



LEEDS
CITY COUNCIL

LICENSING AND REGULATORY PANEL

**Meeting to be held in Civic Hall, Leeds on
Tuesday, 6th May, 2008
at 10.00 am**

MEMBERSHIP

Councillors

S Armitage	R D Feldman (Chair)	D Hollingsworth	T Grayshon
J Dowson		D Wilson	
J Dunn	G Wilkinson		A Blackburn
V Morgan			
B Selby			

**Agenda compiled by:
Constitution & Corporate Governance
Civic Hall**

**Helen Gray
247 4355**

A G E N D A

Item No	Ward/Equal Opportunities	Item Not Open		Page No
1			<p>APPEALS AGAINST INSPECTION OF DOCUMENTS</p> <p>To consider any appeals in accordance with Procedure Rule 25 of the Access to Information Procedure Rules (in the event of an Appeal the press and public will be excluded)</p>	
2			<p>EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC</p> <p>1 To highlight reports or appendices which officers have identified as containing exempt information, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.</p> <p>2 To consider whether or not to accept the officers recommendation in respect of the above information.</p> <p>3 If so, to formally pass the following resolution:-</p> <p>RESOLVED – That the press and public be excluded from the meeting during consideration of the following parts of the agenda designated as containing exempt information on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information, as follows:-</p>	

Item No	Ward/Equal Opportunities	Item Not Open		Page No
3			<p>LATE ITEMS</p> <p>To identify items which have been admitted to the agenda by the Chair for consideration</p> <p>(The special circumstances shall be specified in the minutes)</p>	
4			<p>DECLARATIONS OF INTEREST</p> <p>To declare any personal/prejudicial interests for the purpose of Section 81(3) of the Local Government Act 2000 and paragraphs 8 to 12 of the Members Code of Conduct</p>	
5			<p>APOLOGIES FOR ABSENCE</p>	
6			<p>MINUTES</p> <p>To confirm the minutes of the following meetings as a correct record:</p> <ul style="list-style-type: none"> a) 8th January 2008 b) 13th February 2008 <p>(Copies attached)</p>	1 - 12
7			<p>HACKNEY CARRIAGE ISSUES - UPDATE REPORT ON PROGRESS</p> <p>To consider the report of the Assistant Chief Executive (Corporate Governance) providing an update on the issues raised by the Special Meeting of the Licensing and Regulatory Panel held 13th February 2008 and the progress made so far</p> <p>(Report attached)</p>	13 - 16

Item No	Ward/Equal Opportunities	Item Not Open		Page No
8	All Wards		<p>QUARTERLY REPORT (OCTOBER TO DECEMBER 2007) OF THE TAXI AND PRIVATE HIRE LICENSING SECTION</p> <p>To consider the report of the Assistant Chief Executive (Corporate Governance) setting out the licensing transactions undertaken by the Taxi & Private Hire Licensing Section under officers delegated powers during the final quarter of 2007</p> <p>(Report attached)</p>	17 - 20
9	All Wards		<p>QUARTERLY REPORT (JANUARY TO MARCH 2008) OF THE TAXI AND PRIVATE HIRE LICENSING SECTION</p> <p>To consider the report of the Assistant Chief Executive (Corporate Governance) setting out the licensing transactions undertaken by the Taxi & Private Hire Licensing Section under officers delegated powers during the first quarter of 2008</p> <p>(Report attached)</p>	21 - 24

Agenda Item 6

LICENSING AND REGULATORY PANEL

TUESDAY, 8TH JANUARY, 2008

PRESENT: Councillor R D Feldman in the Chair

Councillors S Armitage, A Blackburn,
J Dunn, D Hollingsworth, V Morgan,
B Selby, G Wilkinson and D Wilson

IN ATTENDANCE

Mr D Broster – LCC Taxi & Private Hire Licensing
Mr M Johnson – LCC Taxi & Private Hire Licensing
Mr R Whittaker – LCC Taxi & Private Hire Licensing
Mr H Claxton – LCC Highways Services (Traffic Management)
Mr B Heptinstall – Leeds Taxi Owners Association
Mr K Gill – Leeds Taxi Owners Association
Mr A Ali - LAPTA
Mr G Khan -
Mr Z Din - LITDA

