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## Chief Executive's Office

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Date:

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**Chief Executive:** Donna Hall

**Chorley**  
Borough Council

Town Hall  
Market Street  
Chorley  
Lancashire  
PR7 1DP

Dear Councillor

## Licensing and Safety Committee - Wednesday, 19th July 2006

You are invited to attend a meeting of the Licensing and Safety Committee to be held in the Council Chamber, Town Hall, Chorley on Wednesday, 19th July 2006 commencing at 2.00 pm.

### AGENDA

1. **Apologies for absence**

2. **Declarations of Any Interests**

Members of the Committee are reminded of their responsibility to declare any personal interest in respect of matters contained in this agenda in accordance with the provisions of the Local Government Act 2000, the Council's Constitution and the Members Code of Conduct. If the personal interest is a prejudicial interest, then the individual Member should not participate in a discussion on the matter and must withdraw from the Council Chamber and not seek to influence a decision on the matter.

3. **Minutes (Pages 1 - 4)**

To confirm as a correct record the minutes of the meeting of the Licensing and Safety Committee held on 7 June 2006 (enclosed)

4. **Licensing Liaison Panel (Pages 5 - 8)**

To receive the minutes of the meeting of the Licensing Liaison Panel held on 15 May 2006 (enclosed)

5. **Licensing and Registrations - Licenses Issued from 1 May 2006 to 30 June 2006 (Pages 9 - 12)**

Report of Chief Executive (enclosed)

6. **High Street, Chorley Proposed Re-appointment of 24 hour Hackney Carriage Rank and Imposition of the Prohibition of Vehicular Waiting (Pages 13 - 16)**

Report of Chief Executive (enclosed)

Continued....

7. **Any other item(s) that the Chair decides is/are urgent**

8. **Exclusion of the Public and Press**

To consider the exclusion of the press and public for the following items of business on the ground that it involves the likely disclosure of exempt information as defined in Paragraph 4 of Part 1 of Schedule 12A to the Local Government Act 1972.

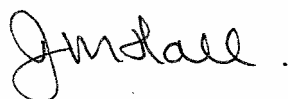
9. **Application for licence to drive hackney carriage/private hire vehicles within the Borough of Chorley - Mr RRF** (Pages 17 - 20)

Report of Chief Executive (enclosed)

10. **Application for licence to drive hackney carriage/private hire vehicles within the Borough of Chorley - LAG** (Pages 21 - 22)

Report of Chief Executive (enclosed)

Yours sincerely



Chief Executive

**Distribution**

1. Agenda and reports to all Members of the Licensing and Safety Committee (Councillor Mrs Iris Smith (Chair), Councillor Edward Smith (Vice-Chair), Councillors Thomas Bedford, Magda Cullens, David Dickinson, Doreen Dickinson, Anthony Gee, Daniel Gee, Keith Iddon, Hasina Khan, Margaret Lees, Marion Lowe, Thomas McGowan, Shaun Smith, Ralph Snape, John Walker and Mrs Stella Walsh) for attendance.
2. Agenda and reports to Claire Hallwood (Deputy Director of Legal Services), Howard Bee (Licensing Manager), Janet Brereton (Legal Assistant (Licensing and Registration)), Keith Ogden (Enforcement Officer) and Gordon Bankes (Democratic Services Officer) for attendance.
3. Agenda and reports to for attendance.

