

Report of:	Meeting	Date
Mark Broadhurst, Service Director Health and Wellbeing	Licensing Committee	31 January 2019

Tri-annual Hackney Carriage Unmet Demand Survey
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1. Purpose of report

- 1.1 To inform members of the Committee of the outcome of the 2018 Wyre hackney carriage unmet demand survey.

2. Outcomes

- 2.1 Members will be aware of any unmet demand for hackney carriages in the borough.

3. Recommendation

- 3.1 Members acknowledge the conclusions of the Unmet Demand Survey carried out by LVSA (via CTS Traffic and Transportation Ltd), that observed unmet demand in Wyre remains below the level that would see significant unmet demand levels, but that action is needed to increase levels of vehicle activity in the early hours of Sunday morning.
- 3.2 That members reaffirm the Council's position and continue to limit the number of hackney carriage licences issued by this Council to 160.

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 plates issued in Wyre has been restricted to 160 since 1974.
- 4.3 The determination of unmet demand is informed by the outcome of a comprehensive survey undertaken by transport consultants.

4.4 The Department for Transport (DfT) recommend that unmet demand surveys only remain valid for three years, the last such survey was undertaken in Wyre in 2015.

5. Key issues and proposals

5.1 LVSA were commissioned in May to carry out the tri-annual unmet demand survey within the borough.

5.2 This survey was undertaken over the summer months to replicate the time of year that previous surveys have been undertaken, in order to eliminate any seasonal variations.

5.3 A representative from LVSA will attend the meeting to present the results of the 2018 survey (**Appendix 1**).

5.4 The conclusion from the report is that “there is no significant unmet demand” in the Borough. That is to say that the number of hackney carriage licences issued by the council currently meets the demand of customers and does not need to be increased.

5.5 Should members agree to maintain the current restrictions of 160 hackney carriage licences, a further study will be commissioned in 2021, subject to any changes in legislation. The administrative charge levied on hackney carriage vehicle licences will continue to pay for future studies.

5.6 However, if the “peaky” demand identified in Poulton increases in the intervening period, a further small scale study may be commissioned. This could form part of any future consideration of suitable ways to incentivise drivers to work on beyond midnight on Friday and Saturday nights in the town.

5.7 During December, licensed premises in Poulton agreed to work together to fund two temporary taxi marshals from approximately 01:00 hours on Saturdays and Sundays, in order to alleviate some of the problems that drivers were reporting with prospective customers’ unruly behaviour. This was a trial month and work is ongoing through Pubwatch to encourage licensees to make similar arrangements in the Spring when footfall in the town in the early hours is expected to increase.

Financial and legal implications	
Finance	The £12,000 cost of the survey has been funded from the aggregate of accumulated £25 unmet demand surcharges agreed historically and included in the fees for hackney carriage vehicle licences. As such there are no direct financial implications arising from this report.
Legal	Should anyone be aggrieved by the Council’s decision to limit the number of Hackney Carriages they may challenge the

	decision through the judicial review process. This survey provides the evidence base for the Council's decision and could be relied upon if a legal challenge were brought.
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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

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
Hackney Carriage Demand Survey 2018	November 2018	Licensing Office

List of appendices

Appendix 1 – 2018 Hackney Carriage Demand Survey