

REPORT TITLE: LIMITING THE NUMBER OF HACKNEY CARRIAGE LICENCES

To:

General Purposes and Licensing Committee 26th January 2026

Report by:

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Wards affected:

All

Director Approval: Director Sam Scharf confirms that the report author has sought the advice of all appropriate colleagues and given due regard to that advice; that the equalities impacts and other implications of the recommended decisions have been assessed and accurately presented in the report; and that they are content for the report to be put to the Executive Councillor for decision.

1. Recommendations	
1.1	<p>Members are asked, to confirm they are satisfied that there is no significant demand for hackney carriages in Cambridge which is unmet.</p>
	<p>If Members are satisfied, under 1.1 (and as such they determine that there is no significant demand which is unmet), to set the limit at 270, as this is the number of licenced plates that were issued at the time of the survey in July 2025.</p>
	<p>Members are asked to determine if the licence age of Wheelchair Accessible Vehicles (WAV) should be increased from 11 years to 12 years or other.</p> <ul style="list-style-type: none">• A vehicle licence will not be renewed unless the vehicle is less than 12 years old

2.	Purpose and reason for the report
2.1	<p>The Council may, as part of its adopted policy on the licensing of Hackney Carriages (HCV), consider whether to apply a limit on the maximum number of HCV licences which it will issue at any time. However, this power may be exercised only if the Council is satisfied that there is no significant demand for the services of HCVs which is unmet (section 16 Transport Act 1985). The Council has no power to limit the number of Private Hire Vehicle (PHV) licences.</p>
2.2	<p>At a meeting on 24th October 2011 the Licensing Committee resolved that a demand survey should be carried out to establish whether or not the current HCV fleet met the demand for HCV services within the district, and additionally to cover accessibility issues and the provision of ranks within the district.</p>
2.3	<p>The demand survey was carried out in 2012 but members were concerned that it had not provided a sound evidence base for concluding that there was no unmet demand, due to a lack of engagement by the taxi trade.</p>
2.4	<p>At a meeting on 21st July 2014, the Licensing Committee instructed officers to seek a further survey to establish if there is evidence that there is no significant demand that is unmet and to investigate the costs of carrying out such a survey</p>
2.5	<p>On 26th January 2015 Officers brought a report to Licensing Committee asking members to determine whether to adopt a policy of limiting the</p>

	number of hackney carriage vehicles which it license in the city, and, if so to decide at what level the limit should be set.
2.6	Members agreed that a limit should be set at 317 with immediate effect. However, following Committee Officers identified that due to a systems error there were currently 321 Hackney Carriage vehicles licensed with the City. The Director took an urgent decision that the limit should be set at 321 and this was endorsed at Licensing Committee on 23 rd March 2015.
2.7	At Licensing Committee on 26 th January 2015 it was agreed that this policy should be reviewed after 3 years.
2.8	On 31 st January 2022, committee report was presented to Licensing Committee members. Members unanimously resolved to instruct officers to procure and implement a new Hackney Carriage Demand Survey to determine whether there is a significant unmet demand in the City, and to bring the results and recommendations to Licensing Committee in January 2023.
2.9	Members also resolved to instruct officers as part of the demand survey, to review the accessibility policy in relation to the Hackney Carriage Vehicles.
2.10	Following the tendering process, LVSVA was appointed to undertake the survey.
2.11	The previous survey was completed in 2022. The survey results and committee report were brought in front of members in January 2023, who

	unanimously resolved they were satisfied that there was no significant demand for hackney carriages in Cambridge which was unmet and agreed not to remove the existing limit of 321.
2.12	Following the agreed 3 year cycle to complete the Demand Survey, the most recent survey was completed in 2025.
2.13	The final LVSA report (attached in Appendix A) concludes that there is no significant demand that is unmet. The findings of the report also indicate that further work is required in respect to the number of WAV and development of Inclusive service plan (ISP).
2.14	The purpose of this report is to present the findings of the survey as attached in Appendix A and to ask the members of the Committee to decide whether they are satisfied that there is no significant demand for the services of HCVs within Cambridge which is unmet, and if so, whether to retain a limit on the number of HCV licences that the Council issues. If members decide to retain a limit they must then decide what that limit will be.
3.	Options available and considered
3.1	Following review of this report and the detailed survey undertaken, members have a number of decisions to make. These are each considered below, and must be determined on the evidence as presented.
3.2	Firstly, members need to determine whether or not they are satisfied that there is significant unmet demand;

