

**Public Document Pack
SOUTHEND-ON-SEA BOROUGH COUNCIL**

Licensing Sub-Committee C

Date: Friday, 8th November, 2019

Time: 10.00 am

Place: Committee Room 6 - Civic Suite

Contact: Tim Row - Principal Committee Officer

Email: committeesection@southend.gov.uk

A G E N D A

- 1 Apologies for Absence**
- 2 Declarations of Interest**
- 3 Minutes of the Meeting held on Thursday, 5th September, 2019**
- 4 Installation of Taxi Stand in Warrior Square (Pages 5 - 20)**

TO: The Chair and Members of Licensing Sub Committee C:

Councillor H McDonald (Chair),

Councillors S Habermel (Vice-Chair), M Borton, A Dear, D McGlone, I Shead, A Thompson and N Ward

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SOUTHEND-ON-SEA BOROUGH COUNCIL

Meeting of Licensing Sub-Committee C

Date: Thursday, 5th September, 2019

Place: Committee Room 4 - Civic Suite

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Present: Councillor H McDonald (Chair)
Councillors S Habermel (Vice-Chair), A Dear, D McGlone, I Shead
and A Thompson

In Attendance: Councillor K Buck
E Georgeou, M Newton, T Byrne and T Row

Start/End Time: 3.00 pm - 3.55 pm

288 Apologies for Absence

Apologies for absence were received from Councillors Borton and Ward (no substitutes).

289 Declarations of Interest

The following interest was declared at the meeting:

Councillor Habermel – Agenda Item No. 5 (Revocation and Installation of Taxi Stand outside Southend Hospital) – Non-pecuniary interest: Friend works at Southend Hospital.

290 Minutes of the Meeting held on Wednesday, 26th June 2019

Resolved:-

That the Minutes of the Meeting held on Wednesday, 26th June 2019 be received, confirmed as a correct record and signed.

291 Taxi Stand at Lucy Road

Further to Minute 106 of its meeting on Wednesday 26th June 2019, the Sub Committee received a report of the Deputy Chief Executive (Place) on the outcome of the statutory consultation for the appointment of a taxi stand at Lucy Road, the hours of operation being from 10.00 p.m. to 9.00 a.m. the following mornings. It was noted that the taxi stand would operate as a dual use with pay and display parking bays between 9.00 a.m. and 6.00 p.m. There would be no charge for parking from 6.00 p.m. to 10.00 p.m. daily. The Sub Committee therefore requested that appropriate signage be displayed and adequate publicity be undertaken to ensure that drivers were clearly aware of the times parking was free, the commencement of the hours for pay and display parking and the hours of the taxi rank.

Resolved:-

That a taxi stand be appointed in Lucy Road on the northern kerbline from a point 19 metres east of its junction with Herbert Grove to a point 38 metres west of its junction with Seaway (southern section), the hours of operation of which to be 10.00 p.m. until 9.00 a.m,

292 Revocation and Installation of Taxi Stand outside Southend Hospital

Further to Minute 105 of its meeting held on Wednesday, 26th June 2019, the Sub Committee received a report of the Deputy Chief Executive (Place) on the outcome of the statutory consultation for the revocation of the two taxi stands outside Southend Hospital on Prittlewell Chase and the installation of a single taxi stand on Prittlewell Chase.

The new taxi stand would be of equal capacity as the two stands proposed for revocation. The purpose of this proposal would enable the bus stops outside the Hospital to be moved to the most western Hospital entrance on Prittlewell Chase, allowing users of the bus stops at the Hospital to mount and dismount from the buses safely at busy/peak times.

Resolved:-

That the two existing taxi stands on Prittlewell Chase be revoked and one taxi stand on Prittlewell Chase, extending from the end of the zebra crossing zig zags opposite numbers 218 – 220 Prittlewell Chase heading eastwards for a distance of 78m, be appointed and installed.

293 Revocation and Installation of Taxi Stands in Tylers Avenue

The Sub Committee considered a report of the Deputy Chief Executive (Place) that sought approval to undertake the statutory consultation on the revocation of the taxi stand on Tylers Avenue located on the westbound carriageway on Tylers Avenue 15.7m west of the junction with Chichester Road for a distance of 29.6m in a westerly direction. This would be replaced with two taxi stands in Tylers Avenue, one stand be located on the westbound carriageway of Tylers Avenue, 11.3m west of the junction with Chichester Road for a distance of 19.8m in a westerly direction and operates as a dual purpose space, operating as a loading bay, subject to the approval by the Traffic Regulation Working Party, during the following times:

Mondays to Fridays 7.00 am to 7.00 pm
Saturdays 8.00 am to 1.00 pm
To operate as a taxi stand at all other times.

The second taxi stand would be located on the westbound carriageway of Tylers Avenue, 31.1m west of the junction with Chichester Road for a distance of 19.8m in a westerly direction, to operate exclusively as a taxi stand with no time restrictions.

Plans illustrating the proposals were displayed at the meeting.

Resolved:-

1. That the Deputy Chief Executive (Place) be authorised to commence the statutory consultation process for the revocation of the taxi stand on Tylers Avenue located on the westbound carriageway on Tylers Avenue 15.7m west of the junction with Chichester Road for a distance of 29.6m in a westerly direction and its replacement with two new hackney carriage stands.

One stand to be located on the westbound carriageway of Tylers Avenue, 11.3m west of the junction with Chichester Road for a distance of 19.8m in a westerly direction and operates as a dual purpose space, operating as a loading bay, subject to the approval by the Traffic Regulation Working Party, during the following times:

Mondays to Fridays 7.00 am to 7.00 pm
Saturdays 8.00 am to 1.00 pm
To operate as a taxi stand at all other times.

