

# LICENSING REGULATORY COMMITTEE

## HACKNEY CARRIAGE AREA DEMAND SURVEY

17 November 2022

### Report of the Licensing Manager

#### PURPOSE OF REPORT

To update members on the proposed Hackney Carriage Area Demand Survey 2022/23.

**This report is public.**

#### RECOMMENDATIONS

**It is recommended that members note the contents of the report.**

##### 1.0 Report

1.1 As Members will be aware, the Council currently has a policy of restricting the number of Hackney Carriage licences issued. However, in maintaining such a policy the Council must provide evidence that there is no significant unmet demand for Hackney Carriage services within the area in order to be in a position to refuse any new applications for additional licences.

1.2 The present legal provision on quantity restrictions outside London is set out in section 16 of the Transport Act 1985. This provides that the grant of a taxi (hackney carriage) licence may be refused, for the purpose of limiting the numbers of licensed taxis 'if, but only if, the [local licensing authority] is satisfied that there is no significant demand for the services of hackney carriages (within the area to which the licence would apply) which is unmet'

For this purpose, it is considered necessary to commission an independent survey to assess the level of demand for hackney carriage services, and that such survey should be conducted by an organisation specialising in this area of work.

1.3 Members may recall that in 2019/20 a hackney carriage area demand survey was carried out by on the Council's behalf by LVSA (Licensed Vehicle Surveys and Analysis). At that time, the survey concluded that there was no significant unmet demand for hackney carriages. The cap was therefore maintained at 108.

The 2019/20 survey report is attached at **Appendix 1**.

There is a general acceptance that the findings of hackney carriage demand surveys are valid for no longer than three years. Therefore, a further survey should be undertaken in the coming months.

- 1.4 The Licensing Manager approached other Lancashire and Cumbrian licensing authorities for recommendations of providers of the surveys, this was to obtain quotes and offer a discussion on the needs of the survey specific to Lancaster. All those who maintain a cap offered the same provider, LVSA (Licensed Vehicle Surveys and Analysis).

Following a discussion with Ian Millership of LVSA, a quote and associated scope of the survey was offered and agreed by the Licensing Manager.

The proposed scope of the survey is attached at **Appendix 2**.

## 2.0 Conclusion

2.1 That members note the contents of the report.

2.2 The finding of the survey and subsequent report will be presented to Licensing Committee members at a future meeting.

### **CONCLUSION OF IMPACT ASSESSMENT**

**(including Diversity, Human Rights, Community Safety, Sustainability and Rural Proofing)**

There are no such implications arising from this report.

### **FINANCIAL IMPLICATIONS**

There are no financial implications arising from the report at this stage. The cost of the survey is recovered from hackney carriage licence fees. As the cap remains at 108, each proprietor upon renewal will cover an equal proportion of the total cost.

The procurement of the survey falls outside of the tender process, as the cost is below £10,000. A written quotation is provided and offers transparency in the decision-making process.

### **LEGAL IMPLICATIONS**

There are no direct legal implications at this stage. No decision is to be taken at this time on whether to maintain the limit on the number of hackney carriage vehicle licences so not subject to legal challenge.

### **BACKGROUND PAPERS**

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