25 **Declarations of Interest**

There were no declarations of interest

26 **Apologies for Absence**

Apologies for absence were received from Councillors Dowson and Grayshon

27 **Minutes**

RESOLVED – That the minutes of the previous meeting held 6th November 2007 be agreed as a correct record

28 **Matters Arising**

Minute 24 – Executive Hire Operators – Officers reported the Department of Transport had advised that the Panels' earlier concession to Executive Hire Operators (to allow EH Operators to contract drivers licensed by other neighbouring authorities to work for them in order to fulfil large contracts) was not legal as it would contravene primary legislation. Subsequently all relevant operators had been contacted to provide them with this guidance.

The Panel suggested this issue be raised at a forthcoming meeting of neighbouring licensing authorities and if possible a joint view on the matter should be presented to the Local Government Association and local Members of Parliament.

29 **Information report - Issues around the Hackney Carriage Associations Loss of Contract as the Preferred Transport provider to Leeds/Bradford Airport**

The Assistant Chief Executive (Corporate Governance) submitted a report which informed the Panel of a recent change to the public transport provider at Leeds/Bradford International Airport from the Hackney Carriage (HC)

Draft minutes to be approved at the meeting
to be held on Wednesday, 13th February, 2008

Association to a local Private Hire (PH) Operator. The report also set out the subsequent impact of this change on the trade and provision within Leeds City Centre

Appended to the report was a copy of the report previously considered by LCC Executive Board in response to a deputation to Council brought by the HC trade in July 2007 and a copy of Guidance issued by the Department for Transport on taxi sharing.

The Section Head, Taxi & Private Hire Licensing, set out the background to the current position and reminded the Panel that as Leeds/Bradford Airport was longer under the control of the 5 local authorities having been privatised in 2007, the power and influence of the Council would be limited.

Members noted the following information:

Railway Station & Enforcement – a new Code of Conduct had been introduced by the Railway Board which included penalties for drivers found to be over-ranking or parked on double yellow lines within the station boundary following numerous complaints about conduct of HC drivers on Boar Lane and New Station Street.

Daytime ranks – it was noted that vast tracks of kerbside could not be designated as taxi ranks by LCC for daytime use.

Public awareness – A proposed priority for 2008 was being considered by the T & PH Section to raise the public's awareness of taxi availability and the location of existing taxi ranks within the city centre in order to maximise their use. The T & PH Section would principally be concerned with public safety matters and officers felt that public awareness of ranks was a shared responsibility across various Council departments but were willing to contribute as much as possible to discussions to progress the matter

The Panel supported the officers' view that the input of the HC trade was absolutely imperative. The trade must review its own operating systems and act accordingly and support LCC in the search for measures to alleviate problems, such as utilising the ranks not at the station, utilising ranks in the suburbs and highlight their own availability to the public themselves

Mr B Heptinstall outlined draft proposals drawn up by the HC trade to utilise outlying taxi ranks where taxis could wait to be contacted by their Head Office to provide service to a waiting customer.

The Panel discussed the following matters particular to Leeds/Bradford airport

- New private hire procedure – a PH booking office was now located within the main airport building and all potential customers were required to book and pay for PH transport there. A ticket issued to the customer stipulated which PH car would provide their transport and an electronic system then advised them the car was waiting in the Express car park.
- Rank – the Taxi rank directly to the front of the building had been removed on 31 December 2007. The airport was cautious of retaining the rank and

utilising it for PH vehicles and had stated the raised security level was the reason for this. Members however commented there had been no security issue with the use of the rank on 31 December 2007 and queried what factors had significantly increased the security level on 1 January 2008 to warrant the removal of the rank.

