



Report of:	Meeting	Date
Mark Billington, Corporate Director Environment	Licensing Committee	25 February 2021

Unmet Demand Survey

1. Purpose of report

1.1 To consider the timing and format of the next Unmet Demand Survey.

2. Outcomes

2.1 The Committee will decide whether to postpone the full rank survey scheduled for 2021 and whether to commission an alternative survey.

3. Recommendation

3.1 That the Committee postpone the full rank Unmet Demand Survey until 2022.

3.2 The Committee agree to commission LVSA to undertake the alternative survey work identified in **Appendix 1**.

4. Background

4.1 The Transport Act 1985 provides for a local authority to limit the number of hackney carriages in its area, but only if it is satisfied that there is no significant unmet demand for hackney carriages and that there are sufficient numbers of hackney carriages to service the needs of passengers within the Borough.

4.2 The number of hackney carriage licences issued in Wyre has been restricted to 160 since 1974.

4.3 The Department for Transport (DfT) recommends that unmet demand surveys should be undertaken at least every three years. The last survey was undertaken in Wyre over the summer of 2018.

5. Key issues and proposals

5.1 Wyre have for a number of years appointed LVSA to undertake its tri-annual Unmet Demand Survey over the summer months, to replicate the

time of year that previous surveys have been undertaken, in order to eliminate any seasonal variations.

- 5.2** Ordinarily the process of awarding this contract would begin now to allow for the consideration of a suitable supplier and pre-survey preparation work.
- 5.3** The coronavirus pandemic has severely impacted on the Hackney Carriage and Private Hire trade and its customers and at the present time there is no confidence that trade will return to pre-pandemic levels by the summer of 2021.
- 5.4** A lack of footfall in our towns and the resulting reduced demand for licensed vehicles, due to national or local restrictions is likely to continue for many months.
- 5.5** The results of any rank survey work undertaken in 2021 are therefore unlikely to be truly representative of the provision of Hackney Carriage services in the Borough.
- 5.6** Advice was sought from LVSA who provided a briefing note for the Authority to consider.
- 5.7** Their report indicates, “We agree that undertaking a full demand survey as in 2018 would not be appropriate at this point in time and that the best opportunity to undertake such a review might be during 2022, being a full year beyond the standard three-year guidance from the Department for Transport”.
- 5.8** It also suggests some alternative research and survey work that they could provide this year, to help the authority understand the impact of the pandemic when making policy decisions to ensure that the public have access to suitable and sustainable transport network.
- 5.9** The Committee are invited to consider postponing the scheduled Unmet Demand Survey until 2022.
- 5.10** The Committee are also invited to consider the alternative work offered by LVSA in lieu of the traditional rank based survey.
- 5.8** Should the Committee decide to simply postpone the survey, the £20 surcharge on a Hackney Carriage licence to cover the cost of the survey, would be suspended for a year.

Financial and legal implications	
Finance	Hackney Carriage vehicle licences attract a £20 surcharge which has been calculated to cover the cost (circa. £12,000) of the tri-annual UMD survey over each 3 year period. If the Committee decide to postpone the survey until 2022 this surcharge should be removed from the fees for 2021/22 to ensure that an unnecessary surplus

	does not build up. If the Committee agree to undertake the alternative survey work in 2021/22 with a view to completing the rank survey work in 2022/23 the HCV licence surcharge will be revised to reflect the variation in expenditure in due course.
Legal	The DfT's 2010 Taxi And Private Hire Vehicle Licensing: Best Practice Guidance indicates that survey should be undertaken at least every three years, but this is not a legally binding requirement.

Other risks/implications: checklist

If there are significant implications arising from this report on any issues marked with a ✓ below, the report author will have consulted with the appropriate specialist officers on those implications and addressed them in the body of the report. There are no significant implications arising directly from this report, for those issues marked with an x.

risks/implications	✓ / x
community safety	✓
equality and diversity	x
sustainability	x
health and safety	x

risks/implications	✓ / x
asset management	x
climate change	x
ICT	x
data protection	x

Processing Personal Data

In addition to considering data protection along with the other risks/ implications, the report author will need to decide if a 'privacy impact assessment (PIA)' is also required. If the decision(s) recommended in this report will result in the collection and processing of personal data for the first time (i.e. purchase of a new system, a new working arrangement with a third party) a PIA will need to have been completed and signed off by Data Protection Officer before the decision is taken in compliance with the Data Protection Act 2018.

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List of background papers:		
name of document	date	where available for inspection

List of appendices