3.3	<p>If members are satisfied that there is significant unmet demand then the current limit on numbers of HCV must be lifted as per the legislation requirements. This means that no limit can be imposed and it is removed entirely.</p>
3.4	<p>If members are instead satisfied that there is no significant unmet demand, then there are four possible options:</p> <ul style="list-style-type: none"> • To remove entirely the current limit on number of HCV licences. This would be a change in policy and an implementation date would need to be agreed. • To retain the limit at the level of 321. • To set the limit at a level lower than the current limit. Noting, at time survey was completed there were 270 HCV vehicles licenced. • To set the limit at a number greater than the current number of HCV licences. As Members will have determined, by this point, that there is no unmet demand that is significant then increasing the numbers may be inappropriate because it will have been accepted that there are currently enough HCVs available.
3.5	<p>Secondly, members are asked to consider the below options of increasing the age limit at which WAV are licenced; possible options</p> <ul style="list-style-type: none"> • Increase age limit to 12 years (a vehicle licence will not be renewed unless the vehicle is less than 12 years old). • Increase age limit to 12 years, pending further research to be conducted by officers and subsequent report present to members.

	<ul style="list-style-type: none"> • No increase in age limit • Increase age limit to member specified figure.
3.6	In making the above decisions, Members should give full reasons for their decisions, which are based on the evidence before them.
	Potential Advantages and Disadvantages of Limit Options
3.7	<p>Potential Benefits of retaining the limit</p> <ul style="list-style-type: none"> • It may assist in limiting the perception that there is little road space for vehicles to wait in the central area • It may halt the trend towards working longer hours and assist in improving passenger and driver safety • Driver focus could be on developing the current customer base rather than fighting with each other for trade • Potential improvement in air quality with the reduction of further HCVs travelling in the City • Retaining the limit would be supported by the existing cohort of hackney carriage drivers of licensed vehicles
3.8	<p>Potential Disadvantages of retaining the limit</p> <ul style="list-style-type: none"> • Retaining limit may create a market for vehicle licences which would not, necessarily, be in the public interest. • It may reduce the opportunity for drivers to become plate owners

	<ul style="list-style-type: none"> • There may be a lack of competition between those operating the licensed vehicles which may lead to a fall in standards
3.9	<p>Potential Benefits of imposing unlimited numbers</p> <ul style="list-style-type: none"> • It would provide more choice for employment and give opportunities for taxi drivers to become plate owners. • Potential for a more effective service to the public. • With a reduced bus service to and from the City during the evening, the policy could contribute towards a significant proportion of the community's needs and enhance the night-time economy
3.10	<p>Potential Disadvantages of imposing unlimited numbers</p> <ul style="list-style-type: none"> • It may be necessary to take enforcement action on over ranking at the Drummer Street rank. • The issue of safety arising from continued increase of working hours by drivers would be relevant as there will be increased competition for work. • Potential increase in air pollution due to increase in vehicles
	<p>Cambridge City Decision-Making Process</p>
3.11	<p>The Local Authorities (Functions and Responsibilities) (England) Regulations 2000 define whether responsibility for Council functions rests with the Executive or with the full Council. Regulation 2 and Schedule 2 state that the power to license hackney carriages and private hire vehicles shall</p>

	not be exercised by the Council's Executive. This licensing function (which includes imposing a limit on numbers) is what is often referred to as a "regulatory function".
3.12	The Council has delegated responsibility for most of its regulatory functions to committees. The scheme of delegation in the Council's Constitution places responsibility for this function with the Licensing Committee. The Council has not reserved any aspect of this function to itself and therefore the Committee is entitled to make decisions on the matters raised in this report. In the event of a tied vote, the Chair has a casting vote.
3.13	Members should give full reasons for decisions made in respect of this report.
4.	Background and key issues
4.1	Cambridge City Council licences both hackney carriages (HCV) and private hire vehicles (PHV) to operate within the city.
4.2	HCVs operate from ranks and can be hailed in the street and they can also accept pre-booked fares, either direct or from a licensed operator.
4.3	PHVs may only accept pre-booked fares from an operator. However, there is no power for the Council to limit their numbers, nor to regulate those licensed by other Councils and operating in the city.
4.4	The Transport Act 1985 allows the Council to limit the number of HCVs it licences, but only if it is satisfied that there is no significant demand for HCVs which is unmet.
4.5	There is currently a limit on the numbers of HCV licenced by Cambridge City Council, 321.
	Review of "demand surveys" conducted since 1990
4.6	The Council operated a policy on limitation up until 2001. Surveys conducted in 1990 and 1993 concluded that the Council should maintain a limit of 120