- Hackney Carriage vehicles booked by customers for airport journeys were not allowed to make use of the Express car park nearer to the airport building. HC drivers had to pay for and park in the short stay car park and drivers had to walk to the main building with/to meet customers
- Impact on provision for elderly infirm disabled passengers – Members commented that the new arrangements may have a detrimental impact on the service provided for those customers who had difficulty with luggage/walking to or finding transport. The Panel was concerned the PH drivers may not offer assistance to passengers and additionally that the fleet may not have an adequate supply of wheelchair accessible vehicles.
- Tender documentation – Members noted information relating to the tender documents required for the contract. The Panel was surprised by the prescriptive nature of the requirements, such as colour of the vehicle fleet; uniforms to be worn; age of vehicles and commented these requirements precluded the Hackney Carriage trade from fulfilling the contract due to the HC Conditions laid down by LCC. The Panel suggested the HC trade raise the contents of the tender documentation with the Office of Fair Trading
- Contract – The Panel sought clarification on the terms of the contract for the sale of the Airport with specific reference to the provision of public transport to and from the terminal and whether any specific exemptions/exceptions were included which would prevent the Council from making representations. Members also sought to determine whether the impact of the sale on Leeds hackney carriage trade had formed any part of the discussions between the 5 former local authority owners.

The Panel heard representation made by Mr B Heptinstall on behalf of the HC trade and noted his concern that the PH Contractor and Airport referred to the PH provision as “taxis” in their press releases and internet advertisement. Whilst all parties acknowledged that “taxi” tended to be used as a general term recognisable to the public for both HC and PH provision, concern was expressed that this was a misrepresentation. The Panel noted the advice of the legal officer that the Council only had jurisdiction over “landside” matters and could not influence matters regarded as “airside” at the airport and offered to seek further clarity on this particular issue

RESOLVED – That the contents of the report be noted and the comments of the Panel be relayed to officers within the relevant Departments

30 City Centre Taxi Rank Provision

The Director of City Development (Highways Services) submitted a report setting out the current position in Leeds City Centre with regards to taxi rank

provision. The report had regard to the Taxi Associations recent unsuccessful tender to retain the contract to provide public transport provision at Leeds/Bradford International Airport and the Panel considered this report in conjunction with the previous agenda item.

The Panel noted the comments of the highways officer regarding the high demand on kerb space in the city and the scope for the taxi trade to make better use of the ranks available in the suburbs and deliver a service there

Members welcomed the news that proposals to create new 24 hour ranks on Greek Street and the conversion of the New Briggate rank to 24 hours were being advertised and hoped this would have positive impact on the trade. Members however expressed their disappointment over the length of time this process had taken; bearing in mind the Panel established a Working Group in 2004 to consider the issue of HC rank provision in the city centre.

It was reported that Highways Services, having regard to the increased number of HC vehicles in the city since the loss of the airport contract, was considering improvements to Boar Lane to improve access to New Station Street in order to assist ranking

The Panel noted that highways officers had written to the Department for Transport seeking approval for the use of bus stops/lay bys as night time taxi ranks once the ordinary bus service ceased. If approval was granted, the use of bus stops could then be enforced by LCC own officers and it was envisaged the measures necessary to put this in place could take 12 months. Officers welcomed further suggestions from the trade on provision or relocation of ranks. To this end, Mr Heptinstall tabled a copy of the minutes of HC trade meeting held 2 January 2008 which contained a list of roads/streets which the HC trade felt would be more appropriate for the location of ranks

It was reported that currently the City Centre provided 126 "24 hour" rank spaces and 264 evening/night time rank spaces. Once the new and amended ranks currently being progressed were put into place, these figures would rise to 187 "24 hour" ranks spaces and 325 evening/night time rank spaces

Members made the following comments:

- rank visibility – discussed measures employed in other cities to identify ranks to the public – such as yellow/black chevron markings, use of bus stop style shelters/waiting areas
- Insufficient number of sites proposed by Highways Services to address concerns raised by the Working group in 2004.
- Suggestion to establish another Working Group to discuss HC trade issues to involve representatives of the trade, METRO and relevant LCC departments in the first instance was supported. Members requested the outcome of the discussions be reported to the next full Panel meeting and any proposals to be progressed to be discussed with the PH trade in the future

The Panel considered the information presented by representatives of the HC trade

RESOLVED – That the contents of the report and information provided to the meeting be noted and