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આ માહિતીનો અનુવાદ આપની પોતાની ભાષામાં કરી શકાય છે. આ સેવા સરળતાથી મેળવવા માટે કૃપા કરી, આ નંબર પર ફોન કરો: 01257 515822

ان معلومات کا ترجمہ آپکی اپنی زبان میں بھی کیا جاسکتا ہے۔ یہ خدمت استعمال کرنے کیلئے براہ مہربانی اس نمبر پر ٹیلیفون  
کیجئے: 01257 515823

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**Licensing and Safety Committee****Wednesday, 7 June 2006**

**Present:** Councillor Mrs Iris Smith (Chair), Councillor Edward Smith (Vice-Chair) and Councillors Thomas Bedford, Magda Cullens, David Dickinson, Doreen Dickinson, Anthony Gee, Daniel Gee, Keith Iddon, Hasina Khan, Margaret Lees, Shaun Smith, Ralph Snape and John Walker

**06.LS.22 COUNCILLOR R SNAPE**

The Chairman expressed her thanks to Councillor R Snape, the previous Chairman of the Committee, for the work he had done on the Committee.

**06.LS.23 APOLOGIES FOR ABSENCE**

Apologies for absence were submitted on behalf of Councillors M Lowe, McGowan and Mrs Walsh.

**06.LS.24 DECLARATIONS OF ANY INTERESTS**

No declarations of interest were declared.

**06.LS.25 MINUTES**

The minutes of the meeting of the Licensing and Safety Committee held on 8 March and 20 April 2006 were confirmed as a correct record for signature by the Chairman.

**06.LS.26 LICENSING LIAISON PANEL**

The Committee received the minutes of the meeting of the Licensing Liaison Panel held on 27 March 2005.

**06.LS.27 LICENSING AND REGISTRATION - LICENSES ISSUED FROM 15 FEBRUARY 2006 TO 12 MAY 2006**

The Committee received a report of the Chief Executive on the various licences and permits issued and the registration affected by the Licensing Section since the last meeting.

**RESOLVED - That the report be noted.**

**06.LS.28 STRETCHED LIMOUSINES - EXCEPTION TO LICENCE CONDITION REGARDING COLOUR**

The Chief Executive submitted a report bringing to the attention of members of the Committee a problem that could arise regarding the licensing of stretched limousines.

This Committee on 11 January 2006 (minute 06.LS.05 refers) agreed that all hackney carriages must be white and all private hire vehicles must be any colour except white. The reason for this condition was to emphasise the difference between hackney carriage and private hire vehicles for the benefit of the users of these vehicles.

A problem had arisen requiring licensing a stretched limousine as the licence condition did not allow white private hire vehicles. Many of these limousines were supplied as white vehicles and it would be unreasonable to expect the owners to change the colour.

**RESOLVED - That the licence condition in respect of private hire vehicles be amended from**  
**4(g) the colour of the vehicle shall not be white to**  
**4(g) the colour of the vehicle shall not be white unless it is a stretched limousine or other similar vehicle that is acceptable for licensing as a private hire vehicle.**

**06.LS.29 VOCATIONAL TRAINING FOR HACKNEY/PRIVATE HIRE DRIVERS**

The Chief Executive submitted a report on the discussions that had taken place regarding the possible introduction of vocational training for drivers of hackney carriages and private hire vehicles.

The report indicated that the Disabled Persons Transport Advisory Committee had in its good practice guide 2003 emphasised the need for driver training for taxi drivers in dealing with disabled people.

Other Councils had already addressed this matter and had adopted different approaches. A meeting attended by representatives of the Licensing Sections of Chorley, Preston and South Ribble Councils discussed with representatives from Runshaw College outline proposals for a vocational training course for new applicants for hackney carriage and private hire drivers licences.

**RESOLVED - That a report be submitted to a future meeting of this Committee giving details of other providers of driver training, showing comparisons with other local authorities and costs to the taxi trade.**

**06.LS.30 EXCLUSION OF THE PUBLIC AND PRESS**

**RESOLVED - That the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 4 of Part 1 of Schedule 12A to the Local Government Act 1972.**

**06.LS.31 APPLICATION FOR LICENSE TO DRIVE HACKNEY CARRIAGE/PRIVATE HIRE VEHICLES WITHIN THE BOROUGH OF CHORLEY MR A S**

The Committee received a report of the Chief Executive on an application from Mr A S for a licence to drive hackney carriage/private hire vehicles. Information from the Criminal Records Bureau had revealed information that would need to be assessed by the Committee before determining the application.