	HCVs.
4.7	Further surveys were carried out in 1995 and 1997 which showed a growth in demand and, in 1995, 5 extra vehicles licences were approved. In 1997 a further 22 vehicle licences were approved bringing the total to 147. Also in 1997 Members asked for a report to remove the limitation on the number of licences issued.
4.8	In 1999 a further survey was carried out which concluded that a further 14 licences should be issued to meet the unmet demand.
4.9	In March 2000 Environment Committee considered a report which recommended approval of an additional 14 licences. Members also voted on a proposal to remove the limit on the number of hackney carriage licences to be issued by the Council in 12 months' time (July 2001). 6 members voted in favour, 6 members voted against. Under the convention at that time, Chairs of committees with an even number of members could not exercise a casting vote and the matter was referred to City Board.
4.10	On the 10th July 2000 City Board referred the matter to full Council for consideration on 20th July 2000. At full Council the decision was made to de-limit the number of HCV licences issued with effect from 1st July 2001, with the continued condition that any new HCV licences issued had to be for wheelchair accessible vehicles, but not necessarily a purpose-built HCV.
4.11	In 2011 the taxi trade requested that a further survey should be carried out and in October 2011 Licensing Committee resolved that the purpose of the demand survey was to establish whether or not the current HCV fleet met the demand for services within the district, and additionally to cover accessibility issues and the position of ranks within the city.
4.12	A demand survey was conducted by CTS Traffic and Transportation Ltd in 2012. Licensing Committee on the 28th January 2013 considered the report and agreed that a full consultation and community engagement programme

	should be carried out to gather further evidence. Members were concerned that the report did not provide a sound evidence base due to a lack of engagement by the trade.
4.13	On 21th July 2014 Licensing Committee decided to seek a further survey and a specification was drawn up by officers and tenders sought. The tender selected was by CTS, the author of the previous survey. The purpose of the survey was to update the previous survey and, specifically, to undertake a more in-depth consultation with the taxi trade.
4.14	The updated survey work was carried out in November 2014 and on the 26 th January 2015 at Licensing Committee members took the decision to adopt a policy of limiting the number of HCVs which it will licence in the City to 317 with immediate effect and subsequently 321under urgent decision powers due to an administrative error.
4.15	At Licensing Committee on 26 th January 2015 it was agreed that this policy would be reviewed after 3 years.
4.16	On the 20th March 2017 Officers brought a report to Licensing Committee recommending that Officers procure a company to carry out a further demand survey to establish if there is significant demand for the services of HCVs which is unmet.
4.17	Following Committee decision to seek a further demand survey, a specification was drawn up by Officers and tenders sought. The tenderer selected was LSVA (Licensed Vehicle Surveys and Assessment) which is an amalgamation of the previous survey author, CTS, and Transportation and Vector Consultancy. The survey work took place between June and November 2017.
4.18	A review on whether to limit numbers of hackney carriage licences should take place every three years and be subject to local consultation. The funding for it has been incorporated into the hackney carriage vehicles

	renewal licensing fees from 2018/19.
4.19	On the 31 st January 2022, report was presented to Licensing committee recommending officers procure a company to carry out a demand survey to establish if there is significant demand for the services of HCVs which is unmet.
4.20	Specification was developed by officers and tender published. The tender selected LSVA, who had previously completed the demand survey within Cambridge.
4.21	Following the tender award to LSVA, a demand survey was completed in 2022.
4.22	LSVA has also completed the most recent survey, 2025.
	National Policy Position
4.23	In November 2023, the Department of Transport released an update to its original March 2010, Best Practice Guidance to assist local authorities in England and Wales that have responsibility for the HCV and PHV trades.
4.24	The Guidance is intended to assist licensing authorities but it is only guidance and decisions on any matters remain a matter for the authority concerned. It is for individual licensing authorities to reach their own decisions both on overall policies and on individual licensing matters in the light of their own views of the relevant considerations.
4.25	Section 9.2 of the Guidance says “Most licensing authorities do not impose quantity restrictions. The department regards that as best practice. Where restrictions are imposed, the department would urge that the matter should be regularly reviewed.”. The Guidance suggests that the matter should be approached in terms of the interests of the travelling public – that is to say, the people who use the taxi services. The Guidance suggests that authorities consider what benefits or disadvantages arise for the travelling public as a result of imposing controls and what benefits or disadvantages

