

To: City Executive Board

Date: 11 September 2013

Report of: Head of Environmental Development

Title of Report: POLICY ON HACKNEY CARRIAGE QUANTITY CONTROL

Summary and Recommendations

Purpose of report: To consider the recommendation of the General Purposes Licensing Committee of 21st May 2013 in relation to the Policy on Hackney Carriage Quantity Control

Key decision: Yes

Policy Framework: Vibrant Sustainable Economy
Cleaner, Greener Oxford
Policy on Hackney Carriage Quality Control

Recommendation(s):

The Board is recommended to recommend to Council:

- (i) approve the recommendation of the General Purposes Licensing Committee that accepted the conclusions of the Hackney Carriage “Unmet Demand” survey report prepared by Halcrow Group Limited, that there is currently no significant unmet demand for Hackney Carriage vehicles;
- (ii) agree that there is currently no significant demand for the services of Hackney Carriage vehicles which is unmet and to therefore resolve to maintain the Council’s policy of quantity control on the number of Hackney Carriage vehicle licences; and
- (iii) agree that a further Unmet Demand survey be commissioned in 2015, subject to any future changes to legislation.

Appendix One: Summary of “Unmet Demand” Survey

Appendix Two: Risk Register

Appendix Three: Equalities Impact Assessment

Introduction

1. On 21st May 2013, the General Purposes Licensing Committee resolved to:
 - (a) Agree to accept the conclusions of the Hackney Carriage “Unmet Demand” survey report prepared by Halcrow Group Limited, that there is currently no significant unmet demand for Hackney Carriage services in Oxford;
 - (b) Recommend to the City Executive Board and Full Council that there is currently no significant unmet demand for Hackney Carriage services and to therefore resolve to maintain the Council’s policy of quantity control on the number of Hackney Carriage vehicle licences; and
 - (c) Agree that a further Unmet Demand survey be commissioned in 2015, subject to any future changes to relevant legislation.

Background

2. The Town Police Clauses Act 1847, section 37 and the Transport Act 1985, section 16 allow a licensing authority to limit the number of hackney carriages as long as they are ‘*satisfied that there is no significant demand for the services of Hackney Carriages which is unmet.*
3. Oxford City Council has a policy to limit the number of Hackney Carriage vehicle licences granted to a level that meets but does not exceed demand for the services of Hackney Carriage vehicles. It checks this limit by carrying out periodic surveys. The policy forms part of the Council’s Policy Framework. It can only be changed with Council’s agreement.
4. A full review of Hackney Carriage vehicle licensing was carried out by the Environmental Scrutiny Committee on 12th November 2007. The recommendations from the review went before the General Purposes Licensing Committee on the 16th January 2008 and were agreed by Council on the 30th June 2008, including having a regulated number of Hackney Carriage vehicle licenses.
5. At the General Purposes Licensing Committee on the 19th October 2011 it was agreed to note the Council resolution of the 30th June 2008 to continue with the regulated number of Hackney Carriage vehicle licenses and request officers to commission a new “Unmet Demand” survey to determine if there is a significant unmet demand for Hackney Carriage vehicles.

Hackney Carriage “Unmet Demand” Survey 2012

6. The Head of Environmental Development invited tenders for a survey to be carried out and the Halcrow Group Limited was appointed. The survey was carried out between October 2012 and December 2012.
7. Halcrow Group Limited has produced a report with their conclusions regarding the survey. The full “Unmet Demand” survey report is 44 pages long and therefore only the Summary of the “Unmet Demand” Survey is attached to this report at **Appendix One**. The Full Report was provided to the Members of the General Purposes Licensing Committee ahead of its meeting of 21st May 2013.
8. The survey concluded:
 - ***That there is no evidence of significant unmet demand for Hackney Carriages in Oxford. This conclusion covers both patent and latent/suppressed demand and is based on an assessment of the implications of case law that has emerged since 2000, and the results of Halcrow’s analysis.***

Level of Risk

9. A Risk Register is attached at **Appendix Two**.

Environmental Impact

10. The Policy on Hackney Carriage Quality Control was established in order to reduce vehicle pollution and congestion in the City.

Equalities Impact

11. An initial Equalities Impact Assessment is attached at **Appendix Three**.

Financial Implications

12. There are no financial implications contained within the content of this report that apply to the Authority.

Legal Implications

13. Any Legal implications are covered in this report at Paragraphs 2 and 3. The Board are asked to note that The Law Commission are due to present a draft Bill to Parliament on the Reform of Taxi and Private Hire Services at the end of 2013 and should any matters contained within the Bill become future legislation, such matters may impact on this Council policy.