The Committee was due to hear from Mr A S at its meeting on 5 April 2006 (Minute 06.LS.18 refers) but he was unable to attend and he was given another opportunity to put forward representations.

The applicant had been invited to this meeting, but did not attend. In his absence the Committee considered his application.

**RESOLVED - 1) That the Licensing and Safety Committee after careful consideration of the representation resolved that the application be refused. The Committee was of the view that the applicant was not a fit and proper person as he had committed a serious offence and that this was not responsible behaviour.**

**2) That the Committee also considered the human rights implications and the proportionate principal and was of the view that the protection of the public was of paramount importance.**

**06.LS.32 PRIVATE HIRE DRIVER - SUSPENSION OF LICENCE**

The Committee received a report of the Chief Executive on the suspension of a private hire driver, Mr E K following an application submitted by him to renew his private hire drivers licence.

At the time of renewal of his private hire driver's licence on 9 May 2006 the DVLA licence produced showed that there were three effective penalty points in respect of a speeding offence.

Mr E K had applied to renew his current private hire drivers licence and had produced a DVLA licence showing 9 penalty points.

On 8 May 2005 a reply was received from the DVLA confirming the endorsements.

The details of the endorsements indicated that on 21 October 2003 when Mr E K was originally granted his private hire driver's licence he was actually disqualified from driving.

The report indicated that Mr E K's driving record showed that his DVLA licence had been returned to the DVLA on nine occasions for endorsement and he had reported his DVLA licence lost or stolen on six separate occasions.

**RESOLVED - 1) That the Licensing and Safety Committee took a very serious view of his failure to declare convictions, however, after careful consideration of his representations agreed to renew his private hire drivers licence for six months.**

**2) That a severe written warning be given to him reminding him of his responsibility to comply with the licence conditions and that he be advised that if there are further incidents his private hire drivers licence may be revoked and that this be noted on his record.**

Chair

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**LICENSING LIAISON PANEL – 15 May 2006**

**PRESENT** Councillor Snape, Councillor Mrs Iddon, Howard Bee, Janet Brereton, Keith Ogden, Lynne and Phil Cooper, Ann Clitheroe, Julie Price, Abdul Manan, Brian Crompton, Peter Verhaege and David Hamer.

Councillor Snape informed those present that this was his last panel meeting as Chair of the Licensing Liaison Panel and that he would not be Chair on future meetings of the Licensing and Safety Committee. Councillor Margaret Iddon would not be Vice-Chair. It was yet to be confirmed who would be the next Chair of this Committee. Councillor Snape thanked everyone for the support and work in making the panel a success. Brian Crompton thanked him for his time chairing and the achievements of the panel and went on to say that his experience on the Licensing and Safety Committee would be missed.

**1 MATTERS ARISING FROM LAST MEETING:**

New Licence Disc – Keith Ogden handed round the new design of licence disc which contained the expiry date of the licence. This had been discussed at the last meeting and no one objected to the new design.

Signage at Cleveland Street – Paul Dunne had been notified by Keith Ogden and an email had been received from him, which he asked to be put in the minutes:

‘following an earlier licensing panel at the request of drivers we have provided two arrows to guide motorists into two lanes on Cleveland Street one for left and one for right in addition to KEEP CLEARS on Union Street itself. Unfortunately, drivers don’t look at the markings and get in an appropriate lane in time which renders the markings obsolete. However, if and when the Rank o/s Wetherspoons proves successful without adverse comments by the Police due to Public Disorder, and we decide to remove the rank on Cleveland Street, we would look at reducing the redundant rank on Cleveland Street and provide additional lane lengths indicated by centre line markings with more arrows to try and encourage this’. He also stated that the KEEP CLEAR markings in Union Street would be attended to.