- a) That a Working Group be established to discuss HC related issues to consist of Panel members, representatives of the HC trade, officers from relevant LCC Departments and METRO.
- b) That officers be authorised to draft a terms of reference to govern the remit the Working group to be reported to the first meeting of the Group
- c) That the following Members of Panel be confirmed as members of the WG: Councillors RD Feldman, J Dunn, G Wilkinson, S Armitage, B Selby and D Wilson
- d) That the first meeting of the WG be held on Wednesday 13th February 2008 at 10.00 am, Leeds Civic Hall

31 Date and Time of Next Meeting

RESOLVED – To note the following arrangements

- a) Wednesday 13th February 2008 at 10.00 am – additional Licensing and Regulatory Panel meeting to consider Hackney Carriage issues
- b) Ordinary meeting scheduled for Tuesday 4th March 2008 at 10.00 am

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LICENSING AND REGULATORY PANEL

WEDNESDAY, 13TH FEBRUARY, 2008

PRESENT: Councillor R D Feldman in the Chair

Councillors S Armitage, A Blackburn,
J Dunn, V Morgan and D Wilson

IN ATTENDANCE

Mr D Broster – LCC Taxi & Private Hire Section
Mr P Roberts – West Yorkshire Passenger Transport Association
Mr T McSharry – Access Committee for Leeds
Mr D Littlewood – Access Committee for Leeds
Mr P Stephens – LCC Chief Economic Services Officer
Mr K Darch – Principal Engineer, LCC Highways Services
Ms C McCall – Leeds Community Safety
Mr M Darwin – LCC Head of Highways Development

32 Declarations of Interest

There were no declarations of interest

33 Apologies for Absence

Apologies for absence were received from Councillors Dowson, Grayshon, Selby and Wilkinson

34 Remit of the Special Meeting of the Licensing and Regulatory Panel

The Assistant Chief Executive (Corporate Governance) submitted a report briefly setting out the remit for this special meeting of the Licensing and Regulatory Panel to form the basis of discussions

RESOLVED – That the contents of the report be noted and the proposed remit for the meeting as set out in paragraph 3.1 of the report be agreed

35 Issues relating to Hackney Carriage Provision in Leeds

The Panel considered documentation in relation to Hackney Carriage provision in Leeds as follows:

- a) Minutes of the last Panel meeting held 8th January 2008 where Members had resolved to call this additional Special meeting
- b) Minutes of a Hackney Carriage (HC) trade meeting held 2nd January 2008 which included proposals for new ranks in the city
- c) City centre map supplied by LCC Highways Services which showed each rank within the city centre.

Having regard to the remit for discussions at this Special meeting, the Panel went onto discuss issues related to the increased numbers of taxis in the city centre since the loss of the Leeds/Bradford Airport contract and immediate identification of measures needed to address this. Members were particularly concerned about the perceived lack of public awareness of the location of taxi ranks in the city centre other than the Railway Station rank.

Awareness of rank locations

Draft minutes to be approved at the meeting
to be held on Tuesday, 4th March, 2008

- Signage – Mr Stephens reported that City Centre Management was to review the legibility of the city centre, including directional signage and this would refer to taxi ranks. He added that “finger posts” were in place at rank locations in the city but there was some concern particularly from disability groups, that an increased number of signs on the pavements would create clutter, further obstructions and be detrimental to the streetscene. Mr Darch referred to a taxi sign with lighting currently in use on ranks in London and suggested use of this style of rank for Leeds could be investigated. Additionally the design of the flag signs currently in use could be reviewed
- Mr Darch reported that road signage and markings were governed by Government legislation. He added the “finger posts” had been erected by highways at the request of the HC trade, but technically were not highways responsibility as not on the highway
- Road markings – were in use to delineate ranks on the highway
- Shelters – Panel noted that bus stop style shelters at ranks were in use in Sheffield. These incorporated lighting, a taxi sign to the roof, chevron road markings to delineate the rank on the highway and were set back from the pavement. Members supported the suggestion that the use of similar shelters should be investigated in Leeds.
- Mr Darch explained that LCC Highways did not have the power to provide shelters. It was noted that some shelters had been erected as a pilot scheme by T&PH Section some years ago. These had required planning permission and Highways services agreement and their continued maintenance did not fall within Highways remit. Mr Darch sought to establish whether T&PH Section would be willing to lead on similar installations again and discussion followed on likely sources of funding
- Enforcement – Officers reported that enforcement activity was to focus on the city centre, and sought Members support for this commenting that officers undertaking this work were often lobbied by the PH trade or their supporters

