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Date: 6 June 2023

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Dear Councillor,

## **LICENSING AND REGULATORY COMMITTEE - MONDAY 12TH JUNE, 2023**

I refer to the agenda for the above meeting and now enclose the following report(s) which were unavailable when the agenda was published.

<b>Agenda No.</b>	<b>Item</b>
5	<b>Junction Improvements in Crosby Village – Islington/Church Road/ Coronation Road and Coronation Road/ The By -Pass</b> (Pages 3 - 10) Report of the Assistant Director of Place (Highways and Public Protection)
8	<b>Taxi Licensing Annual Report 2022/23</b> (Pages 11 - 20) Report of the Assistant Director of Place (Highways and Public Protection)

Yours faithfully,

Amy Dyson

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# Agenda Item 5

<b>Report to:</b>	Licensing and Regulatory Committee	<b>Date of Meeting:</b>	Monday 12 June 2023
<b>Subject:</b>	Junction Improvements in Crosby Village – Islington/Church Road/ Coronation Road and Coronation Road/ The By -Pass		
<b>Report of:</b>	Assistant Director of Place (Highways and Public Protection)	<b>Wards Affected:</b>	Victoria, Blundellsands and Victoria
<b>Portfolio:</b>	Locality Services		
<b>Is this a Key Decision:</b>	No	<b>Included in Forward Plan:</b>	No
<b>Exempt Confidential Report:</b>	/ No		

## Summary:

This report is to seek Committees approval for changes to the two junctions in Crosby centre. The principal change includes the introduction of traffic signals to replace the double mini roundabout arrangement at the junction of Islington with Church Road and Coronation Road. This signal controlled junction will include push button crossing facilities to improve accessibility.

Modification will also be introduced to the junction of the A565 Liverpool Road and the By Pass with Coronation Road to improve safety and accessibility and ensure that both signals work together.

## Recommendation(s):

It is recommended that the Assistant Director of Highways and Public Protection be authorised to implement the following modifications to the highway:

- (1) Introduction of a signal controlled junction with push button crossing facilities to replace the existing double mini roundabout arrangement at the junction of Islington, Church Road with Coronation Road.
- (2) Modifications to the junction of The Bypass/ Liverpool Road (A565) and Coronation Road including improved crossing facilities.

## Reasons for the Recommendation(s):

Licensing and Regulatory Committee have powers to consider the outcome of consultation and the resultant proposals in respect of the making of traffic regulation

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orders, details of improvements to highways and cycle routes and can approve the scheme as proposed or with minor amendments but otherwise must refer the scheme to the Cabinet Member.

## **Alternative Options Considered and Rejected:** (including any Risk Implications)

A number of options for improved access into Crosby centre were considered as part of the Crosby Town Centre Access Study completed in 2018. The proposals, which included modifications to the car parks and changes to the highway network considered a number of options. The proposals set out in this report were considered to be the most appropriate in improving facilities for pedestrians whilst maintaining traffic flow.

## **What will it cost and how will it be financed?**

### **(A) Revenue Costs**

No revenue cost implications.

### **(B) Capital Costs**

The capital cost for the scheme will be funded from the £1.5m allocation within the 23-24 Transport Capital Programme. This funding was allocated to the Council as part of the Year 2 of the 5 year City Region Sustainable Transport Settlement.

## **Implications of the Proposals:**

<b>Resource Implications (Financial, IT, Staffing and Assets):</b> All costs are funded from the appropriate budget line within the Transport Capital programme.	
<b>Legal Implications:</b> Any legal implications are incorporated in the report.	
<b>Equality Implications:</b>  The scheme is aimed at improving access to the centre of Crosby from the west for pedestrians and cyclists which will benefit people with protected characteristics.	
<b>Impact on Children and Young People:</b>  No	
<b>Climate Emergency Implications:</b>  The recommendations within this report will	
Have a positive impact	Yes/No

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Have a neutral impact	Yes/No
Have a negative impact	Yes/No
The Author has undertaken the Climate Emergency training for report authors	Yes/No

The construction process will have negative impact in that new materials will be used and there will be a net carbon impact.