Enforcement provisions/road traffic order/rank update – Janet Brereton informed the panel that the report was in its draft form and would be taken to the next available committee once the new Committee cycle following the elections was agreed.

- 2 DRIVER TRAINING UPDATE** – Keith Ogden explained that a report on driver training would be going to the Licensing and Safety Committee on 7 June 2006. Howard Bee and Keith Ogden had recently attended a meeting between Preston City Council and South Ribble Borough Council

to discuss the implications of training. There were many questions raised and the information given is summarised below:

- Each course would cost £150 and take place over 4 days (24 hours in total).
- Runshaw College was accredited to carry out the training using existing trainers and bringing in experts in particular fields.
- Each successful applicant would gain a nationally recognised qualification in Passenger Transport. This includes disability, discrimination, disabled persons getting in and out of vehicles. It would take over the knowledge test and route planning and include the conditions relevant to Chorley Borough Council.
- Relevant to both Hackney Carriage and Private Hire Drivers
- Some funding had been available where people had no previous qualifications, but this had been withdrawn. There was a possibility of funding being reinstated but this was not guaranteed.
- National Association of Private Hire is in favour.
- A minimum of 15 persons required to run a course, but run in conjunction with Preston City Council and South Ribble Borough Council.
- Other alternatives looked at but not considered being as effective as this course.
- Could be used by Licensing Committee as an additional measure following a complaint about a driver.
- Kept under review to ensure no adverse effect on numbers of new applicants.

### **3 PROVISION OF HACKNEY CARRIAGES ON RANK DURING**

**MORNINGS** – Keith Ogden had noted that between 8am and 9am most mornings there had been no hackney carriages on the rank. He explained that it did not help visitors to Chorley Town Centre if the rank was empty. Brian Crompton agreed to have a word with the other proprietors and work something out.

**4 PROBATIONARY LICENCES FOR NEW DRIVERS** – Howard Bee reminded everyone that this was an item deferred from the last meeting when the panel's views had been sought. Brian Crompton said that he did not feel there was any real benefit in this as anyone who contravened the conditions would expect to go before a committee whether it was an existing licensee or a new licensee. Phil Cooper agreed with this view.

**5 NEW LICENCE FEES IN FORCE** – Keith Ogden informed everyone that the new licence fees were now in force. The main change was that a higher fee was payable if a licence lapses as there is now a distinction between a 'new' vehicle licence and an 'existing' vehicle licence. Keith Ogden pointed out that if any vehicle was off the road, proprietors should let us know.

**6 ADDITIONAL HACKNEY CARRIAGE PLATES** - Howard Bee updated the panel members on the additional plates. The criteria had been agreed on 5 April 2006. The questionnaire was being compiled and it was expected to go out to all people on the licensing database within the next

2/3 weeks. Brian Crompton asked about the delay and Howard explained that the implementation of the Licensing Act was a major factor.

- 7 CCTV COVERAGE** – Peter Verhaege (on behalf of Pub Watch) stated that he was not happy with the times of manned CCTV coverage. Janet Brereton said that it was unlikely that the Licensing Liaison Panel was the correct forum to take this matter forward although it could support any moves to improve the protection/safety of all its representative bodies. Councillor Snape suggested that it may be a matter for the Town Centre Forum and asked Janet Brereton to find out how to include an item in the agenda. Keith Ogden asked if Brian Crompton could find out if John McKenna was still the representative from the Hackney Carriage trade.

## **8 ANY OTHER BUSINESS**

Peter Verhaege asked about the Best Bar None Initiative and Keith Ogden said that it was currently on hold during the time that new legislation was being implemented.

Brian Crompton and Abdul Manan stated that they could smell gas coming from Wetherspoons by the Rank and Keith Ogden agreed to email Environmental Health to inform them.

