or 434 secs or a Combination of time and distance	£5.70
For each 150 yards (137.6 metres) or part thereof or 37 secs or a combination of time and distance	£0.20

TARIFF 3

For any hiring between 23:00 on 24th December to 06:00 on 27th December and between 1800 on
31st December and 06:00 on 1st January

If distance does not exceed 1564 yards (1430.122 metres) or 393 or 393 seconds	£7.60
For each 195 yards (178.308 metres) or part there of or 49 secs or a combination of time and distance	£0.40

ADDITIONAL CHARGES

- For each additional passenger carried in licensed MPV's

Tariff 1	£1.50
Tariff 2	£2.00
Tariff 3	£3.00
- For each article of luggage conveyed outside the passenger compartment
REMOVE £0.20
- For soiling of the carriage, resulting in cleaning (up to a maximum of) £100.00
- For carriage of animals (not in purpose built cages) with option to refuse
(No charge for assistance dogs) £1.00
- The equivalent amount of any congestion or toll charge incurred

FOREST HEATH DISTRICT COUNCIL

PROPOSED FARE TARIFF – STAGE 1 CHANGES HIGHLIGHTED IN RED

TARIFF 1

Between the hours of 06:00 and 23:00

If distance does not exceed **1114 yards (1018.642 metres)** or 2 minutes 43 secs or a

Combination of time and distance **£3.20**

For each **199 yards (181 metres)** or part there of or 49 seconds or a

Combination of time and distance **£0.20**

TARIFF 2

For any journey between the hours 23:00 and 06:00, and from 18:00 to 23:00 on 24th December and on all Pubic Holidays

If distance does not exceed **915 yards (836.676 metres)** or 2 minutes 43 secs or a

Combination of time and distance **£3.70**

For each **150 yards (137.16 metres)** or part thereof or 37 secs or a

Combination of time and distance **£0.20**

TARIFF 3

For hiring's between 23:00 on 24th December and 06:00 on 27th December and between 18:00 on 31st December and 06:00 on 1st January

For the first **915 yards (836.676 metres)** or 2 mins 43 secs or a combination of time and distance **£5.50**

For each **195 yards (178.308 metres)** or part there of or 49 secs or a combination of time and distance **£0.40**

ADDITIONAL CHARGES

1. For each additional passenger carried in licensed MPV's
Tariff 1 - £1.50
Tariff 2 - £2.00
Tariff 3 - £3.00
2. For each article of luggage conveyed outside the passenger compartment **£0.20 REMOVE**
3. For soiling of the carriage, resulting in cleaning (up to a maximum of) **£100.00**
4. For carriage of animals (not in purpose built cages) with option to refuse **£1.00**
(No charge to be made for assistance Dogs)
5. The equivalent amount of any congestion or toll charge incurred during a particular hiring

St Edmundsbury Taxi Tariff

Appendix 3

	<u>TARIFF 1</u>		<u>Proposed</u>
<u>Current</u>			
Waiting Time	24 secs		49 secs
Flag fall	3.80		3.80
Initial Yardage	1760		1760
Yards thereafter	110		199
Unit	0.10		0.20
Initial waiting time	384		433
<u>Distance (Miles)</u>			
Flag	3.80		3.80
1	3.80		3.80
2	5.40		5.60
3	7.00		7.40
4	8.60		9.20
5	10.20		11.00
6	11.80		12.80
7	13.40		14.60
8	15.00		16.20
9	16.60		18.00
10	18.20		19.80
Running Mile	1.60		1.77

	<u>TARIFF 2</u>		<u>Proposed</u>
<u>Current</u>			
Waiting Time	36 secs		37 secs
Flag fall	5.70		5.70
Initial Yardage	1760		1760
Yards thereafter	110		150
Unit	0.15		0.20
Initial waiting time	576		434
<u>Distance (Miles)</u>			
Flag	5.70		5.70
1	5.70		5.70
2	8.10		8.10
3	10.50		10.50
4	12.90		12.90
5	15.30		15.10
6	17.70		17.50
7	20.10		19.90
8	22.50		22.30
9	24.90		24.50
10	27.30		26.90
Running Mile	2.40		2.35

