



**NORTHAMPTON**  
**BOROUGH COUNCIL**

## **LICENSING COMMITTEE REPORT**

<b>Report Title</b>	<b>Review of Hackney Ranks</b>
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**AGENDA STATUS: PUBLIC**

<b>Committee Meeting Date:</b>	<b>17 June 2014</b>
<b>Policy Document:</b>	<b>Hackney Procedures</b>
<b>Directorate:</b>	<b>Customers and Communities</b>

### **1. Purpose**

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1.1 The purpose of this report is to ask that the committee approve the extension of an existing hackney rank in the borough, the creation of a new permanent town centre hackney rank and the location of three night time ranks.

### **2. Recommendations**

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2.1 That following consultation the ranks as shown on the plan at Appendix B are adopted.

### **3. Issues and Choices**

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#### **3.1 Report Background**

3.1.1 Hackney Carriage Vehicles, which are regulated in accordance with the Town Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976 are allowed to sit and ply for hire on stands appointed for this purpose.

3.1.2 Under Sections 63 of Part II of the Local Government (Miscellaneous Provisions) Act 1976, the Council has the power to adopt stands within its District to be used by Hackney Carriage Vehicles.

3.1.3. Section 63 allows a stand to be appointed in any highway in the district which is maintainable at the public expense and, with the consent of the owner, on any land in the district which does not form part of a highway.

3.1.4. The process to be followed when adopting a new or existing rank is set out in Appendix A.

3.1.5. Following a meeting with representatives of the hackney drivers a number of issues were raised the most important being the lack of Hackney Ranks in the town centre.

3.1.6. NBC licence 138 Hackneys but only currently provide ranks for 12 Hackney Carriage vehicles in the town centre.

3.1.7. The other two established ranks are at the railway station and Weston Favell Centre, both of these are on private property and not maintained at the public expense.

3.1.8. Following the recent relocation of the bus station the hackney rank in Lady's Lane is no longer viable as this was to service the old bus station.

3.1.9. The redevelopment of Northampton's railway station will also limit the number of hackneys plying for hire at the station with the available spaces being reduced.

3.1.10. It has been suggested that it would be possible to introduce a traffic order changing the use of the south side of the road in George Row in order to establish a further rank for 10 Hackneys.

3.1.11. Although this would remove the parking bays at that location, all are short term bays and would not have a significant impact on town centre parking

3.1.12. This would alleviate the problem when the current numbers of hackney vehicles rank beyond their allocated space which causes a possible obstruction to the free passage of buses through the town centre.

3.1.13. The Police parking bay would be retained to provide that facility for their sole use during the night time economy.

3.1.14. At the same time the traffic order could incorporate an extension of the rank on Mercers Row to cater for an extra two vehicles and three night time ranks. These three night time ranks would consist of one at the top of Bridge Street for 5 Hackneys, one at the bottom of Bridge Street for 8 Hackneys, and a third in Lady's Lane outside the Roadmender Night Club for 5 Hackneys.

3.1.15. The adoption of the night time ranks as recommended will help to satisfy the increase in demand created by the night time economy and may incidentally decrease footfall into any potential hotspots.

3.1.16. This could potentially address the problem of Private Hire Vehicles, parking at these locations, and acting illegally in the town centre at night.

3.1.17. Should the recommendation be adopted this will go some way to addressing the current shortage of spaces provided.

#### **4.1 Choices (Options)**

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4.1.1. Confirm the formal consultation upon the proposal of the hackney ranks as at Appendix B with the inclusion of a public notice in the local newspaper. The consultation period will be for 28 days after publication of the notice.

4.1.2. Recommend an alternative to those locations.

4.1.3. To reject the recommendation.

## **5. Implications (including financial implications)**

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### **5.1 Policy (Hackney and Private Hire Licensing)**

5.1.1. There are no new policy implications, any costs related to advertising will be met from the licensing legal/advertising budget.

### **5.2 Resources and Risk**

5.2.1. Resources will continue to be managed within the licensing budget.

5.2.2. The Authority could be criticised for the lack of available ranks in the town centre and the fact that we do not cater for the vehicles that we licence

### **5.3 Legal**

**The Provisions of Section 63 Local Government (Miscellaneous Provisions) Act 1976 allow the designation of Hackney Stands upon any highway maintainable at the public expense or upon private land with the consent of the land owner.**