However, the scheme when implemented, will improve accessibility and should encourage people to walk or cycle to the centre, particularly from the west, rather than drive. This should reduce the carbon impact.

## Contribution to the Council's Core Purpose:

Protect the most vulnerable: Not applicable.
Facilitate confident and resilient communities: The scheme should improve walking and cycling in the local area by making Crosby Centre easier to access and reducing severance.
Commission, broker and provide core services: Not applicable.
Place – leadership and influencer: The scheme will enable and be complementary to the proposals.
Drivers of change and reform: Not applicable
Facilitate sustainable economic prosperity: The scheme should help improve access to the proposed new development on the Green Car Park site.
Greater income for social investment: Not applicable.
Cleaner Greener The scheme should improve walking and cycling in the local area by making Crosby Centre easier to access on foot.

## What consultations have taken place on the proposals and when?

### (A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD.7260/23) and the Chief Legal and Democratic Officer (LD.5460/23) have been consulted and any comments have been incorporated into the report.

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## **(B) External Consultations**

Consultation on the highway proposals formed part of the wider consultation on development proposals for the village centred on the creation of a new library and health centre facilities on the current Green Car Park. On line and in person discussions were held with stakeholders and members of the public.

### **Implementation Date for the Decision**

Immediately following the Committee meeting.

<b>Contact Officer:</b>	
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### **Appendices:**

Appendix A – Plan showing the proposed changes.

### **Background Papers:**

There are no background papers available for inspection.

## **1. Introduction/ Background**

- 1.1 Following completion of the Crosby Investment Strategy and Crosby Village Feasibility Study the need for an improved access to Crosby centre, particularly for pedestrians, was identified. A Crosby Town Centre Access Study was commissioned to review, amongst other things, routes within and to the centre from the surrounding areas.
- 1.2 A number of options for improvement were identified within the town centre including modifications to the layouts of two of the car parks aimed at improving capacity thus enabling development to progress on the Green Car Park.
- 1.3 Also included were proposals to remove the double mini roundabout forming the junction of Islington with both Coronation Road and Church Road and replacement with a signal controlled junction.
- 1.4 This has the advantage of ensuring that pedestrians had a safe push button controlled crossing point across both Islington and Coronation Road. At present this is difficult and a number of requests have been made from residents for improved crossing facilities in this area.
- 1.5 Acknowledging the close proximity of this proposed new signal installation to the main signal controlled junction on the A565, it was appreciated that the two sets of signals would need to be linked in order to ensure flow of traffic. As such a microsimulation model was created and this has helped identify the phasing of both junctions.
- 1.6 The proposed modifications to the two car parks included proposals for a new access from the By Pass into Cookslands car park which would have the potential advantage of increasing its attractiveness and use. It was recognised that to ensure a potential new arrangement worked safely there would be some advantage in having just one right turn lane from Liverpool Road. Whilst this could be deemed to have a negative impact on capacity at the junction it was recognised that the two right turn lanes on Liverpool Road are rarely used to their capacity, largely as a result of parked cars on the northbound approach. Site observations also identified that when two cars leave the junction there can be some significant acceleration by some drivers. Having one turn lane could help deter this.
- 1.7 In developing the outline proposals for the new library proposals the benefit of ensuring high quality public realm within the vicinity of the proposals was recognised. Some initial work was completed to identify themes and possible materials. The proposed highway improvement works provide an opportunity to incorporate these materials to set a high standard for Crosby.

## **2. Feedback from Consultation**

- 2.1 Whilst the focus of the consultation completed in late 2021 was on the proposals for the new library, the proposals identified within Appendix A were largely well received.

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- 2.2 A number of key points were identified, covering a range of issues. In response to some points raised a walking audit has been completed and some minor changes to the proposals made.