	<u>TARIFF 3</u>		<u>Proposed</u>
<u>Current</u>			
Waiting Time	48 secs		29 secs
Flag fall	7.60		7.60
Initial Yardage	1760		1564
Yards thereafter	110		195
Unit	0.20		0.40
Initial waiting time	768		393
<u>Distance (Miles)</u>			
Flag	7.60		7.60
1	7.60		8.40
2	10.80		12.00
3	14.00		15.60
4	17.20		19.20
5	20.40		22.80
6	23.60		26.40
7	26.80		30.00
8	30.00		33.60
9	33.20		37.20
10	36.40		40.80
Running Mile	3.20		3.61

Forest Heath Taxi Tariff

<u>TARIFF 1</u>		
<u>Current</u>		<u>Proposed</u>
Waiting Time	49 secs	49 secs
Flag fall	2.60	3.20
Initial Yardage	718	1114
Yards thereafter	199	199
Unit	0.20	0.20
Initial waiting time	177	274
<u>Distance (Miles)</u>		
Flag	2.60	3.20
1	3.80	4.00
2	5.60	5.80
3	7.20	7.40
4	9.00	9.20
5	10.80	11.00
6	12.60	12.80
7	14.40	14.60
8	16.20	16.40
9	17.80	18.00
10	19.60	19.80
Running Mile	1.77	1.77

<u>TARIFF 2</u>		
<u>Current</u>		<u>Proposed</u>
Waiting Time	37 secs	37 secs
Flag fall	3.10	3.70
Initial Yardage	718	915
Yards thereafter	152	150
Unit	0.20	0.20
Initial waiting time	175	226
<u>Distance (Miles)</u>		
Flag	3.10	3.70
1	4.50	4.90
2	6.90	7.30
3	9.30	9.70
4	11.50	11.90
5	13.90	14.30
6	16.10	16.70
7	18.50	19.10
8	20.70	21.30
9	23.10	23.70
10	25.50	26.10
Running Mile	2.32	2.35

<u>TARIFF 3</u>		
<u>Current</u>		<u>Proposed</u>
Waiting Time	49 secs	49 secs
Flag fall	3.20	5.50
Initial Yardage	718	915
Yards thereafter	199	195
Unit	0.20	0.40
Initial waiting time	177	230
<u>Distance (Miles)</u>		
Flag	3.20	5.50
1	4.40	7.50
2	6.20	11.10
3	7.80	14.70
4	9.60	18.30
5	11.40	21.90
6	13.20	25.50
7	15.00	29.10
8	16.80	32.70
9	18.40	36.30
10	20.20	39.90
Running Mile	1.77	3.61

**Hackney Carriage Fare
Alignment Consultation
Stage 1**



Please see the amended fare

Driver name	
Badge No	CD
Who are you licensed with? (please tick)	St Edmundsbury Borough Council <input type="checkbox"/> Forest Heath District Council <input type="checkbox"/>
Do you own a Hackney Carriage vehicle?	Yes <input type="checkbox"/> No <input type="checkbox"/>
Do you drive/rent a Hackney Carriage Vehicle?	Yes <input type="checkbox"/> No <input type="checkbox"/>
Hackney Plate Number (if you own/drive one)	HV
Do you think this is a fair amendment to the current fares to bring them in line together as stage one?	Yes <input type="checkbox"/> No <input type="checkbox"/>
Please give reasons for your answer and detail if you would recommend anything different	
Signed	
Date	

cards enclosed

Please return this form to the council – or scan to licensing@westsuffolk.gov.uk by **5 March 2018**