(Phil and Lynne Cooper left the meeting)

David Hamer pointed out that the Notice of Variation displayed at Wetherspoons gave the address as Cleveland Street when it should be New Market Street. Howard Bee agreed to look into this matter and any implications.

Brian Crompton raised issues regarding the Disability Discrimination Act, in particular as to why Chorley had been included in Phase 1 when it did not seem to meet the criteria. He felt that a mixed fleet was the best way forward and offered the best choice for disabled persons. Keith Ogden explained that it was the government, and not the Council, who chose who was included in the first phase. Keith Ogden agreed to look into this matter further and report back.

- 9 DATE AND TIME OF NEXT MEETING** – It was agreed that the date and time of the next meeting would be made after discussion with the new Chair of Licensing.

**PLEASE NOTE THAT THE NEXT MEETING HAS NOW BEEN ARRANGED AND WILL TAKE PLACE ON WEDNESDAY 12 JULY 2006 AT 1PM IN THE COUNCIL CHAMBER, TOWN HALL, CHORLEY. The new Chair of Licensing is Councillor Mrs Iris Smith.**

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Report of	Meeting	Date
Chief Executive	Licensing & Safety Committee	19 July 2006

## LICENSING AND REGISTRATION LICENCES ISSUED FROM 01 MAY 2006 TO 30 JUNE 2006

### 1. PURPOSE OF REPORT

To inform the Committee of the various licences and permits issued and the registrations effected since the last Committee.

### 2. CORPORATE PRIORITIES

There are no specific implications for corporate policies arising from this report.

### 3. RISK ISSUES

The issue raised and recommendations made in this report involve risk considerations in the following categories:

Strategy	Information	✓
Reputation	Regulatory/Legal	
Financial	Operational	
People	Other	

This report is for information only.

### 4. SECOND HAND GOODS

There have been no applications granted for second hand goods licences during this period.

### 5. HACKNEY CARRIAGES, PRIVATE HIRE REGISTRATIONS

The table below shows the number of licences/registrations issued during this period. Generally, renewal Private Hire/Hackney Carriage Vehicle/Drivers Licences and renewal Private hire Operator Licences are now issued by the One Stop Shop.

Number of	New	Renewals	Transfers	Vehicle Change
Private Hire Vehicles	8	28	4	3
Private Hire Drivers Licence	10	30	0	0
Private Hire Operator	3	3	0	0
Hackney Carriage Drivers Licence	3	8	0	0
Hackney Carriage Vehicle	0	2	0	1

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**6. HOUSE TO HOUSE COLLECTIONS**

There have been no applications granted for House to House Permits during this period.

**7. STREET COLLECTION PERMITS**

There have been 3 applications granted for Street Collection Permits during this period.

**8. LOTTERIES AND AMUSEMENTS ACT 1976 (AS AMENDED)**

There have been 3 Lottery permits issued.

**9. MOTOR SALVAGE OPERATOR**

There have been no Motor Salvage Operator Licences issued during this period.

**Enforcement visits for period from 01 May 2006 to 30 June 2006**

10. During the above period 43 visits have been made to premises in connection with licensing matters. The majority of visits have been routine except for the following:-

14/6/06 Mr Smiths Scrapyard, Harpers Lane, Chorley. Checking if company required licensing as a Motor Salvage Operator. Application forms delivered to premises and further visit to be made.

**Suspension of vehicles**

11. No vehicles have been suspended during this period. 1 private hire driver's licence has been suspended (the driver appeared before this Committee and his licence was renewed.)

**Investigation of complaints**

12. 4 complaints have been received during this period. All complaints were resolved.

**Joint Operations**

13. No joint operations have been carried out during this period.
14. 1 private hire driver has received an official caution for plying for hire without a licence (this was following an operation last year involving the enforcement officer, neighbourhood wardens and Police.