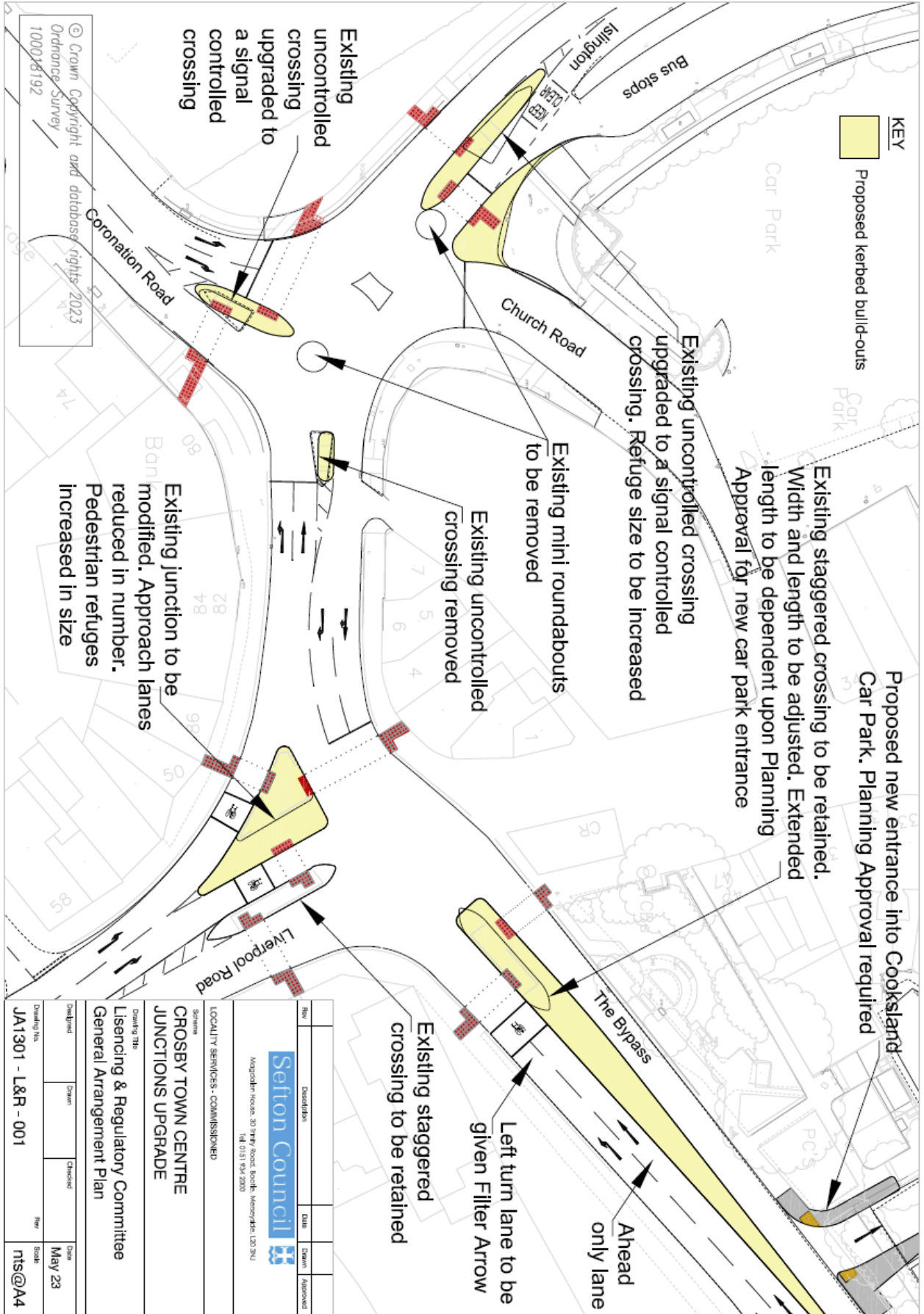
## **3. Scheme Proposals and Funding**

- 3.1 It is proposed to deliver the removal of the double mini roundabout and replacement with a signalised junction and complete the associated modification to the junction on the A565 as one scheme. These proposals are identified in Appendix A.
- 3.2 Acknowledging the benefit that improved accessibility to the town centre that the scheme provides, particularly in light of the aspiration for the new library facility, the Liverpool City Region Combined Authority agreed to include an allocation of funding to the Year 2 (2023/24) of the City Region Sustainable Transport Settlement.
- 3.3 The detailed design is nearing completion and a Safety Audit undertaken. A further Audit will be completed prior to construction. Consideration has been given to the sequence of construction with a view to the works commencing in the Autumn 2023, subject to approval.

## **4. Recommendation**

- 4.1 It is recommended that the Assistant Director of Highways and Public Protection be authorised to implement the following modifications to the highway:
- (1) Introduction of a signal controlled junction with push button crossing facilities to replace the existing double mini roundabout arrangement at the junction of Islington, Church Road with Coronation Road.
  - (2) Modifications to the junction of The Bypass/ Liverpool Road (A565) and Coronation Road including improved crossing facilities.





Appendix A – Plan showing the proposed changes.

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<b>Report to:</b>	Licensing and Regulatory Committee	<b>Date of Meeting:</b>	Monday 12 June 2023
<b>Subject:</b>	Taxi Licensing Annual Report 2022/23		
<b>Report of:</b>	Assistant Director of Place (Highways and Public Protection)	<b>Wards Affected:</b>	(All Wards);
<b>Portfolio:</b>	Regulatory, Compliance and Corporate Services		
<b>Is this a Key Decision:</b>	N	<b>Included in Forward Plan:</b>	No
<b>Exempt / Confidential Report:</b>	No		

## Summary:

To report the progress of the Taxi Licensing service during 2022/23.

## Recommendation(s):

- (1) Note the contents of this report, and
- (2) Request that similar reports be brought on an annual basis