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Hackney Owner?	Hackney Driver?	FHDC?	SEBC?	Response
yes	yes	yes		Declined stage 1 alignment as feels that both councils should be aligned fully including liveries
yes	yes	yes		Agreed the fair alignment and felt it was time for an increase due to rising costs
no	yes	yes		Agreed the fair alignment and is a part time driver
no	yes	yes		Agreed the fair alignment and rents a hackney vehicle, feels that the public should have one tariff
yes	yes	yes		Declined Stage 1 alignment but made no comment
yes	yes	yes		Agreed with the fair alignment and feels any increases should be in line with inflation
yes	yes	yes		Agreed the fair alignment but made no comment
no	no		yes	Agreed the fair alignment but made no comment
yes	yes	yes		Declined the Stage 1 alignment as feels the increases should not reflect just an alignment but all of the costs for the vehicle and to the owner should be considered
yes	yes	yes		Declined stage 1 as felt all the alignments should be done in one stage including fees and liveries
yes	yes	yes		Agreed alignment as costs are rising for the drivers and vehicle owners and feels the gap between the councils are too far apart
yes	yes	yes		Agreed alignment and felt this should have been done a long time ago as the gap between the councils are so far apart
yes	yes		yes	no comment either way
yes	yes	yes		Does not agree with the changes as the first mile increase is quite high, cannot suggest a way to change this and does not agree with charging for pets
yes	yes	yes		Agrees with the alignment
yes	yes	yes		Agrees with the alignment and any increase due to the rising running costs
yes	yes		yes	Agrees with the alignment but not the timings. Wants the luggage charge to be scrapped
yes	yes	yes		Agrees with the alignment
yes	yes	yes		Agrees with the alignment and any increase due to the rising running costs
yes	yes	yes		Agrees with the alignment and feels it is fair
yes	yes	yes		Agrees with the alignment and fees it is fair
no	no		yes	Doesn't drive a hackney so does not affect them
no	no		yes	Agrees with the alignment
no	yes		yes	Doesn't agree with alignment and comments on bag charge and soilage feeling that police and council should enforce
no	no		yes	Agrees with the alignment
no	no		yes	no comment either way

17 Agrees, 4 SEBC 13 FHDC
 6 against for various reasons, 1 SEBC 5 FHDC
 3 no comment either way

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Licensing and Regulatory Committee



St Edmundsbury
BOROUGH COUNCIL

Title of Report:	Proposals to Declare an Air Quality Management Area Designation on Sicklesmere Road, Bury St Edmunds	
Report No:	LIC/SE/18/003	
Report to and date:	Licensing and Regulatory Committee	10 April 2018
Portfolio holder:	Alaric Pugh Portfolio Holder for Planning and Growth Tel: 07930 460899 Email: alaric.pugh@stedsbc.gov.uk	
Lead officer:	Matthew Axton Environment Officer Tel: 01284 757041 Email: matthew.axton@westsuffolk.gov.uk	
Purpose of report:	To report the findings of the external consultation on proposals to declare an Air Quality Management Area on Sicklesmere Road and to make recommendations.	
Recommendation:	Licensing and Regulatory Committee: It is recommended that the Committee approves the declaration of the Air Quality Management Area designation on Sicklesmere Road, Bury St Edmunds as shown in Appendix A based on the review and findings of the consultation.	
Key Decision: (Check the appropriate box and delete all those that do not apply.)	Is this a Key Decision and, if so, under which definition? Yes, it is a Key Decision - <input type="checkbox"/> No, it is not a Key Decision - <input checked="" type="checkbox"/>	
Consultation:	<ul style="list-style-type: none"> Section 2 of the Report presents the findings of the public consultation 	

