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**PROPOSED CHANGES TO HACKNEY CARRIAGE STANDS  
IN THE TOWN CENTRE**

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**Responsible Cabinet Member(s) - Councillor Nick Wallis,  
Highways and Transport Portfolio**

**Responsible Director(s) - John Buxton, Director of Development and Environment**

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**Purpose of Report**

1. To request Members to authorise the Director of Development and Environment to advertise proposals for hackney carriage stands to enable formal consultation to be undertaken with all interested parties and for the results of the consultation to be included in a report to Cabinet.

**Information and Analysis**

2. The Pedestrian Heart scheme has changed traffic movement within the town centre and part of the design work for this scheme reviewed existing hackney carriage stand locations in relation to new traffic and parking arrangements.
3. The public consultation for the Pedestrian Heart undertaken by our consultant partners contained the proposals for revised stand locations.
4. Officers have subsequently held informal meetings with the taxi trade to discuss the proposed changes in more detail and the reasoning for locating new stands and revoking or amending existing stands. A full discussion was carried out at a Taxi Liaison Group meeting on the 22 December attended by officers and Councillor Wallis.
5. The proposed locations reflect the need to have stands reasonably close to different commercial areas whilst at the same time, taking account of road safety requirements.
6. The proposed changes to the current hackney carriage stand provision are set out in the table below:

<b>Current Stand</b>	<b>Current Location</b>	<b>Proposal</b>	<b>Reason for Change</b>
Beaumont Street West 7.00 pm – 2.00 am 5 vehicles	On the north side from 8 metres west of Beaumont Street westwards for 36 metres.	Extension	To accommodate extended licensing hours and disperse nightclub customers quickly.
Blackwellgate 24 Hour 3 vehicles	On the south side from eastern boundary of 37 Blackwellgate westwards for 20 metres.	Revocation	Road safety concerns now this is a main bus route with a bus stop opposite existing stand. Alternative provision proposed in Grange Road.
Bondgate 24 Hour 4 vehicles	On the south side from 15 metres east of Skinnergate eastwards for 20 metres.	Revocation of daytime. Relocation and evening extension	Current location required for loading bay 8.00 am to 6.00 pm as part of Pedestrian heart scheme but will remain as an evening stand in addition to a proposed new 24 hour stand to the west of Skinnergate. This will increase the evening capacity in this area of town.
Commercial Street Car Park 10.00 pm – 3.00 am 9 vehicles	On the eastern boundary of Commercial Street West car park from the car park entrance northwards for 38 metres.	Revocation	Stand has not been operational for several years and opportunity is now being taken to regularise situation.
Coniscliffe Road 6.00 pm – 6.00 am 9 vehicles		Proposed New Stand	High demand in this locality due to proximity of pubs. Stand at southern end of Skinnergate will alleviate existing situation of large queues in Bondgate.
Duke Street 24 Hour 8 vehicles  and 6.00 pm – 8.00 am 7 vehicles		Proposed New Stand  Proposed New Stand	Day-time stand in this area of town will assist shoppers.  Request for evening stand in this area from licensed premises. There is an evening demand higher than the proposed provision of the daytime stand.
East Row 3.00 am – 6.00 pm 4 vehicles	On the east side from approximately 5 metres south of Tubwell Row southwards for 20 metres	Revocation	The current daytime stand is required for a disabled bay as part of Pedestrian Heart scheme and a 24 hour stand is proposed on the opposite side of the road.  Continued below ..