Locations of Ranks

- Mr Darch referred to the map included in the documents stating only 4 or 5 existing ranks required passengers to be loaded from the road side rather than kerbside. These were historical ranks that could be revisited or taken out
- Panel discussed current provision around the bus station which they regarded as inadequate and noted comments that the external layout of the bus station had been done without liaison with the local disability groups. Members sought commitment to new ranks or the realignment of ranks in that area.
- Ranks did exist near to the bus station on Dyer Street and New York Street but these were not integral to the bus station

New Ranks

- Members noted comments that ranks which stated “4” spaces could in fact only house 2 of the larger new vehicles. Officers responded that all new ranks provided 5m space per vehicle.

- Mr Darwin referred to the future redevelopment of Eastgate Quarter which had involved a kerbside study in the drafting of the applications. The whole kerbside was being reviewed for bus stop and taxi rank usage and rank numbers would increase. Works were to commence during 2008 to be completed by 2012 and would include amendments to George Street to allow two way traffic and kerb side loading.
- Agreed that any re-alignment of existing ranks should ensure that the passengers alight from the vehicle onto the kerbside and that ranks be available on both sides of a road where possible
- Mr Darch reported he was in receipt of the list of suggested ranks and proposed to meet with HC reps within the next three weeks to discuss. New ranks proposed for Greek Street and New Briggate were already being processed. Only the New Briggate rank had attracted an objection and once this was dealt with the works to create the ranks could be contacted out to commence as soon as practicable

Role of WYPTE

- Noted there had been greater involvement with local user groups, including disability groups, since the bus station completed
- Use of bus stops for taxi ranks – Mr Roberts noted the comments that WYPTE had previously not supported this suggestion. He expressed concern that some bus stops were currently being used illegally by private hire plying for hire or members of the public parking especially on Woodhouse Lane. He now felt it appropriate to investigate dual use of bus stops and was willing to attend any discussions on this matter. Mr Roberts did reiterate however the need to protect bus stops during normal hours of use; to have regard to the conditions necessary to create and enforce ranks; the necessary costs incurred to create dual use stops and future responsibility for maintenance
- Mr Roberts suggested one location to pilot such a scheme should be identified, consisting of two or three bus stops, to evaluate the usage before consideration for rest of city
- The Panel noted some buses did operate past 12 midnight and a list of these would be needed to identify a dual usage pilot location to avoid conflict of use
- Mr Darch reported a total of 5 bus stops around the public transport box had already been identified for use beyond the last bus service at 11.30 pm, however legislation prevented immediate implementation. The Department had written to Central Government seeking approval to implement the necessary highways signs and markings which did not conform to the “Book” – the Book being the regulations by which standard highways markings are made – in November 2007 and were awaiting approval. The Department also sought agreement to use the proposed system generally in Leeds rather than permission being site specific; however this proposal had not been well received. If approval was granted, highways could implement the measures on those sites identified by the HC Trade on Boar Lane and Briggate Street. Mr Darch however urged caution with these measures as the removal of bus stops after 11.30 pm could lead to LCC being seen to condone the illegal practices of some members of the PH trade. Full legal approval

was required to enable the highways to be conditioned and enforced properly

Liaison

- Panel supported the comments of the Access Committee representatives that service users should be involved in any consultation process. Panel noted the offer that as an independent lobby group they could approach Central Government regarding the legislation governing signage and markings to the highways in order to impress the importance of access for all, noting the Government was also a public body with DDA targets to achieve
- Mr McSharry reported the railway station rank had been built without due regard to the disabled groups, and had since had to be re-aligned to provide access for all
- Members supported the suggestion for trade reps to meet with Mr Darwin to discuss the Eastgate redevelopment proposals and kerbside study
- Members supported the suggestion that Mr Stephens meet with representatives of the Access Committee to discuss consultation undertaken so far and future priorities

