

LICENSING REGULATORY COMMITTEE

Local Government (Miscellaneous Provisions) Act 1976 – Proposed Review of Hackney Carriage Stands in Morecambe 26th March 2015

Report of the Licensing Manager

PURPOSE OF REPORT

The report is to inform Members of the responses in relation to the recent consultation on the proposal received as part of the Morecambe Area Action Plan to make amendments to the provisions of hackney carriage stands in Morecambe.

This report is public

RECOMMENDATIONS

- (1) That, taking into account the consultation response in relation to rank provision in Morecambe, the Committee determine whether it wishes to approve the proposed changes to hackney carriage stands as set out below:-
- a) To remove the 43m 9 space rank at Marine Road central car park
 - b) To create a 15m 3 space 24 hour rank on Tunstall Street
 - c) To create a 23m 5 space overnight rank to operate between the hours of 6pm and 8am on Marine Road Central outside of Costa and Nat West.
 - d) To create a 10m 2 space overnight rank to operate between the hours of 6pm and 8am on Marine Road Central outside of the Queens Hotel.
 - e) To create a 10m 2 space overnight rank to operate between the hours of 6pm and 8am on Tunstall Street, and

1.0 Introduction

- 1.1 Members will be aware that in January 2015 a report was considered in relation to making amendments to the rank provision in Morecambe as set out above. A copy of the report is attached at appendix 1 to this report.
- 1.2 Members will be aware that the provision of ranks in Morecambe is being considered as part of the Morecambe Area Action Plan (MAAP), and therefore the proposals have been put forward by officers from Regeneration and Planning.

- 1.3 The proposals in relation to the rank at the Arndale Centre in Morecambe have already been approved in February. However it is the further proposals as set out above that have recently been consulted upon and are the subject of this report.
- 1.4 The statutory consultation period closed on the 11th February. There were two responses received. The responses received are attached at appendix 2 to this report.
- 1.5 One of the responses is an objection in relation to the removal of the rank on the Clock Tower car park. The proposal is to move the rank to the other side of the road and place it outside of the Nat West Bank and Costa Coffee. It is proposed that the rank will operate between the hours of 6pm and 8am. The objection states that people driving private cars would use that area to pop into the bank and shops etc. However as can be seen from the proposal the banks and shops will be closed when the rank comes into operation. The rank on the Clock Tower car park is hardly used during the day.
- 1.6 For information, the removal of the bays on the car park is required as part of a project to reconfigure the areas both side of 'Eric' so the use of land here is as effective as it can be. This project fits to the Morecambe Area Action Plan and will provide a new and better children's play area on the central seafront, reconfigured and more pedestrian friendly parking areas, more space at the east side of Eric to make a new pedestrian gateway from seafront to town at Euston Road and a new off carriageway bus stop.
- 1.7 The second response is in relation to the proposal for Tunstall Street and Anderton Street, and suggests far reaching changes in relation to changing traffic flows etc. in that area. However, it is understood that changes on this scale would only be considered by county highways as part of a much wider piece of work such as part of the Movement Strategy for Morecambe – work much longer term in nature and which city and county council officers will work on in the coming months and years. Further, the proposal also recommends that the changes are in place of the rank provision on Market Street and the changes on Market Street have already now been approved.
- 1.8 A plan of the proposals is attached at appendix 3 to this report.
- 1.9 Under Section 63 of the Local Government (Miscellaneous Provisions) Act 1976 a district council may from time to time appoint stands for hackney carriages for the whole or any part of a day 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 so maintainable and may from time to time vary the number of hackney carriages permitted to be at each stand.

Before appointing any stand for hackney carriages or varying the number of hackney carriages to be at each stand in exercise of the powers of this section, a district council shall give notice to the chief officer of police for the police area in which the stand is situated and shall also give public notice of the proposal by advertisement in at least one local newspaper circulating in the district and shall take into consideration any objections or representations in respect of such proposal which may be made to them in writing within twenty-eight days of the first publication of such notice. Such notice has been given in respect of the proposals set out in the report and, as indicated above, the responses are at Appendix 2.

However, members should note that Section 63(3) provides that a district council is not empowered to appoint a stand on any highway except with the consent of the

highway authority. Further, Section 63(5) provides that the power to “appoint” ranks includes the power to revoke or alter existing stands.

The County Council, as highway authority have been consulted throughout this process and are happy with the proposals as set out in the report

2.0 Conclusion

- 2.1 Members should consider the representations made and the views of the highway authority, and determine in the light of those representations whether to approve the proposals as set out in the report.

CONCLUSION OF IMPACT ASSESSMENT

(including Diversity, Human Rights, Community Safety, Sustainability and Rural Proofing)

None applicable to this report

FINANCIAL IMPLICATIONS

If the proposals are approved the funding of the stands and associated works in Morecambe may be funded through the Morecambe Area Action Plan.

LEGAL IMPLICATIONS

These are contained within the report.

BACKGROUND PAPERS

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