<b>Current Stand</b>	<b>Current Location</b>	<b>Proposal</b>	<b>Reason for Change</b>
East Row Ctd ... 6.00 pm – 3.00 am 10 vehicles	On the west side parallel with carriageway from 5 metres south of Tubwell Row to 5 metres north of Horsemarket.	Revocation	Historically there have been enforcement difficulties at the East Row evening stand due to this area being a public car park during the daytime and often members of the public still part after 6.00 pm thereby obstructing taxis. The proposal is for only one stand in East Row, rather than a daytime and evening stand in separate locations, that will accommodate four taxis daytime and eight taxis after 6.00 pm. This is the arrangement taxis currently operate after 6.00 pm rather than a single row of 10 taxis.
East Street 9.00 am – 8.00 pm 4 vehicles	On the north side from 15 metres east of Quebec Street eastwards for 20 metres.	Revocation	The current location is now a bus stop as part of Pedestrian Heart scheme.
10.00 pm – 3.00 am 5 vehicles	On the south side from 30 metres east of Crown Street eastwards for 25 metres.	Revocation	Current location required for disabled parking bay as part of Pedestrian Heart scheme and there is no demand for stand since closure of night club.
Feethams 24 Hour 3 vehicles	On the east side in the southerly lay-by outside the Town Hall.	Relocation	Current location required for bus stop as part of Pedestrian Heart scheme. Relocating to the northern lay-by outside Town Hall will serve bus passengers of National Express/Sky Express stop on opposite side of road.
Gladstone Street 10.00 pm – 5.00 am 7 vehicles	On the south side from 31 Gladstone Street westwards for 35 yards.	Extension	There is a request from Taxi Licensing office and the police to increase the capacity of the stand to alleviate enforcement and public disorder problems.
Grange Road 24 Hour 6 vehicles		Proposed New Stand	To offset the loss of existing Blackwellgate stand.
Horsemarket 7.00 pm – 3.00 am 3 vehicles	On the north side parallel with carriageway from 5 metres east of West Row eastwards to 5 metres east of the Covered Market building line.	Revocation	Stand has not been operational for several years and opportunity is now being taken to regularise situation.

<b>Current Stand</b>	<b>Current Location</b>	<b>Proposal</b>	<b>Reason for Change</b>
Priestgate 24 Hour 4 vehicles	On the south side from 5 metres east of Prebend Row eastwards for 25 metres.	Extension	Length of stand can accommodate one more vehicle.
Tubwell Row 24 Hour 6 vehicles	On the north side in the lay-by from Crown Street westwards for 13.7 metres and from 15.6 metres west of Crown Street westwards for 15 metres.	Revocation of daytime operation	Current location required for loading bay 8.00 am – 6.00 pm as part of Pedestrian Heart scheme but will remain as an evening stand to cater for customers of nearby licensed premises.
Victoria Road 24 Hour 9 vehicles	On the north side from 20 metres west of Pensbury Street westwards for 45 metres.	No change	Outside Pedestrian Heart area and no road safety reasons for a change.

7. Locations of the proposed stands are shown on the plan attached as **Appendix 1**.
8. There is a higher demand for taxis during the evening and the proposal reflects this by increasing the daytime capacity of 38 to 93 after 6.00 pm. This capacity includes the existing Victoria Road stand, which is not being altered.
9. Before appointing hackney carriage stands, which includes any revocations or amendments, the proposals need to be publicly advertised to give members of the public the opportunity to make representations and objections.
10. The table in **Appendix 2** shows the allocation of spaces to stands pre and post Pedestrian Heart scheme.

### **Outcome of Consultation**

11. The locations of hackney carriage stands were included in the public consultation carried out for the Pedestrian Heart scheme. Further consultation is to be carried out on these specific proposals.
12. The Police have been consulted on the proposed locations and have raised no objections.
13. A Taxi Liaison Group meeting was held on 22 December 2005 at which the proposed changes to taxi stands were discussed. The following is a summary of the main points raised by taxi operators together with officers' responses:
  - (i) Taxi operators were seeking the opportunity to use some bus lanes to access and leave the town centre. This issue is not covered by this report, but officers will give serious consideration to it and provide a report for Members' consideration.
  - (ii) A request was made for an eight car stand in East Row to operate 24 hours per day. Officers will give detailed consideration to this request and the feasibility of using the northern layby in the Covered Market area with either parking at right

angles to the carriageway or parallel in two rows of four cars. The results of this consideration will be provided at the meeting.

