

Subject:	Hackney Carriage Stand, South Street, Bacup	Status:	For Publication
Report to:	Licensing Committee	Date:	Tuesday 23 rd October 2012
Report of:	Director of Business	Portfolio Holder:	Environmental Services
Key Decision:	<input type="checkbox"/> Forward Plan <input type="checkbox"/>	General Exception	<input type="checkbox"/> Special Urgency <input type="checkbox"/>
Community Impact Assessment:	Required:	Yes	Attached: No
Biodiversity Impact Assessment	Required:	Yes	Attached: No
Contact Officer:	Tracy Brzozowski	Telephone:	01706 238602
Email:	tracybrzozowski@rossendalebc.gov.uk		

1.	RECOMMENDATION(S)
1.1	It is recommended that the Licensing Committee determine to appoint a hackney carriage stand for three hackney carriages at South Street, Bacup under Section 63 of the Local Government (Miscellaneous Provisions) Act 1976
1.2	It is further recommended that the hackney carriage stand, hours of operation should be Monday to Sunday, 24 hours.
1.3	The Licensing Committee are recommended to delegate all matters relating to the appointment of the hackney carriage stand to the Licensing and Enforcement Manager in consultation with the Chair of the Licensing Committee.

2. PURPOSE OF REPORT

- 2.1 To request the Committee confirm the adoption of a hackney carriage stand on South Street in Bacup by formally appointing a hackney carriage stand for three hackney carriages under section 63 of the Local Government (Miscellaneous Provisions) Act 1976.

3. CORPORATE PRIORITIES

- 3.1 The matters discussed in this report impact directly on the following corporate priorities:
- **A clean and green Rossendale** – creating a better environment for all.
 - **A healthy and successful Rossendale** – supporting vibrant communities and a strong economy.
 - **Responsive and value for money local services** – responding to and meeting the different needs of customers and improving the cost effectiveness of services.

4. RISK ASSESSMENT IMPLICATIONS

- 4.1 There are no specific risk issues for members to consider arising from this report.

5. BACKGROUND AND OPTIONS

- 5.1 Rossendale Borough Council licences hackney carriage drivers and vehicles, private hire drivers, vehicles and operators, under the provisions of the Town Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976.
- 5.2 Private hire drivers and vehicles are operated through private hire operators and are not permitted to ply for hire or wait on hackney carriage stands.

- 5.3 Hackney carriages are one of the oldest forms of public transport and an important part of the overall passenger transport infrastructure of the country. Hackney carriages can ply for hire in a street or other public places and indeed, by virtue of bye-laws within the Borough of Rossendale, are obliged to return to a hackney carriage stand after completing each hire.
- 5.4 The adoption of a taxi stand makes it an offence under section 64 of the Local Government (Miscellaneous Provisions) Act 1976 for any person to cause or permit any vehicle other than a hackney carriage to wait on any stand for hackney carriages during any period for which that stand has been appointed, or is deemed to have been appointed, by a district council under the provisions of section 63 of the Act.
- 5.5 Current details of hackney carriage stands appointed under section 63 of the Local Government (Miscellaneous Provisions) Act 1976 by Rossendale Borough Council are appended at Appendix A.
- 5.6 The hackney carriage stands appended at Appendix A were all appointed under section 63 of the Local Government (Miscellaneous Provisions) Act 1976, which is the easiest way to do this. Hackney carriage stands can also be designated under a Traffic Regulation Order.
- 5.7 A map of the proposed location of the hackney carriage stand is appended at Appendix B

COMMENTS FROM STATUTORY OFFICERS:

6. SECTION 151 OFFICER

- 6.1 There are no specific financial implications

7. MONITORING OFFICER

- 7.1 The Council must make a decision based on all relevant information and following consideration of all relevant Council policies.

8. HEAD OF PEOPLE AND POLICY (ON BEHALF OF THE HEAD OF PAID SERVICE)

- 8.1 There are no specific human resources implications.

9. CONSULTATION CARRIED OUT

- 9.1
- Lancashire County Council – Highways
 - Lancashire Constabulary
 - Special meeting of the Taxi Liaison Group