## Reasons for the Recommendation(s):

In order that the Licensing & Regulatory Committee can have an overview of the work carried out by the Taxi Licensing Service.

## Alternative Options Considered and Rejected: (including any Risk Implications)

None

## What will it cost and how will it be financed?

### (A) Revenue Costs

The costs associated with producing Taxi Licensing Performance Reports will be met from existing service budgets.

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## (B) Capital Costs

There are no direct capital costs associated with the recommendations in this report.

### Implications of the Proposals:

<b>Resource Implications (Financial, IT, Staffing and Assets):</b>	
The cost of the service is wholly recovered from the ring-fenced Taxi Licensing Trade Account (Revenue Budget BD12).	
<b>Legal Implications:</b>	
<b>Equality Implications:</b> There are no equality implications	
<b>Climate Emergency Implications:</b>	
The recommendations within this report will	
Have a positive impact	N
Have a neutral impact	Y
Have a negative impact	N
The Author has undertaken the Climate Emergency training for report authors	Y
There are no proposals in this report that that will alter any impact on climate change	

### Contribution to the Council's Core Purpose:

Protect the most vulnerable:
Facilitate confident and resilient communities:
Commission, broker and provide core services: Provide update on taxi licensing service provision.
Place – leadership and influencer:
Drivers of change and reform:
Facilitate sustainable economic prosperity:
Greater income for social investment:
Cleaner Greener

**What consultations have taken place on the proposals and when?**

## **(A) Internal Consultations**

The Executive Director of Corporate Resources and Customer Services (FD.7358/23) and the Chief Legal and Democratic Officer (LD.5458/23) have been consulted and any comments have been incorporated into the report.

## **(B) External Consultations**

None

## **Implementation Date for the Decision**

N/A

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## **Appendices:**

There are no appendices to this report

## **Background Papers:**

There are no background papers available for inspection.

