

HAVANT BOROUGH COUNCIL

Meeting Body: Licensing Committee

28 September 2016

Subject: Hackney Carriage unmet demand survey

Report of: Licensing Officer

For decision: YES

Portfolio: N/A

Key decision: No

1.0 Purpose of Report

1.1 The purpose of this report is to outline the findings of the unmet demand survey for Hackney Carriages which was conducted in June and July 2016

2.0 Recommendation

2.1 That members resolve to adopt one of the three options suggested by the report regarding the current limit of forty Hackney Carriage licenses issued by Havant Borough Council.

3.0 Summary

3.1 In order to retain a limit on the number of Hackney Carriage licenses issued by Havant Borough Council, Department for Transport (DfT) best practice guidance and previous case law requires that a survey is conducted to determine whether there is any latent or patent unmet demand within the area of the licensing authority.

3.2 The survey was conducted between March and July 2016 by CTS Traffic & Transportation Ltd who have carried such surveys for many licensing authorities across the country.

3.3 The final report of the survey concludes that there is some evidence of unmet demand at certain times but that this demand could be met by better usage of the existing number of hackney carriages and that this approach would be preferable to issuing additional Hackney Carriage Plates. The report writer states “Our evidence suggests that there is no need for further plates to be issued were the trade to work closely together to ensure observed demand was met by supply. The privilege and strong opportunity of the present favourable situation must be honoured and taken advantage of. We believe that a further five plates need to be at least on stand-by during the observed peak weekday periods and at least on Saturday nights through the busiest parts of the year.”

3.4 The report is shown at appendix A.

4.0 Subject of Report

4.1 The final report of the survey concludes that there is evidence of unmet demand for hackney carriages both patent and latent which is significant at this point in time in the Havant area. However, tests of availability of vehicles suggest plenty of spare capacity within the small hackney carriage fleet which it would be preferable to be used rather than the issue of the five extra plates which would otherwise be suggested by the statistics. It is a consideration that the prime weekend for CTS Rank observations fell on the same weekend as both the Pride event in London and the Goodwood Festival of speed which brought significant additional demand on the Hackney trade.

4.2 This conclusion enables Havant Borough Council, if it so wishes, to retain its current limit of forty Hackney Carriage licenses issued within its controlled district.

4.3 The report raises several recommendations for members to consider. These are

shown on page 41 of the report. However the key outcome of the report is for the committee to decide between the options below.

In brief: There is evidence of some unmet demand at certain times / days for hackney carriages both patent and latent which is significant at this point in time in the Havant area.

- Option 1 – retain the limit of forty Hackney Carriage vehicles.

-Option 2 – Retain a limit but increase the number of plates to 45

- Option 3 – remove the limit on the number of Hackney Carriage vehicles.

However, should the Licensing Authority remove the limitation, the current policy specifying the number of wheelchair accessible vehicles would no longer be appropriate. Further, with an unrestricted number of vehicles, it may be appropriate to reconsider the vehicle specifications. Should members prefer this option a further report will be brought back to Committee proposing a change in vehicle specifications and policy.

5.0 Implications

5.1 Resources:

No additional work created for HBC staff

5.2 Legal:

The report enables HBC to comply with DfT best practice guidance

5.3 Strategy:

No impact on HBC strategy

5.4 Risks:

None for Havant Borough Council

5.5 Communications:

Survey conducted amongst the service users and stakeholders

5.6 For the Community:

None

5.7 The Integrated Impact Assessment (IIA) has been completed and concluded the following:

Not required at this stage. The committee should have regard to the analysis of the impact of retaining or removing the limit on the number of hackney carriages and other recommendations as set out in the attached report.

Should the Committee opt for option 3 (removal of the limit), an assessment will be carried out and proposals will be made to the Committee on any changes that would be required to other existing policies.

6.0 Consultation

As per the report at appendix A.

Appendix A – CTS Traffic & Transportation Ltd Unmet Demand survey report.

Agreed and signed off by:

Team Leader

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