	arise as a result of applying no limitation on numbers. Guidance also suggests that authorities consider if there is evidence that the removal of controls would result in the deterioration in the amount or quality of taxi provisions and if there are alternative ways in which issues could be addressed.
4.26	Section 9.2 further details that in most cases where quantity restrictions are imposed, vehicle licence plates command a premium, often of tens of thousands of pounds. The Guidance comments that this indicates that there are people who want to enter the taxi market and provide a service to the public but who are being prevented from doing so by the quantity restrictions. The view expressed in the Guidance is if alternative measures could achieve the same effect, then these should be used in preference to quality restrictions.
4.27	Section 9.3 of the Guidance says: "If a licensing authority does nonetheless take the view that a quantity restriction can be justified in principle, there remains the question of the level at which it should be set, bearing in mind the need to demonstrate that there is no significant unmet demand. This issue is usually addressed by means of a survey. It will be necessary for the licensing authority to carry out a survey sufficiently frequently to be able to respond to any challenge to the satisfaction of a court. To assist in the inclusion of the taxi and private hire vehicle sector in Local Transport Plans these surveys should, where possible, follow the cycle of their production but should be undertaken at least every 5 years."
4.28	Within section 9.3, the guidance highlight points that should be considered when conducting surveys on quantity restrictions.
	Summary of the Findings of the 2025 Demand Survey
4.39	Please refer to the full survey at Appendix A for more detail.
4.30	The table below outlines the total number of vehicle licence by year:

Year	HCV	PHV	Total
1994	120		
1997	125	281	406
1999	147	352	499
2001	175	325	500
2004	235	236	471
2005	257	209	466
2007	282	135	417
2009	298	199	497
2010	302	197	499
2011	303	211	514
2012	293	217	510
2013	266	179	445
2014	309	179	488
2015	324	178	502
2016	327	153	480
2017	326	144	470
2018	318	129	447
2019	321	134	455
2020	316	117	433
2021	308	98	406
2022	306	93	399
2023	301	93	394
2024	274	113	387

	2025	258	125	383	
4.31	Majority of drivers currently hold dual driver licenses (496) which enable them to drive both hackney carriage and private hire vehicles. There are currently 5 drivers who hold a specific Hackney carriage driver licences and no private hire driver only licence holders. As the number of drivers exceeds the number of vehicles licences, it is likely vehicles are shared amount drivers.				
4.32	In March 2018, Licensing committee agreed to reduce the number of Wheelchair Accessible vehicles within the Hackney Carriage Fleet from 65% to 50%. This was done by offering 50 current WAV the opportunity to trade their WAV for an electric vehicle. Currently there are 3 vacant electric plates available, 2 of which are due to be licensed by end April 2026.				
4.33	At time of writing this report (January 2026) there are 98 WAV currently licenced, with 62 vacant HCV plates. Of the 62 vacant plates, 1 is in process of being licenced.				
4.34	In July 2025, when the Demand Survey work began, this number was slightly higher, with 270 Hackney Carriage Vehicles, 111 of which were WAVs. During the course of the survey, the number of WAV vehicles has decreased.				
4.35	Within Cambridge City fleet of licenced vehicles, almost all WAVs are within the hackney carriage fleet. 26% of the overall Cambridge City Council fleet is WAV and 38% of the HCV fleet being WAV, at time of writing this report.				
4.36	The latest full DfT statistical survey, 2024, covering all English licensing authorities, excluding London, showed that 37.5% of taxis were Wheelchair accessible.				
4.37	The number of Wheelchair accessible vehicles is seeing a decrease across the country, with Cambridge City following the national trend.				
4.38	Within Cambridge City, the number of HC WAV is due to further reduce, due				