Alternative option(s):		<ul style="list-style-type: none"> Not taking action covered by the recommendations – this would leave the Council at risk of challenge by the public and Defra for not meeting its statutory obligations under the Local Air Quality Management Regulations to protect public health. 	
Implications:			
<p>Are there any financial implications? If yes, please give details</p>		<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <ul style="list-style-type: none"> The potential cost of any additional unbudgeted work to deliver actions to meet the Air Quality Objective would be subject to further review and approval by the relevant decision-making Committee following declaring an Air Quality Management Area and formation of a Steering group to consider potential relevant actions. 	
<p>Are there any staffing implications? If yes, please give details</p>		<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <ul style="list-style-type: none"> 	
<p>Are there any ICT implications? If yes, please give details</p>		<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <ul style="list-style-type: none"> 	
<p>Are there any legal and/or policy implications? If yes, please give details</p>		<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <ul style="list-style-type: none"> Declaration of an Air Quality Management Area also requires the development of an Action Plan aimed at meeting the relevant National Air Quality Objective. 	
<p>Are there any equality implications? If yes, please give details</p>		<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <ul style="list-style-type: none"> An Equalities Impact Assessment was undertaken prior to the statutory consultation. This did not identify any potential implications. 	
Risk/opportunity assessment:		<i>(potential hazards or opportunities affecting corporate, service or project objectives)</i>	
Risk area	Inherent level of risk (before controls)	Controls	Residual risk (after controls)
Failure to meet statutory responsibilities	Medium	Effective implementation of an AQMA in line with Defra guidance.	Low
Reputational	Medium	Timely delivery of the councils' commitment and effective communication of what is proposed.	Low

Financial	Low	Officer support for the steering group to ensure cost benefit of any proposed actions is properly analysed.	Low
Community	Medium	Management of air quality in Sicklesmere Rd area through the Council engaging with local stakeholders to deliver an effective Air Quality Management Action Plan	Low
Ward(s) affected:		Southgate Ward	
Background papers: <i>(all background papers are to be published on the website and a link included)</i>		LIC/SE/17/012 , Appendix 1 and Appendix 2 - Local Air Quality – Progress Report 2016-2017 with consideration to designating an Air Quality Management Area on Sicklesmere Road, Bury St Edmunds.	
Documents attached:		Appendix A – Order to implement the designation and associated map showing the proposed area.	

1. Key issues and reasons for recommendation

- 1.1 This report sets out the findings of a consultation following this Committee's decision taken in October 2017 to endorse the principle of designating an Air Quality Management Area (AQMA) on Sicklesmere Road, Bury St Edmunds (LIC/SE/17/012, Local Air Quality – Progress Report 2016-2017, 31 October 2017, refers). The recommendation supported the 'fast track' approach as detailed in the Local Air Quality Management Statutory Guidance and Policy Documents, April 2016, which does not require a full scale consultation, but requires direct engagement with those directly affected, together with key stakeholders. The proposed declaration of the AQMA is for a small number of dwellings fronting Sicklesmere Road, Bury St Edmunds (A134), close to the Southgate Green roundabout as shown in [Appendix 1](#).
- 1.2 The October 2017 report set out the context and reasons why officers recommended that the AQMA be designated, including detailed monitoring results and comparison to the relevant Air Quality Objectives (AQOs). Since the October 2017 report was presented to this Committee, the 2017 annual monitoring data has been completed and this confirms the AQOs continue to be exceeded and further confirm the need for the designation and development of an action plan.
- 1.3 Officers are aware that a long term solution to the pollution levels along Sicklesmere Road exists in the form of the proposed relief road associated with the South East Bury St Edmunds strategic development site (also known as Abbots Vale). Officers responsible for activities under the Air Quality Regulations considered and did not object to the Abbots Vale development on the understanding that prior to completion of the development it is limited to 500 occupied houses. This designation will not change our position with respect to the Abbots Vale development, but gives the Council the opportunity to explore shorter term mitigation options and gives greater weight when bidding for funding for projects to improve the air quality both within the AQMA and the wider Borough should the opportunity be presented.

2. Results of External Consultation

- 2.1 Based on the statutory guidance under the Regulations and following discussion with key stakeholders, consultation was undertaken with both statutory and non-statutory consultees including the relevant District and County Councillors, properties within the proposed AQMA, Suffolk County Council Highways, and the planning officer and planning agent for the Abbots Vale development. Given the focused nature of the 'fast track' approach, it was not necessary or appropriate to advertise widely the consultation beyond those directly affected.
- 2.2 The consultation gave respondents the opportunity to make any representation with respect to the proposed designation.
- 2.3 Suffolk County Council Highways confirmed verbally that they supported to recommendation to declare an AQMA and would work with the Council in developing an action plan.