Leeds Bradford Airport

- Noted the concerns voiced by representatives of the Access Committee regarding the new private hire provision at the airport
- Noted the concern of the HC Trade representatives over the use of the generic term "taxi" on signage at the Airport
- Noted the system now in place at the Airport for travel provision for passengers and voiced concern that this may not adequately provide a service to the public in terms of information available and assistance plus the impact the change of service provider had on disabled passengers or those with mobility problems.
- Noted that officers had approached the Airport to seek provision of a taxi drop off point, but the request had been refused

Proposals

- LCC Taxi and Private Hire Section to lead on the investigation of funding opportunities and safety implications of bus stop style taxi shelters in conjunction with LCC City Centre Management and Community Safety. Mr Roberts of WYPTE offered to attend to any discussions regarding shelters
- Officers to consider the legibility of the flag design taxi signs; the removal or realignment of the 4/5 historical taxi ranks which load from the roadside and to investigate the possible implementation of the taxi rank sign with lighting in Leeds
- Representatives of the HC trade to meet with Mr Darch to discuss their suggested ranks
- To note that officers of the T & PH Section intend to meet with representatives of the Access Committee to discuss their concerns regarding Leeds/Bradford transport arrangements
- That the Chair of the Panel write to all Members of Council regarding the forthcoming enforcement activity in the city centre to highlight the necessity of this work having regard to the safety of the public.

RESOLVED –

- a) That all parties be thanked for their attendance and input into this meeting
- b) That all the matters outlined above be progressed having regard to the relevant legislation; future ownership and maintenance of the ranks and legal implications
- c) That update reports be presented to an appropriate Panel meeting in approximately 3 months time

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Report of the Assistant Chief Executive (Corporate Governance)

LICENSING AND REGULATORY PANEL

Date: 6TH MAY 2008

Subject: HACKNEY CARRIAGE ISSUES - UPDATE REPORT ON PROGRESS SO FAR

<p>Electoral Wards Affected:</p> <p>ALL</p>	<p>Specific Implications For:</p> <p>Equality and Diversity <input type="checkbox"/></p> <p>Community Cohesion <input type="checkbox"/></p> <p>Narrowing the Gap <input type="checkbox"/></p>
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Executive Summary

1. This report is presented in order to update the Panel on the progress made so far with regards to matters discussed at the Special Meeting of the Licensing and Regulatory Panel held in February called specifically to discuss taxi related issues

1.0 Purpose Of This Report

2.0 The report sets out a reminder of the issues raised by the Special Panel and provides updated information on the progress so far with each individual issue.

3.0 Background Information

3.1 The Special Meeting of the Panel discussed matters relating to the publics' awareness of taxi rank locations, existing and new ranks, the role of WYPTE, liaison between interested parties and the current position with regards to Leeds Bradford Airport with representatives of the Trade and relevant LCC Departments.

3.2 All parties agreed to a number of proposals to move forward, and the following is an extract from the minutes of the February meeting:

- LCC Taxi and Private Hire Section to lead on the investigation of funding opportunities and safety implications of bus stop style taxi shelters in conjunction with LCC City Centre Management and Community Safety. Mr Roberts of WYPTE offered to attend to any discussions regarding shelters
- Officers to consider the legibility of the flag design taxi signs; the removal or realignment of the 4/5 historical taxi ranks which load from the roadside and to investigate the possible implementation of the taxi rank sign with lighting in Leeds

- Representatives of the HC trade to meet with Mr Darch to discuss their suggested ranks
- To note that officers of the T & PH Section intend to meet with representatives of the Access Committee to discuss their concerns regarding Leeds/Bradford transport arrangements
- That the Chair of the Panel write to all Members of Council regarding the forthcoming enforcement activity in the city centre to highlight the necessity of this work having regard to the safety of the public.