- (iii) A request was made to introduce a stand in Northgate outside Woolworths to assist elderly and disabled passengers gain access to the heart of the town centre where the surface is not on a gradient. This area is now part of a traffic free area between 10.00 am and 5.00 pm as part of the Pedestrian Heart scheme and to allow traffic in this area would take away the benefits of the Pedestrian Heart scheme for shoppers and businesses.
- (iv) A request was made to extend the Priestgate stand to the Cornmill bridge to enable a stand for at least 15 cars to compensate for loss of the daytime Tubwell Row stand. The taxi operators consider this to be the main town centre stand where their customers seek a taxi home. The Pedestrian Heart scheme has to balance the needs of all town centre users and to lengthen this stand would necessitate the removal of two loading bays which are vital to serve not just adjacent premises but many others within the Pedestrian Heart. Alternatively, parking would be lost for 'blue badge' holders, which is equally important in this area.

### **Legal Implications**

- 14. This report has been considered by the Borough Solicitor for legal implications in accordance with the Council's approved procedures. There are no issues which the Borough Solicitor considers need to be brought to the specific attention of Members, other than those highlighted in the report.

### **Section 17 of the Crime and Disorder Act 1998**

- 15. The contents of this report have been considered in the context of the requirements placed on the Council by Section 17 of the Crime and Disorder Act 1998, namely, the duty on the Council to exercise its functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. The proposed evening hackney carriage stands are located at various parts of the town centre so that customers of local pubs and clubs have taxis available within a short walking distance. The use of evening stands reflects the need to disperse large numbers of public quickly to avoid public disorder.

### **Council Policy Framework**

- 16. The issues contained within this report do not represent change to Council policy or the Council's policy framework

### **Decision Deadline**

- 17. For the purpose of the 'call-in' procedure this does not represent an urgent matter

## Recommendation

18. It is recommended that Cabinet authorise the Director of Development and Environment to take the necessary steps to:

- (a) Advertise, and give notice to the Chief Constable, proposed hackney carriage stands, pursuant to Section 63(1) Local Government (Miscellaneous Provisions) Act 1976, as follows:

<b>Stand</b>	<b>Location</b>	<b>No of Spaces</b>
Beaumont Street West 7.00 pm – 7.00 am	On the north side from 8 metres west of Beaumont Street westwards for 40 metres.	Maximum 8 vehicles. Vehicles to face east.
Bondgate 24 Hour	On the south side from 6 metres west of Skinnergate westwards for 20 metres.	Maximum 4 vehicles. Vehicles to face west.
Bondgate 6.00 pm – 8.00 am	On the south side from 11 metres east of Skinnergate eastwards for 18 metres.	Maximum 4 vehicles. Vehicles to face west.
Coniscliffe Road 6.00 pm – 6.00 am	On the south side from 20 metres east of eastern boundary of 3 Coniscliffe Road westwards for 45 metres.	Maximum 9 vehicles. Vehicles to face west.
Duke Street 24 Hour	On the north side from 15 metres west of Raby Terrace westwards for 40 metres.	Maximum 8 vehicles. Vehicles to face east.
Duke Street 6.00 pm – 8.00 am	On the north side from 10 metres west of Barnard Street westwards for 35 metres.	Maximum 7 vehicles. Vehicles to face east.
East Row 6.00 am – 6.00 pm	On the west side in the lay-by lying approximately 4 to 21 metres south of Tubwell Row.	Maximum 4 vehicles. Vehicles to face north in a row parallel to carriageway.
East Row 6.00 pm – 6.00 am	On the west side in the lay-by lying approximately 4 to 21 metres south of Tubwell Row.	Maximum 8 vehicles. Vehicles to face north in two rows parallel to carriageway
Feethams 24 Hour	On the east side in the lay-by approximately 23 to 39 metres south of Horsemarket.	Maximum 2 vehicles. Vehicles to face south.
Gladstone Street 7.00 pm – 7.00 am	On the south side from 33 metres east of Kendrew Street eastwards for 85 metres.	Maximum 17 vehicles. Vehicles to face west.
Grange Road 24 Hour	On the west side from 5 metres south of Coniscliffe Road southwards for 30 metres.	Maximum 6 vehicles. Vehicles to face north.
Priestgate 24 Hour	On the south side from 5 metres east of Priestgate to 10 metres west of Penny Yard.	Maximum 5 vehicles. Vehicles to face west.