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## Background

- 1.1 The Taxi Licensing Service comprises two distinct service elements:
  - a) The licensing function, administered through the Council's One Stop Shop (OSS); and
  - b) The 'Enforcement' function provided by the Environmental Health and Licensing Section.
- 1.2 Policy is determined and reviewed by the Council's Licensing & Regulatory Committee and client feedback provided by an established trade consultation regime.
- 1.3 The primary role of taxi licensing is to ensure the safety of the travelling public by ensuring the drivers, operators and vehicles meet standards of safety and good conduct.
- 1.4 To become a licensed driver in Sefton, all new applicants must satisfy the following;
  - A full driving licence. A driver record check is compulsory to check current entitlement to drive
  - A full vocational (DVLA Group II) medical examination obtained via the applicant's General Practitioner or a registered Doctor provided they have access to the applicant's medical records at the time of the examination. Medicals are currently required on first licensing, on reaching 45 years of age, then 55 years of age and on reaching 65 years of age and every 3 years thereafter.
  - A "fee-paid" satisfactory Disclosure and Barring Service (DBS) "Enhanced" disclosure. EU applicants may be permitted a short-term licence provided they can produce a "Certificate of Good Conduct" from their last country of residence until an "Enhanced" DBS certificate can be provided.
  - It is a requirement of all new driver applications to take a 'Knowledge of Conditions Test'. This must be obtained without the aid of an interpreter and the pass mark is 70%
  - Evidence that the applicant is legally entitled to work in the UK
- 1.5 All vehicles must obtain a 'certificate of compliance' from an approved testing station which is the equivalent of the current Department for Transport MOT plus extra checks on the condition and appearance of the vehicle.

## 2. Licence Numbers

- 2.1 The table below shows a summary of licence numbers in force during 2022/23;

## Licence Totals 2022/23

Type	Apr-22	May-22	Jun-22	Jul-21	Aug-22	Sep-22
Hackney Carriage Driver	279	266	273	278	275	277
Hackney Carriage Vehicle	249	252	250	256	255	255
Private Hire Driver	5,362	4,993	5,042	5,116	5,177	5,233
Private Hire Operator	70	73	75	77	78	80
Private Hire Vehicle	4,459	4,487	4,525	4,579	4,620	4,606
<b>Total</b>	10419	10071	10165	10306	10405	10451

Type	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23
Hackney Carriage Driver	275	274	275	274	275	273
Hackney Carriage Vehicle	248	253	253	252	248	249
Private Hire Driver	5,233	5,247	5,262	5,259	5,284	5,308
Private Hire Operator	79	80	81	82	87	87
Private Hire Vehicle	4,669	4,716	4,758	4,750	4,733	4,782
<b>Total</b>	10504	10570	10629	10617	10627	10699

- 2.2 The total number of licences increased by 280 over the year. During 2021/22, the total number of licences decreased by 60.

### 3. Driver Licence Appeals, Breaches and Panel Decisions

- 3.1 Before the Council grants any driver licence, applicants must demonstrate they are a 'fit and proper person' to hold that licence. The Council requires all drivers (new and renewals) to obtain an enhanced Disclosure and Barring Service (DBS) report which will contain information about any criminal records including motoring convictions.
- 3.2 If the applicants report potential breaches of Council Policy, then the application will normally be refused. If an applicant appeals this decision, the first step in the decision-making process is for the Council to review the original decision made during the application process at the One Stop Shop.
- 3.3 A review of the original decision is considered by a panel of officers who review the application data and hear representations from the applicants. The appeals panel have considered details of 83 cases relating to new applicants. Out of these cases, 52 were granted, 16 are pending, 1 was granted on appeal and 13 were refused due to convictions relating to violence and drugs.
- 3.4 The panel also considers reports and allegations of misconduct by existing licence holders. In 2022/23 the panel considered 56 cases which led to 33 revocations.
- 3.5 Typical reasons for revoking a current licence holder include the possession or supply of drugs, violence, sexual offences and driving offences including drink & drug driving.

