

# **Report to the Licensing Committee**

**Date of meeting: 11<sup>th</sup> April 2012**



**Epping Forest  
District Council**

**Subject: Proposal for Taxi Ranks within the Epping Forest District**

**Officer contact for further information: Alison Mitchell**

**Committee Secretary: Adrian Hendry (01992 564246)**

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## **Recommendation/Decisions Required:**

**The Committee is requested:**

- 1. To specify which areas, if any, that it considers appropriate for a Hackney Carriage Stand (rank)**
- 2. To authorise the Senior Licensing Officer, or an officer acting on her behalf, to seek consent of the landowner if on private land or the Highways Authority of on Highways Land.**
- 3. To authorise the Director of Corporate Support Services or an officer acting on her behalf to place a notice of the proposals in a local newspaper.**
- 4. To approve, if that no objections or representations are received within the statutory consultation period, the appointment of the hackney carriage stands will come into effect on the day after the last day of the consultation period.**
- 5. To note that if objections or representations are received within the statutory consultation period, these will be reported to the next Licensing Committee for consideration.**

## **Report:**

### **Background**

- 1. At its meeting on 12<sup>th</sup> October 2011, the Licensing Committee decided that a public consultation exercise should be undertaken to determine the need for a taxi rank in any particular area of the District.**
- 2. There is a spreadsheet showing the results of the survey and this will be tabled at the meeting.**

### **Creating a Taxi Rank**

- 3. The Authority has powers under the Local Government (Miscellaneous Provisions) Act 1976 to create Hackney Carriage Stands (ranks) on either private land or public highway.**

### **Private Stands**

- 4. If the Authority seeks to create a rank on private land it must first obtain the consent of the owner of the land and agreement that it would permit the stand to be used by all hackney carriage drivers..**

The main areas of private land identified in the survey as being required for use as ranks are the areas outside the stations or supermarkets.

5. The Senior Licensing Officer wrote to the Station Masters at the stations in the area and had one reply from Transport for London opposing the installation of a rank at Theydon Bois station. She contacted Transport for London again to ask about the remaining stations but received no reply. The roadway outside Loughton Station is public highway.

6. If members were minded to request permission from any of the supermarkets for the creation of a rank then this could mean the loss of parking spaces and the terms of any planning permission for the supermarket and any contract for the management of the parking would have to be investigated.

### **Public Highway Stands**

7. If a stand is to be on a public highway the consent of Essex County Council, the Highways Authority, is required. It may be necessary for the County to make a traffic order depending upon the location.

### **Making an Order**

8. It will be necessary for the Senior Licensing Officer to assess the number of taxis who that would be able to be parked safely at any location identified by the Committee as suitable locations for a Stand. The consent of the owner of the land, if private or the highways authority must be obtained. The Authority must then give notice to the Chief Officer of the Police and a public notice must also be placed in a local newspaper for twenty eight days. Any objections received within that period must be taken into account.

9. If no objections or representations are received to the designation of a particular area as a taxi rank then the appointment of the Hackney Carriage Stand for that area will come into effect the day after the advertisement period. If an objection is received or representation is made in respect of a particular area then a report will be made to the next Committee meeting giving full detail.

10. It will be necessary to review the location of the taxi stands from time to time as the character of a neighbourhood will changes over time.

### **Reasons for Proposed Decision:**

11. The Committee at its last meeting decided that the consultation exercise should be undertaken. It would make the finding of a taxi more convenient for members of the public and assist drivers by giving them an area to park.

### **Other Options for Action:**

12. The Committee may decide that no taxi ranks are required in the district

### **Resource Implication:**

13. There will be a requirement to advertise each rank and the advertisements will be in excess of £1000 but it is hoped that it may be possible to combine some. There is a cost to marking out any taxi stand but the highways authority have indicated that they may be willing to pay for this to be done. Otherwise a budget will be required. Indications are that the cost will be £1,500 for each area. If the taxi stand is to be on private land a further report will be made setting out the comments of the owners and any costs.

14. Current staffing resources would not allow the ranks to be actively managed. The officers would respond to complaints and make occasional inspections.

**Legal and Governance Implications:**

15. It will be possible to monitor the ranks.

**Safer and Cleaner and Greener Implications:**

15. The regulation of where taxis may park may assist in the regulation of taxis.

**Background Papers:**

A spreadsheet with fuller details of the replies to consultation  
Copies of the replies to the consultation

**Impact Assessments:**

An impact assessment will be carried out, if required, before the next report is made on this matter.