Name and contact details of author:-

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List of background papers: None

Version number: 1.0

FORWARD PLAN – PLEASE COMPLETE THIS FORM

Forward Plan Issue Details

Title of report and brief description of the issue

Policy on Hackney Carriage Quality Control: To recommend the decision of the General Purposes Licensing Committee to Council.

Portfolio holder responsibility

Councillor Colin Cook

Decision to be taken by: *City Executive Board*

Date decision is due: *11 September 2013*

Decision Type: *Key*

Is this item to be taken in public? *Yes*

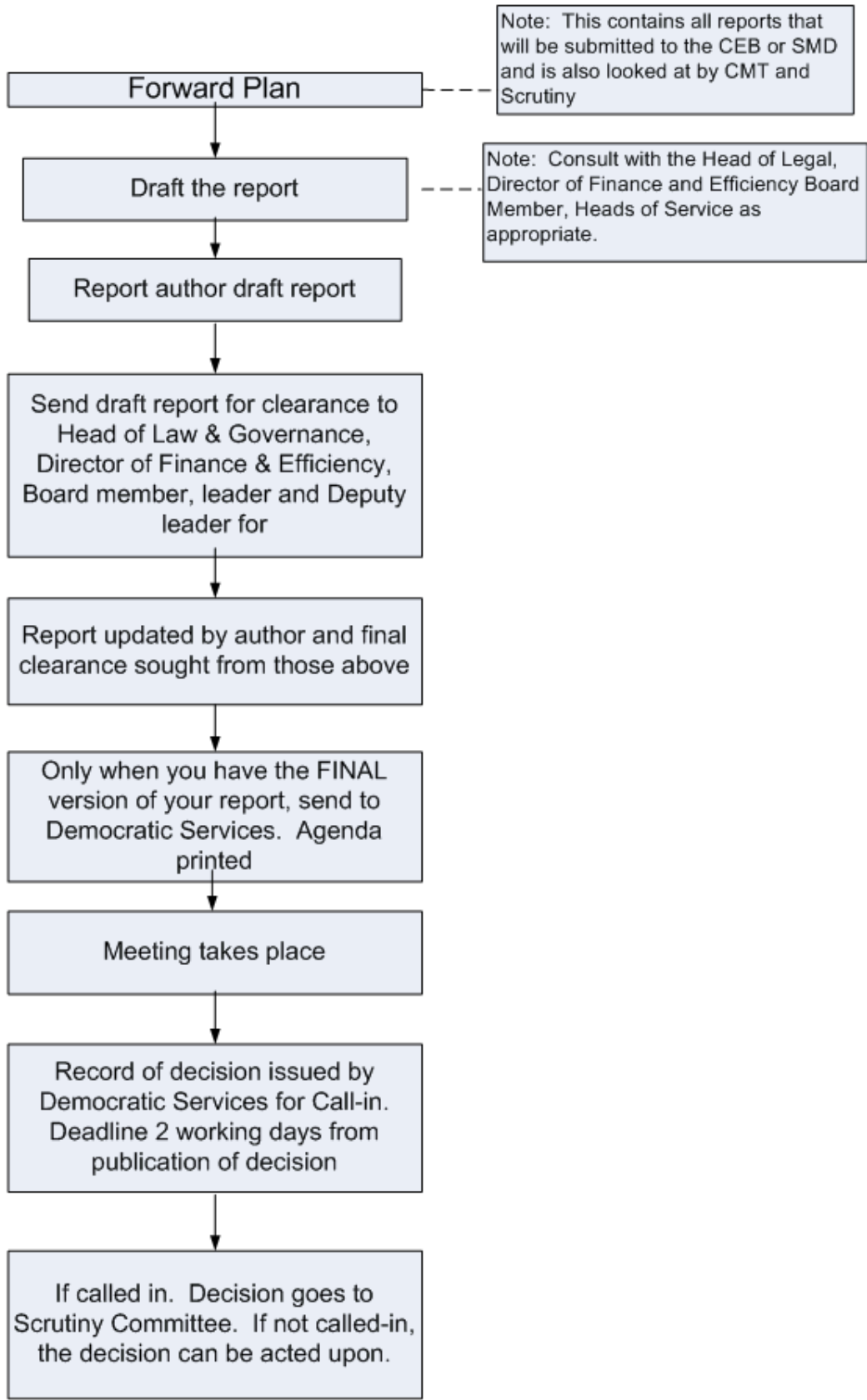
Report in the name of: *John Copley, Head of Environmental Development*

Contact: *Julian Alison, Licensing Team Leader (jalison@oxford.gov.uk)*

Consultation Process: *N/A*

Scrutiny Committee Responsibility: *N/A*

**REPORT WRITING AND CLEARANCE PROCESS
- FLOWCHART**



Any queries at any stage, contact Democratic Services

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