- 2.4 The planning officer responsible for the Abbots Vale development acknowledged the consultation, but did not wish to make any representation.
- 2.5 The planning consultant responsible for the Abbots Vale development has not made any formal representation.
- 2.6 Although Defra did not respond directly to the consultation, they have previously indicated their support for the declaration of the AQMA within their feedback to our 2017 Annual Status Report. Support for the declaration was dependant on the continued exceedance of the Air Quality Objective for the 2017 monitoring year, which has now been confirmed.
- 2.7 Of the three properties within the proposed AQMA, one response was received. The respondent did not confirm whether they were either satisfied or supportive of the proposals, but rather they were interested in further information on the Abbots Vale development. Officers directed the resident to the council's public access planning website and offered further assistance if required.
- 2.8 The Ward Member for the Southgate Ward has been involved in the process and is supportive of the approach that your officers have taken and the recommendation to declare an AQMA.

3. Proposed action

- 3.1 Based on the outcome of the consultation, it is therefore recommended that the Committee approves the declaration of the Air Quality Management Area designation on Sicklesmere Road, Bury St Edmunds as laid out in the Order in **Appendix A**.
- 3.2 By approving the declaration of the Sicklesmere Road AQMA, the Council is demonstrating that it is supporting its strategic priority - *Resilient families and communities that are healthy and active*; in particular, we are working with our partners in our shared endeavour of *improving the health, wellbeing and safety of families and communities* by safeguarding and improving the local environment. Further, the designation of an AQMA will support our priority of *"investing and promoting our local places by building on their unique qualities through specific local strategies, projects and environmental services."*
- 3.3 Should the Committee approve the recommendation, officers will coordinate the establishment of a Steering Group, in accordance with the Statutory Guidance, to discuss the potential actions to improve the air quality. This Steering Group will consist of key stakeholders and be tasked with considering what actions could be taken and assessing the costs and benefits of each potential action with the purpose of agreeing what can be taken forward by the Council working with others to meet the Air Quality Objective. Any recommendations for action made by the Steering group would be considered by the relevant decision-making committee, depending on the scale and cost of the action.
- 3.4 Following approval of the Order by this Committee, officers will take the following steps:

- Issue the Air Quality Management Area Order;
- Inform Defra and other statutory consultees as required by the Local Air Quality Management, Policy Guidance, April 2016;
- Take forward work to develop an Air Quality Management Area Plan, to be submitted to Defra within 6 months of the formal declaration; and
- Seek active participation of key stakeholders incorporating the establishment of a Steering Group to support the development of the Air Quality Management Area Action Plan.

Environment Act 1995 Part IV Section 83(1)

St Edmundsbury Borough Council

AQMA Order (Sicklesmere Road, Bury St Edmunds 2018)

St Edmundsbury Borough Council, in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order.

This Order may be cited to as the St Edmundsbury Borough Council Sicklesmere Road Bury St Edmunds Air Quality Management Area 2018 and shall come into effect on XX April 2018.

The area shown on the attached map in red is to be designated as an air quality management area (the designated area). The designated area incorporates 2 and 7 Sicklesmere Road and 28 Southgate House, Rougham Road, in the Parish of Bury St Edmunds (Southgate Ward). The map, shown below, may also be viewed at the Council Offices.

This Area is designated in relation to a likely breach of the nitrogen dioxide (annual mean) objective as specified in the Air Quality Regulations 2000.

This Order shall remain in force until it is varied or revoked by a subsequent order.

The Common Seal of St Edmundsbury Borough Council was hereto affixed on XX April 2018 and signed in the presence of *[name to be added]* on behalf of said Council.