Report compiled 30 June 2006  
Keith Ogden  
Licensing Enforcement Officer

**COMMENTS OF DIRECTOR OF FINANCE**

15. There are no comments from the Director of Finance.

**COMMENTS OF THE DIRECTOR OF HUMAN RESOURCES.**

16. There are no comments from the Head of Human Resources

**RECOMMENDATION(S)**

- 17. Members are asked to note the report

DONNA HALL  
CHIEF EXECUTIVE

<b>Background Papers</b>			
<b>Document</b>	<b>Date</b>	<b>File</b>	<b>Place of Inspection</b>
Various applications	Various dates	Various files	Licensing Section Legal Services Chorley

<b>Report Author</b>	<b>Ext</b>	<b>Date</b>	<b>Doc ID</b>
Jayne Day	5161	03 July 06	LEGREP/LICENSING 1-05-06 - 30-6-06

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# Report

Report of	Meeting	Date
Chief Executive	Licensing and Safety Committee	19 July 2006

## **HIGH STREET, CHORLEY – PROPOSED RE-APPOINTMENT OF 24-HOUR HACKNEY CARRIAGE RANK AND IMPOSITION OF A PROHIBITION OF VEHICULAR WAITING**

### **PURPOSE OF REPORT**

1. To consider a proposal for the re-appointment of a 24-hour hackney carriage rank on the north side of High Street, Chorley, in conjunction with the imposition of a prohibition of vehicular waiting.

### **CORPORATE PRIORITIES**

2. This report does not affect any corporate priorities.

### **RISK ISSUES**

3. The report contains no risk issues for consideration by Members.

### **BACKGROUND**

4. High street, Chorley, has long been established as the principal location for the hire of hackney carriages in Chorley. Originally, the rank was established only in New Market Street, and was extended round into the eastern half of High Street at the time (1978) the Council adopted the provisions of the Local Government (Miscellaneous Provisions) Act 1976. The result was to provide a rank capable of accommodating some 10 hackney carriage vehicles at any one time.
5. Phase II of the re-development of Chorley town centre, which entailed the building of the new Booths Supermarket on the site of former Ribble bus station, and of a Wetherspoons public house on the site of the Post Office sorting office, resulted in that length of New Market Street situated between High Street and Union Street being paved over and closed to vehicular use (a prohibition of driving order was made).
6. The closing off of the northern end of New Market resulted in High Street becoming a cul-de-sac. The eastern termination of the street was re-configured into a turning-head with the construction of a roundabout. At the same time, given that New Market Street no longer offered an exit route for vehicles, there was now a need to provide some wider form of exit for traffic that required to leave the town centre. Thus traffic (1) seeking to exit the pedestrian precinct i.e. turning left out of New Market Street into High Street, or (2) that had in the first instance proceeded east along High Street to the roundabout and thence turned about and proceeded west down to the cross-roads junction with Cleveland Street, had to be accommodated. Traffic could not continue in a westerly direction back

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towards Market Street, because the configuration of the junction with Market Street had previously been so altered as to permit only one-way traffic turning in from Market Street into High Street. The only feasible option was to reverse the one-way driving system on Cleveland Street – south-bound between its junctions with Union Street and High Street – so that all traffic in High Street would exit by way of the said length of Cleveland Street.

6. While the above rearrangement of traffic flows represented the best that could be achieved in traffic management terms, some cause for concern was expressed from a public order viewpoint as regards the effect the above measure might have on the operation of the hackney carriage rank in High Street. With the eastern half of High Street turned into a cul-de-sac, the apprehension was that the street would be treated in practice as no more than a pedestrianised area during the evening and late at night by the public seeking to hire taxis. This might well involve, it was thought, groups of people milling about in the street, trying to flag down taxis, whether already under hire or not, as the latter sought to negotiate their way out of High Street and turn right into Cleveland Street. In order, therefore, to avoid any potential for conflict between pedestrians and moving vehicles it seemed reasonable to assume that if hackney carriage operations could be centred in Cleveland Street, the closest point of exit to Union Street, then this would minimise any potential for conflict whether from a road safety or a public order viewpoint.
7. Accordingly, the traffic regulation Orders governing the town centre were extensively revised in 2003. The hackney carriage rank in being along the north side of High Street between its junctions with Cleveland Street and High Street was downgraded from a 24-hour rank to a day-time rank, i.e. in operation between the hours of 7.00am and 7.00pm. In conjunction with this, a new “evening” rank was thus appointed on the west side of Cleveland Street, between its junctions with High Street and Union Street. The one-way system on this stretch of Cleveland Street was reversed so that vehicles could proceed north-bound to exit onto Union Street.