### **5.4 Equality**

5.4.1. There are no equality issues to be addressed that would have a derogatory effect on protected groups.

5.4.2. Public safety will be addressed during the consultation period.

### **5.5 Consultees (Internal and External)**

5.5.1 Director (Customers and Communities)

5.5.2. Head of Service. (Customers and Communities)

5.5.3. Manager. (Customers and Communities)

5.5.1. Legal

5.5.2. NCC Highways

5.5.3. MGWSP Mr Andrew Leighton.

5.5.4. Northamptonshire Police

## **5.6. Background Papers**

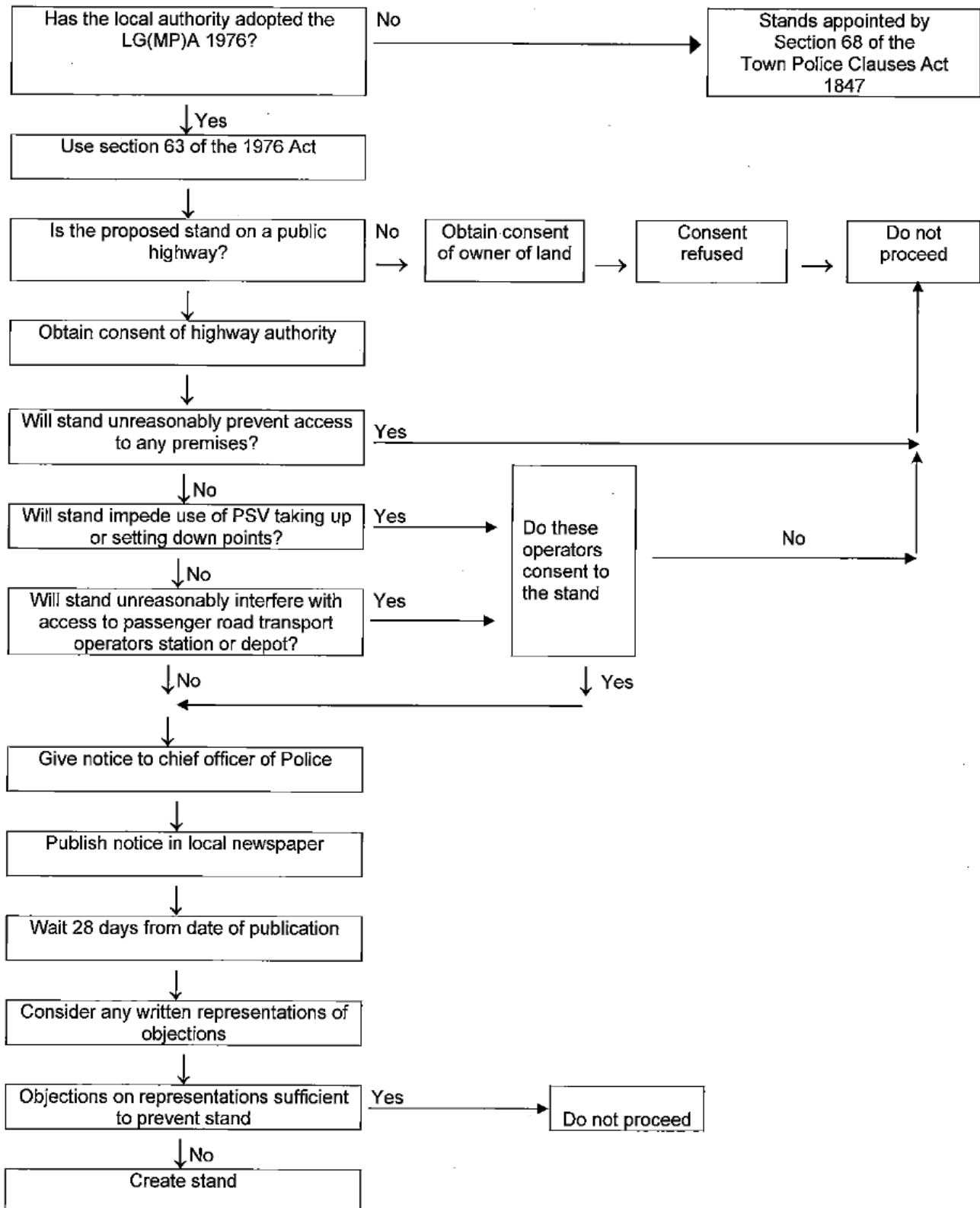
5.6.1. Local Government (Miscellaneous Provisions) Act 1976. (Relating to Hackney and Private Hire vehicles and drivers).

5.6.2. Taxis-Licensing Law and Practice – James Button

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**APPENDIX A.**

**Flow Chart for Granting Hackney Carriages Stand**



**APPENDIX B**

RANKS: 11PM X 5AM

24 HOUR RANK