10. CONCLUSION

- 10.1 To consider the report and make the appropriate determination

There are no background papers

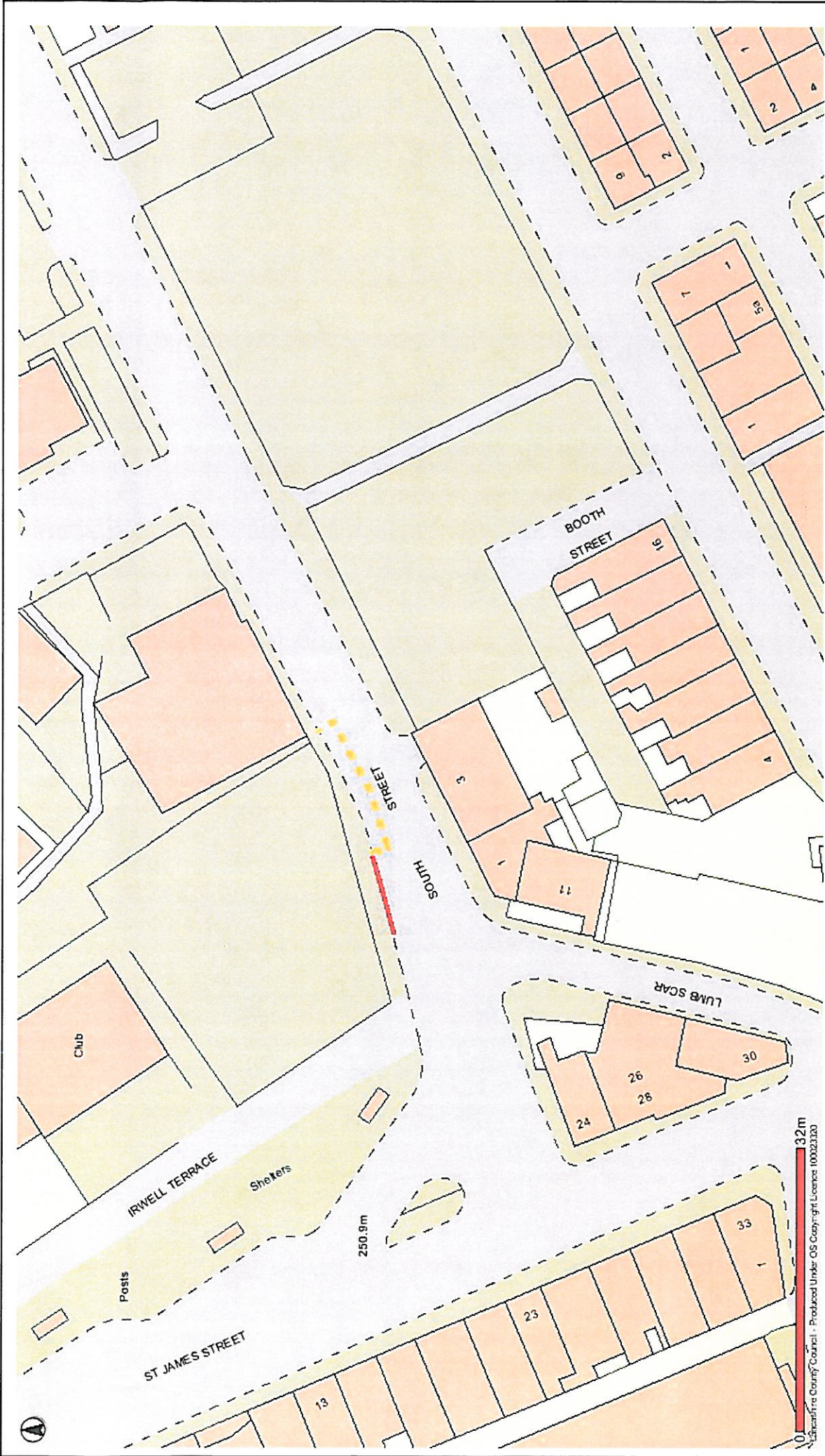
Appendices	
Document	Appendix Number
Hackney carriage stands appointed under section 63 of the Local Government (Miscellaneous Provisions) Act 1976 by Rossendale Borough Council	<i>Appendix A</i>
Map of the proposed location of the Hackney Carriage Stand	<i>Appendix B</i>
Comments from LCC-Highways	<i>Appendix C</i>

Appendix A

AUTHORISED HACKNEY CARRIAGE STANDS

<u>Location</u>	<u>No. of HC Vehicles</u>	<u>Times of Operation</u>
Rawtenstall - Bank Street	8	8pm to 3am
Rawtenstall - Kay Street	8	24 hours
Rawtenstall - Lord Street (T. Hall side)	2	24 hours
Rawtenstall - Lord Street (Crown Side)	1	24 Hours
Rawtenstall - Burnley Road	6	8pm to 3am
Rawtenstall – Bus Station, Bacup Road	10	11.30pm to 5.30am
Haslingden - Lower Deardengate	5	24 Hours
Bacup - Lumb Scarr	10	24 Hours
Bacup – St James Street (pending)	9	11.30pm to 5.00am
Bacup – St James Square	2	8pm to 6am
Waterfoot - Bacup Road	5	8pm to 3am
Whitworth - Thorneylea	2	24 Hours
<u>TOTAL</u>	<u>68</u>	





South Street, Bacup

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Date: 28/09/2012



Tracy Brzozowski

From: Holt, Kelly [Kelly.Holt@lancashire.gov.uk]
Sent: 03 October 2012 14:24
To: Tracy Brzozowski
Subject: South Street, bacup
Attachments: plan_pdf; 20120919_132451_jpg

Hi Tracy – really sorry for the delay,

The proposal is to extend the double yellow lines that run from the junction of St. James Street on the east side of South Street by 10 metres to cover the existing drop crossing that is required for pedestrians to cross South Street (see attached photo). There is a drop crossing directly opposite and Councillor Eaton confirmed that he has seen a resident in a wheelchair using this crossing point and therefore it must remain. I will arrange this on our next TRO review.

The taxi rank can begin where the double yellow lines finish for a distance of 15metres (3 taxis). On the attached plan the red line is the proposed double yellow line extension and the yellow dashed box is the proposed taxi rank.

Regarding the existing drop kerb for a former vehicle access point into the adjacent land, that can remain as it may assist elderly and disabled passengers into taxis and it is of no benefit to the wider public as a crossing point.

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