

REPORT FROM: ASSISTANT DIRECTOR PLANNING, BUILDING CONTROL & REGULATORY SERVICES

TO: TAXI LICENSING COMMITTEE

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HACKNEY CARRIAGE DEMAND SURVEY

PURPOSE OF REPORT

To consider the recommendations of Licensed Vehicle Surveys and Assessment (LVSA) following the completion of the hackney carriage demand survey.

RECOMMENDATION

- (1) That Council be recommend to retain the present limit of 71 hackney carriages.
- (2) That nighttime enforcement on the use of hackney carriage ranks and vehicle signage, as highlighted in the report, be carried out.

REASON FOR RECOMMENDATION

- (1) The survey has concluded that there is no significant unmet demand.
- (2) The survey reports that private vehicles are parking in some of the ranks in the evening and that signage is not being displayed on some hackney carriages making them unidentifiable.

BACKGROUND

1. To enable a local authority to take the view that a quantity restriction of hackney carriages can be justified the authority is required to demonstrate that there is no significant unmet demand. This issue is usually addressed by means of a survey, sufficiently frequent, to be able to respond to any challenge to the satisfaction of a court. An interval of three years is commonly regarded as the reasonable period between surveys.
2. In accordance with Section 16 of the Transport Act 1985, a survey to determine whether or not there was a significant unmet demand for Hackney Carriages in Pendle was carried out in 2013 and adopted in 2014. Surveys are not mandatory, it is for each Licensing Authority to determine

whether one is needed.

3. The survey in 2014 concluded that there was no evidence of significant unmet demand for hackney carriages in Pendle and the existing limit of 71 was retained.

ISSUES

4. At the request of the hackney carriage proprietors, the Policy and Resources Committee agreed that a survey should be carried out with the costs recovered through the hackney carriage proprietors' licence fee over a three year period.
5. Licensed Vehicle Surveys and Assessment (LVSA), a joint venture between CTS Traffic and Transportation Ltd (CTS) and Vector Transport Consultancy were appointed to carry out the survey. The survey was carried out between January and May 2023.
6. The final report from LVSA, together with their recommendations, is attached to this report as Appendix 1.

CONCLUSION

7. The study conclusions as set out in the report are:
 - i. On the basis of the evidence gathered in this Unmet demand survey 2023 for Borough of Pendle, our key conclusion is that there is no evidence of any unmet demand for the services of hackney carriages either patent or latent which is significant at this point in time in the Borough of Pendle licensing area. The limit appears to benefit the public interest overall.
 - ii. This allows the committee legitimately to retain the limit on vehicle numbers, and to do so at the present level if it so wishes. Further, this decision could be defended if challenged.
 - iii. Department for Transport Best Practice Guidance – both the 2010 current and the (unknown) update both encourage a new survey within a three-year timeline if the limit is retained.
 - iv. The present limit on vehicle numbers continues to provide benefit to the public in terms of stability and very good service. Only low levels of passengers experienced any waiting for vehicles to arrive.
 - v. There is need for support and development of some of the night service to ranks in both main towns. It needs the hackney carriage trade to play fair and ensure all keep to the requirements in terms of how vehicles are identified.

IMPLICATIONS

Policy:

There are no policy implications arising directly from this report should the limit of 71 be retained.

Financial:

The cost of the survey has been covered by an increase in the hackney carriage proprietors' licence fee for a period of three years.

Legal:

The Council can defend a court challenge following the completion of the survey.

Risk Management:

There are no risk management implications arising directly from this report

Health and Safety:

There are no health and safety implications arising directly from this report

Sustainability:

There are no sustainability implications arising directly from this report

Community Safety:

There are no community safety implications arising directly from this report

Equality and Diversity:

There are no equality and diversity implications arising directly from this report.

APPENDICES

Appendix 1 - Licensed Vehicle Surveys and Assessment (LVSA) report.