<b>Stand</b>	<b>Location</b>	<b>No of Spaces</b>
Tubwell Row 6.00 pm – 8.00 am	On the north side in the lay-by from Crown Street westwards for approximately 30 metres excluding pedestrian route across lay-by.	Maximum 6 vehicles. Vehicles to face east.

- (b) Advertise the revocation of existing hackney carriage stands, pursuant to Section 63(1) Local Government (Miscellaneous Provisions) Act 1976, as follows:

<b>Stand</b>	<b>Location</b>	<b>No of Spaces</b>
Beaumont Street West 7.00 pm – 2.00 am	On the north side from 8 metres west of Beaumont Street westwards for 36 metres.	5 vehicles. Vehicles to face east.
Blackwellgate 24 Hour	On the south side from eastern boundary of 37 Blackwellgate westwards for 20 yards.	3 vehicles. Vehicles to face west.
Bondgate 24 Hour	On the south side from 15 metres east of Skinnergate eastwards for 20 metres.	4 vehicles. Vehicles to face west.
Commercial Street Car Park 10.00 pm – 3.00 am	On the eastern boundary of Commercial Street West car park from the car park entrance northwards for 38 metres.	9 vehicles.
East Row 3.00 am – 6.00 pm	On the east side from 5 metres south of Tubwell Row southwards for 20 metres.	4 vehicles. Vehicles to face south.
East Row 6.00 pm – 3.00 am	On the west side parallel with the carriageway from 5 metres south of Tubwell Row to 5 metres north of Horsemarket.	10 vehicles Vehicles to face north.
East Street 9.00 am – 8.00 pm	On the north side from 15 metres east of Quebec Street eastwards for 20 metres.	4 vehicles. Vehicles to face east.
East Street 10.00 pm – 3.00 am	On the south side from 30 metres east of Crown Street eastwards for 25 metres.	5 vehicles. Vehicles to face west.
Feethams 24 Hour	On the east side in southerly lay-by outside Town Hall.	3 vehicles. Vehicles to face south.
Gladstone Street 10.00 pm – 5.00 am	On the south side from 31 Gladstone Street westwards for 35 yards.	7 vehicles. Vehicles to face west.
Horsemarket 7.00 pm – 3.00 am	On the north side parallel with carriageway from 5 metres east of West Row eastwards to 5 metres east of the Covered Market building line.	3 vehicles Vehicles to face east.
Priestgate 24 Hour	On the south side from 5 metres east of Prebend Row eastwards for 25 metres.	4 vehicles. Vehicles to face west.
Tubwell Row 24 Hour	On the north side in the lay-by from Crown Street westwards for 13.7 metres and from 15.6 metres west of Crown Street westwards for 15 metres.	6 vehicles Vehicles to face east.

## **Reasons**

19. The recommendations are supported by the following reasons:

- (a) The Pedestrian Heart scheme has changed traffic movements and parking arrangements within the town centre, which necessitates a re-distribution of hackney carriage stands.
- (b) Existing hackney carriage stands require revoking to enable the appointment of the proposed stands.

**John Buxton**  
**Director of Development and Environment**

## **Background Papers**

Pedestrian Heart Scheme Documentation

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