	to vehicles coming to the end of their licence life.
4.39	A total of 19 vehicles, are due to be too old in 2026. As they will be older than 11 years old, at their next renewal.
4.40	Although the current Demand Survey shows that demand for WAV shows no significant unmet demand. Due to the forecasted possible reduction in WAV within the fleet in the next calendar year, this may change.
4.41	One recommendation from the report is to extend the age limit of WAV in order for the possible reduction to be reduced.
	Rank Surveys
4.42	<p>There were two elements to the rank observation program.</p> <ol style="list-style-type: none"> 1. The full rank observation which included all ranks within Cambridge, and took place from 05:00 on Thursday 3rd July 2025 until 06:59 on Sunday 6th June 2025. 2. The two busiest ranks; St Andrew's Street (including its Drummer Street feeder) and the private rail station were observed from Thursday 16th October at 06:00 through to 06:59 on Sunday 19th October.
4.43	The full rank observation in July covered 950 hours across all ranks, with a supplementary October survey looking at the two busiest ranks over a 72-hour period, to identify potential impact of students being back in the City.
4.44	Further detail on findings can be found within LVSA report from page 21, with summary of Rank observations on page 76.
	Public Consultations
4.45	An element of the survey is to seek the views of members of the public in their experiences of using Hackney Carriage vehicles. In order to do this, on street surveys are completed. These surveys are undertaken during the day, when more people are available.
4.46	199 people were interviewed in the streets of Cambridge

4.47	The result was 55% of those interviewed said they had used a licensed vehicle in the last three months.
4.48	95% of the public responding to the question (76%) said they thought there were enough hackney carriages in Cambridge at this time.
4.49	Full details are within the LVSA report, starting from page 39.
	Stakeholder consultations
4.50	Key stakeholders are also consulted on as part of the survey to understand their experiences with using taxi services for their customers. They included, supermarkets, hotels, public houses, and police, disability representatives, rail operators and other council contacts.
4.51	The overall response was very low.
4.52	Responses were received from one guest house, one pub, police and one disability representative.
4.53	Responses were varied and are detailed on page 45 of the LVSA report.
	Taxi Trade Consultations
4.54	The views of those involved in the trade are also required as part of the survey.
4.55	To gain views a survey was sent out to the trade in July 2025 to approximately 503 Dual drivers. With a 3 month period for response. Subsequent reminders were also sent to encourage participation.
4.56	A total of 67 responses were received, down from 167 responses received in 2022.
4.57	91% of respondents told us the licensed vehicle trade was their only or main source of income. 6% detailed they worked in the trade part time and had other sources of income. 3% worked in the trade part time with no additional sources of income.
4.58	75% of respondents were drivers of hackney carriages, 16% both kinds of vehicle and 7% only private hire.

4.59	In terms of associations, 65% said they were not associated with any group.
4.60	Of those who responded 98% responded that the limit on the number of HCV should be retained.
4.61	More detail of results from driver survey can be found from page 49 of the LVSA report.
Air Quality and Accessibility Considerations	
4.62	The City has given significant consideration to both accessibility and air quality impacts of its hackney carriage and private hire fleet in recent years.
4.63	The DfT guidance suggests that authorities may wish to consider how far the vehicle licensing policy can and should support local environmental policies that the Licensing Authority may have.
4.64	The Hackney Carriage and Private Hire Policy currently encourages the shift to low emission and zero-emission licenced vehicles.
4.65	In support, on 19 th March 2018, Licensing committee Members agreed incentives and regulatory policies, which are designed to encourage and reward the uptake of Ultra- low emission and electric vehicles within the taxi fleet, following consultation.
4.66	Incentives included full licence fee exemption for zero emission vehicles and a 50% discounted fee for Ultra-low emission vehicles (on the basis of available funding).
4.67	Licensing committee members also agreed to reduce the percentage of wheelchair accessible vehicles (WAV) to 50% across the whole fleet in order to encourage the uptake of zero emission vehicles. This was done by offering WAV licence holders, the opportunity to trade their WAV for an electric vehicle. Currently 3 electric plates are available.
WAV Rank activity	
4.68	The survey also looks at accessibility, the levels of WAV Hackney carriages and their demand. Of the hackney carriage vehicle movements observed at