## **PRESENT POSITION**

8. However, it is clear that a majority of the public continue to have an entrenched preference for seeking to hire taxis during the evenings in the length of High Street situate between Cleveland Street and High Street, i.e. where the taxi rank was previously sited and operated on a 24-hour basis. Taxi drivers likewise conform with this preference and continue to operate as previously, albeit now informally, from the length of road-side concerned. The apprehensions relating to a potential for conflict between taxis and members of the public roving around the “top” end of High Street late at night have not seemingly been realised.
9. In the circumstances, it therefore seems expedient that the day-time rank in operation along the north side of High Street between Cleveland Street and High should be restored to operation as a 24-hour rank, thereby formalising the practice of 24-hour hiring that continues to take place. The evening rank in Cleveland Street would, however, be retained for the time being in order to see how compatible the operation of two evening ranks in relatively close proximity proved.
10. In addition to the above, however, it is clear that there is something of a general problem relating to the occasional parking of vehicles on the hackney carriage rank. While action can be taken under the provisions of the Local Government (Miscellaneous Provisions) Act 1976 against such practice, action can also be taken more expediently under the provisions of the Road Traffic Regulation Act 1984, where a hackney carriage rank is also supported by the presence of a prohibition of vehicular waiting. It is therefore proposed that a prohibition of vehicular waiting be also imposed on the north side of High Street, between its junctions with Market Street and New Market Street. The imposition of such a prohibition would allow exemptions for frontagers to service their premises, which is not technically allowed for under the provisions of the 1976 Act.

11. Accordingly, a version of this report will to be submitted to the decision-making forum that is to be put in place following the termination of the Lancashire Highway Partnership to determine the case for the introduction of vehicular waiting restrictions on the north side of High Street. The Licensing and Safety Committee’s remit remains as previously, namely to consider the case for the re-appointment under Section 63 of the Local Government (Miscellaneous Provisions) Act 1976 of a 24-hour hackney carriage rank on the north side of High Street between its junctions with Cleveland Street and New Market Street, Chorley.

**COMMENTS OF THE DIRECTOR OF FINANCE**

12. There are no comments from the Director of Finance

**COMMENTS OF THE HEAD OF HUMAN RESOURCES**

13. There are no comments from the Head of Human Resources

**RECOMMENDATION**

14. That subject to the formal views of the Chief Constable a 24-hour hackney carriage rank be re-appointed pursuant to the provisions of Section 63 of the Local Government (Miscellaneous Provisions) Act 1976 on the north side of High Street, Chorley, between its junctions with Cleveland Street and New Market Street.

**REASONS FOR RECOMMENDATION**

15. The re-appointment of a 24-hour rank on the north side of High Street formalises the current practice being followed both by the public and the hackney carriage trade in using the stretch of road-side concerned for the hire of hackney carriages.

**ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

9. The only alternative would be to take no action, and such a course of non-action would not address the continued use of High Street as an evening venue for the hiring of hackney carriages, nor the introduction of a more expedient means for dealing with the parking of vehicles on the hackney carriage rank in High Street.

DONNA HALL  
CHIEF EXECUTIVE

There are no background papers to this report.

Report Author	Ext	Date	Doc ID
G Fong	5169	7 July 2006	NEWREP

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of the Local Government Act 1972.

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