### 4. Hackney Carriage & Private Hire Vehicle Checks

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4.1 During 2022/23, the Taxi Licensing Unit carried out a total of 626 inspections – 601 of these were on private hire vehicles and 25 on hackney carriage vehicles. A total of 178 defect notices were issued which were mostly for bodywork condition.

## 5. Prosecutions

5.1 The Taxi Licensing Unit has prosecuted 2 unlicensed operators using uninsured vehicles and there is currently one prosecution pending relating to unlicensed operating.

## 6. The Knowledge Test

6.1 Council invigilated knowledge tests were reintroduced in August 2022. During 2022/23, 403 tests have been carried out with a pass rate of 49%.

## 7. Requests for Service

7.1 The service dealt with 838 various requests for service, complaints or enquiries. The most common types of enquiries are as follows;

- new operator enquiries & checks
- exemption certificate applications & enquiries
- general requests for advice
- document irregularities
- unlicensed activity complaints
- driving style complaints
- complaints regarding driver conduct or appearance
- lost property enquiries
- vehicle advice requests
- overcharging complaints
- vehicle accident reports
- notification of convictions
- public body enquiries
- solicitor enquiries
- plate/livery enquiries

7.2 The total number of requests for service has decreased by 204 over 2022/23 totals.



## 8. One Stop Shop

### Vehicle Licences

	Private Hire Vehicles				Total Private Hire
	New	Renewal	Transfer	Variation (Vehicle Change)	
<b>Apr-22</b>	88	229	12	35	364
<b>May-22</b>	115	381	7	31	534
<b>Jun-22</b>	149	418	8	42	617
<b>Jul-22</b>	135	331	6	35	507
<b>Aug-22</b>	107	331	5	28	471
<b>Sep-22</b>	146	472	3	41	662
<b>Oct-22</b>	153	448	4	54	659
<b>Nov-22</b>	128	406	6	41	581
<b>Dec-22</b>	68	242	5	27	342
<b>Jan-23</b>	85	371	3	35	494
<b>Feb-23</b>	134	390	8	31	563
<b>Mar-23</b>	97	325	8	33	463
	1405	4344	75	433	6257

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Hackney Carriage Vehicles					Total
New	Renewal	Transfer	Variation (Vehicle Change)	Total Hackney Carriage	
0	24	4	8	36	400
0	43	3	4	50	584
0	31	2	9	42	659
0	37	2	7	46	553
0	21	4	28	53	524
0	38	3	8	49	711
0	31	5	7	43	702
0	38	4	9	51	632
0	20	0	1	21	363
0	30	1	5	36	530
0	34	1	5	40	603
0	28	3	2	33	496
0	375	32	93	500	

## Driver Licences

	Private Hire		Hackney Carriage Driver		Total
	New	Renewal	New	Renewal	
<b>Apr-22</b>	34	366	1	14	415
<b>May-22</b>	47	416	5	28	496
<b>Jun-22</b>	70	193	3	14	280
<b>Jul-22</b>	89	169	1	10	269
<b>Aug-22</b>	112	155	1	7	275
<b>Sep-22</b>	25	166	0	12	203
<b>Oct-22</b>	68	143	0	9	220
<b>Nov-22</b>	88	153	3	11	255
<b>Dec-22</b>	63	171	0	10	244
<b>Jan-23</b>	83	168	2	10	263
<b>Feb-23</b>	99	153	1	6	259
<b>Mar-23</b>	247	186	4	11	448
	1025	2439	21	142	

8.1 **Vehicles.** The One Stop Shop (OSS) have continued to process all vehicle licence applications and renewals throughout the past year. This is all done electronically without the need to visit the OSS.

8.2 **Drivers.** Driver licences are now renewed following an appointment in the OSS. The OSS has also issued a total of 668 new driver licences during 2022/23.

## 9. Summary & the Year Ahead

9.1 Service provision will need to be reviewed to adapt to demands on the service whilst the introduction of an online booking system is in progress.

10 **Recommendation(s):**

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- (1) Note the contents of this report, and
- (2) Request that similar reports be brought on an annual basis