3.3 It was further agreed that update reports be presented to an appropriate Panel meeting in approximately 3 months time, having regard to the relevant legislation; future ownership and maintenance of the ranks and legal implications

4.0 Main Issues

4.1 The Councils' response to the issues raised by the Panel and the progress made so far is outlined below:

4.2 Bus Stop Style Taxi Shelters

Taxi Shelters – an initial meeting between officers of Highways, METRO and Taxi & Private Hire Licensing has been held to discuss the way forward on the taxi shelter issue. METRO have agreed to take the lead on this and are to put proposals to ADSHEL in respect of sites at The Headrow rank; Lower Briggate (outside Dysons) and Merrion Street (above the Wrens public house). Naturally planning issues will follow.

More appropriate colour schemes for the taxi shelters (black and white) are being considered in order to identify its taxi use rather than bus use. It has been agreed that public information will be displayed inside the shelter solely related to taxi issues, such as taxi association contact details, fare chart, safety information etc.

Additionally signage of the shelter will be night time reflective

It is intended that taxi shelters which will form part of the use of existing bus stops (if authorisation is received from the DfT for the signing and lining associated with using bus stop clearways as taxi ranks when the buses have stopped running) will be progressed in addition to these three new taxi shelter sites. The views of METRO will also be sought on some of the bus stop locations suggested by the taxi trade.

Bus stop clearway/taxi rank issue – a more favourable response has been received from the DfT but they require more amended information and a new application. The DfT is also still indicating that each authorisation should be site specific; however highways officers still intend to push for a more district wide approval in order to make it easier to implement new sites and change things as need be.

4.3 Taxi Signs – designs and legibility

Taxi rank signage – has been reviewed. The conclusion being that LCC does this correctly. Officers are in the early stages of seeking an alternative design for the 'flag type' stand sign drafted to assess what can be done within current rules, having regard to other forms of suitable sign equipment available and the "Book".

Public awareness – this remains in abeyance until the proposals for ranks and taxi shelters have been through the formal approval process.

4.4 Removal /realignment of historical taxi ranks

Taxi Rank at Greek Street/New Briggate – officers have not been able to conclude negotiations with the objector regarding the implementation of the New Briggate rank, however now intend to submit a report to the Highways Board recommending they over rule it. The taxi rank proposal on Greek Street and New Briggate could then be implemented as previously advertised. The work instruction is ready to be sent to the contractor once the objection issue is resolved.

4.5 Discussions on ranks suggested by the HC Trade

New Taxi Rank Locations and Changes – highways officers are considering the list the Trade has presented with a view to accommodating as many of the requests as possible however, a balance has to be achieved with all other kerbside demands. A meeting has yet to be arranged with Trade representatives

4.6 Leeds/Bradford Airport – There have been changes within the management structure at LBA and in order that any proposals are considered for the long term the arrangements for a visit by the Access Committee for Leeds have been held back but are now being progressed.

4.7 Enforcement Activity – Staffing levels have constrained some of the forward plans in respect of increased city centre night time enforcement activity. This has now commenced, but in view of the forthcoming election period it was thought appropriate that the proposed letter to all Members of the Council would be better placed after the elections

5.0 Implications For Council Policy And Governance

5.1 None

6.0 Legal And Resource Implications

6.1 Legal and resource implications will be identified and absorbed as required by the individual departments involved

7.0 Recommendations

7.1 To note the progress made so far and make appropriate comments.

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Report of the: Assistant Chief Executive (Corporate Governance)

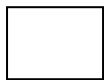
To the: Licensing and Regulatory Panel

Date: 6th May 2008

Subject: QUARTERLY REPORT (OCTOBER - DECEMBER 2007) OF THE TAXI AND PRIVATE HIRE LICENSING SECTION

Electoral Wards Affected:

All



Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

EXECUTIVE SUMMARY

This report details the licensing activity of the Taxi and Private Hire Licensing Section and the issues dealt with under delegated powers.

1.0 Purpose Of This Report

1.1 To provide information to Members of the Licensing and Regulatory Panel about licensing transactions undertaken by the Taxi and Private Hire Licensing Section. This report indicates licences that have been granted under Officers delegated powers in line with the Council's Constitution and the Terms of Reference of the Panel.