	the ranks, 30% appeared to be wheel chair accessible style vehicles. This is lower than the 41% (at time of completing the survey) within the fleet suggesting many WAV may not service ranks.
4.69	The levels of WAV at ranks varied from 21% to 68% with the lowest value being that for the Station rank (related to the high proportion of saloon vehicles having permits for the station).
4.70	During the course of the survey period, 14 records were made of wheelchair usage at the ranks. There were eight such movements at the Station rank, five at St Andrews Street and one at Sidney Street Boots.
4.71	There were a further 108 observations at ranks where a person visibly appeared disabled and needing assistance. Again, the bulk were at the two main ranks with 75 at St Andrews Street and 31 at the Station. The balance of two were at Sidney Street, Boots.
4.72	Full details can be found on page 34 of the LVSA report.
	Public survey on WAV availability
4.73	During the public surveys, responders were asked regarding their needs to WAV.
4.74	93% responded to the question about need of adapted vehicles. 72% (85% in 2022 and 95% in 2017) of those interviewed said they did not have, nor knew anyone who did have, any disability that meant they needed an adapted vehicle when travelling by licensed vehicle. The remaining 28% were those saying they knew someone that needed a WAV. In 2022, 15% were split between 11% knowing someone needing a WAV and 4% knowing someone needing an adapted vehicle other than WAV. This suggests need for adapted vehicles appears to have grown, with a focus on WAV style, and now exclusively so.
	Trade views on WAV availability
4.75	Trade views of WAV availability were also requested as part of the survey.

4.76	Respondents were asked how often they got wheel chair customers from the rank, bookings and contracts. The most frequent response was 20% for ranks and 12% for contracts on a monthly basis. Next most frequent was weekly.
4.77	For those getting customers seeking to transfer from a chair, the monthly value was highest for ranks and booking, but again there were now very few contracts.
	Standard index of significant unmet demand
4.78	An industry standard index of significant unmet demand (ISUD) has been developed and used since the initial Government guidance that limits could be applied. Early in the process of developing the index, it was identified that a cut-off point of 80 was the level beneath which unmet demand is not regarded as significant, and that above 80 it would be concluded there is significant unmet demand.
4.79	The ISUD calculations draw from various elements of the rank surveys and public consultation exercise. It provides a useful benchmark measure of the level of unmet demand that is present.
4.80	The ISUD calculations in Cambridge do not take into account the activity at the private railway station rank. This is because the issue of permits to operate at the station rank is controlled by the railway company on their private land, and outside the control of the City Council. The Council has no way to ensure that, if more licences are issued the HCVs will be available at this location and hence the exclusion from the calculations in this study. However, it is important that there is an understanding about what is happening at this location as the public rarely differentiate between ranks.
4.81	The overall conclusion from this is the there is currently no unmet demand for hackney carriage in Cambridge City licensing which could be seen as significant.

5.	Consultation, engagement and communication
5.1	The survey consulted with members of the public, stakeholders and the trade. It also consulted with disability groups.
6.	Anticipated outcomes, benefits or impact
6.1	<p>If members accept the recommendations, this would have the following benefits:</p> <ul style="list-style-type: none"> - Current trade are protected for available work as if more licences are issued this may reduce job numbers per vehicle. - Increasing age limit would allow for vehicles to be licenced longer which may help reduce the forecasted reduction in WAV vehicles.
7.	Implications
7.1	Relevant risks
	<i>None identified.</i>
	Financial Implications
7.2	The demand survey is financed by the trade.
	Legal Implications
7.3	<i>None identified.</i>

	Equalities and socio-economic Implications
7.4	An Equalities Impact Assessment has been carried out as Appendix B
	Net Zero Carbon, Climate Change and Environmental implications
7.5	<i>None identified</i>
	Procurement Implications
7.6	<i>None identified</i>
	Community Safety Implications
7.7	<i>None identified</i>
8.	Background documents
8.1	<ul style="list-style-type: none"> • Law Commission Taxi and Private Hire Services (2014) http://www.lawcom.gov.uk/app/uploads/2015/03/lc347_taxi-and-private-hire-services.pdf • Department of Transport Best Practice Guidance 2023 • Index of Significance unmet demand calculations • Taxi and private hire vehicle statistics, England, 2024 (revised) - GOV.UK
9.	Appendices

9.1	<p>Appendix A - LVSA Demand Survey Report 2025 Appendix B – EQIA</p>
	<p>To inspect the background papers or if you have a query on the report please contact Wangari Njiiri, Environmental Health and Licensing Support Team Leader, tel: 01223 - 453833, email: Wangari.njiiri@cambridge.gov.uk</p>