2.0 Background Information

2.1 Members will recall that a number of different licenses are dealt with by the Taxi and Private Hire Licensing Section in Legal and Democratic Services. Officers have delegated powers to make decision on licence applications and the suspension and revocation of licenses which, on appeal, are heard by the Magistrates Courts.

3.0 Main Issues

3.1 A breakdown of licensing transactions is attached at Appendix A.

4.0 Implications For Council Policy And Governance

4.1 None

5.0 Legal And Resource Implications

5.1 None

6.0 Conclusions

6.1 That matters have been appropriately administered within the terms of the Constitution.

7.0 Recommendations

7.1 That Members note the report.

APPENDIX A

TAXI AND PRIVATE HIRE LICENSING
LICENSING INFORMATION OCTOBER – DECEMBER 2007

	TOTAL CURRENTLY LICENSED	LICENCES RENEWED	NEW LICENCE ISSUED	TRANSFERS	REFUSED	SUSPENDED	REVOKED	PROSECUTIONS
Hackney Carriage Driver	1130	310	14			1	1	1
Hackney Carriage Vehicle	537	114	36	8				
Private Hire Driver	4793	1172	198		2	25	13	12
Private Hire Vehicle	4173	671	638	156		117	1	
Permit Vehicle	154	33	4					
Permit Driver	915	162	32					



Report of the: Assistant Chief Executive (Corporate Governance)

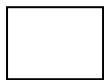
To the: Licensing and Regulatory Panel

Date: 6th May 2008

Subject: QUARTERLY REPORT (JANUARY – MARCH 2008) OF THE TAXI AND PRIVATE HIRE LICENSING SECTION

Electoral Wards Affected:

All



Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

EXECUTIVE SUMMARY

This report details the licensing activity of the Taxi and Private Hire Licensing Section and the issues dealt with under delegated powers.

1.0 Purpose Of This Report

1.1 To provide information to Members of the Licensing and Regulatory Panel about licensing transactions undertaken by the Taxi and Private Hire Licensing Section. This report indicates licences that have been granted under Officers delegated powers in line with the Council's Constitution and the Terms of Reference of the Panel.

2.0 Background Information

2.1 Members will recall that a number of different licenses are dealt with by the Taxi and Private Hire Licensing Section in Legal and Democratic Services. Officers have delegated powers to make decision on licence applications and the suspension and revocation of licenses which, on appeal, are heard by the Magistrates Courts.

3.0 Main Issues

3.1 A breakdown of licensing transactions is attached at Appendix A.

- 3.2 English Language. Literacy & Numeracy Testing
- 3.3 Testing / training started on 17th April 2007.
- 3.4 There have been 1008 candidates over 48 weeks. The first assessment period (April – June 2007) in which there were 160 candidates, of whom 5 failed and were referred to the appropriate skills training course.
- 3.5 In the period July – November 2007 there are improved statistics available from Thomas Danby, which are set out below

	NUMBER
Total referrals	481
Attended	449
Did not attend	32
Passed	433
Failed	16
Referred to course	32

- 3.6 Those candidates who were referred to the course passed the test at the end of the course, with one exception who is being appropriately accommodated on a further course.

4.0 Implications For Council Policy And Governance

- 4.1 None

5.0 Legal And Resource Implications

- 5.1 None

6.0 Conclusions

- 6.1 That matters have been appropriately administered within the terms of the Constitution.

7.0 Recommendations

- 7.1 That Members note the report.

APPENDIX A

TAXI AND PRIVATE HIRE LICENSING
LICENSING INFORMATION JANUARY – MARCH 2008

	TOTAL CURRENTLY LICENSED	LICENCES RENEWED	NEW LICENCE ISSUED	TRANSFERS	REFUSED	SUSPENDED	REVOKED	PROSECUTIONS
Hackney Carriage Driver	1158	245	16			1		
Hackney Carriage Vehicle	537	111	43	11		15		
Private Hire Driver	4467	987	224		2	10	5	13
Private Hire Vehicle	4021	657	712	237		108		
Permit Vehicle	90	9	6					
Permit Driver	918	182	13					