The other stand to be located on the westbound carriageway of Tylers Avenue, 31.1m west of the junction with Chichester Road for a distance of 19.8m in a westerly direction, to operate exclusively as a taxi stand with no time restrictions.

2. That, subject to there being no objections received following statutory consultation, the Deputy Chief Executive (Place) be authorised to confirm the revocation and appointment of the stands as set out in resolution 1 above. Any representations received will be reported to the Licensing Sub Committee C for consideration.

294 Taxi Stand at Warrior Square

The Sub Committee considered a report of the Deputy Chief Executive (Place) that sought approval to undertake the statutory consultation on the appointment of a taxi stand on the eastbound carriageway of the western stretch of Warrior Square 7.7m west of the junction with Chichester Road in a westerly direction for a distance of 19.8m.

It was noted that, subject to the approval by the Traffic Regulations Working Party, the new stand would operate as a dual purpose space as a loading bay from 7.00 am to 7.00 pm Mondays to Fridays and from 8.00 am to 1.00 pm on Saturdays. It would operate solely, as a taxi stand at all other times.

Resolved:-

1. That the Deputy Chief Executive (Place) be authorised to commence the statutory consultation appointment of a taxi stand on the eastbound carriageway of the western stretch of Warrior Square 7.7m west of the junction with Chichester Road in a westerly direction for a distance of 19.8m.

2. That, subject to there being no objections received following statutory consultation, the Deputy Chief Executive (Place) be authorised to confirm the appointment of the stand as set out in resolution 1 above. Any representations received will be reported to the Licensing Sub Committee C for consideration.

Chair: _____

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Southend-on-Sea Borough Council

Report of Deputy Chief Executive (Place)

To

Licensing Sub Committee C

On

8 November 2019

Report prepared by: Elizabeth Georgeou
Group Manager Regulatory Services

**Agenda
Item No.**

4

**Installation of Taxi Stand in Warrior Square
Chair Licensing Committee C: Councillor Helen McDonald**

A Part 1 Public Agenda item.

1. Purpose of Report

To consider the representations made by Essex Police with respect to the adoption of a taxi stand at Warrior Square. (Appendix 1). It was proposed that the taxi stand operates as a dual space as a loading bay, subject to Traffic Regulation Working Party approval, during the following:

Monday to Friday 7am to 7pm
Saturday 8am to 1pm

To operate as a taxi stand at all other times (Appendix 2).

2. Recommendation

The the Committee consider the representations made by Essex Police objecting to the proposed taxi stand located on the eastbound carriageway on Warrior Square 7.7m west of the junction with Chichester Road for a distance of 19.8m in a westerly direction.

3. Background

The National Productivity Investment Fund (NPIF) is investment for local authorities to boost productivity, transport, digital communications, research and development and housing.

Part of this scheme includes the TRIP (Town-centre Redevelopment Improvement Project) which the Council is implementing to improve the accessibility onto the High Street from the bus station, train station and the surrounding car parks via the side roads, increasing the footfall into the town. The installation of taxi stands in the side roads supports sustainable transport options connecting the journey to and from the stations as well as providing alternative solutions to access the High Street.

At a meeting on 5 September 2019, Licensing Committee C authorised the statutory consultation to be undertaken. The consultation ended on 25 October 2019 and there were representations objecting to the scheme received from Essex Police. (Appendix 1). Their objections are further supported by photographs of people congregating in this area at night time during the suggested operating hours of this proposed taxi stand (Appendix 3).

4 Other Options

The Committee ask the Council's Highways team to consider other areas for the installation of taxi stands, any proposals to go through the formal adoption process.

The Council's Highways team can consider the installation of a loading and unloading bay between the hours specified in the Licensing Committee C 26 October 2019. Subject to Traffic Working Party approval. (Appendix 4)

5. Corporate Implications

5.1 Contribution to the Southend 2050 Road Map

The adoption of better managed parking forms part of the Council's Transport Strategy. The scheme supports sustainable transport connecting the transport hubs to the High Street.

The installation of a taxi stand in this areas supports the commercial operation of the High Street and a thriving night time economy. The schemes support the connected and smart 2050 outcome of making it easier for people to get around the Borough using sustainable transport. It is expected that there may be conflicting priorities for the town and any proposals should not adversely impact on other priorities.

Whilst it is recognised that safer transport, in the form of a regulated taxi service, from night time activities may contribute to the feeling of safety for individuals in the town, and underpins the Safe and Well 2050 objectives it should not comprise the Licensing objectives of the Licensing Act 2003. There are 3 late night licenced premises in the immediate proximity of this proposed stand with a combined capacity in excess of 2500 people.

4.2 Financial Implications

If a taxi stands were to be adopted at Warrior Square the cost would be met by the NPIF funding. There is no cost associated with not taking this scheme forward.

4.3 Legal Implications

The provisions for installing taxi stands for hackney carriage vehicles are contained in the Local Government (Miscellaneous Provisions) Act 1976 Section 63. The required statutory consultation has been completed and there were representations received from Essex Police objecting to the appointment of a stand at this location.

4.4 People Implications

None

4.5 Property Implications

None

4.6 Consultation

The taxi trade were consulted about the scheme at the trade meeting of 18 July 2019. The statutory consultation was undertaken and included on the Council's consultation portal.

There were representations made to the consultation by Essex Police objecting to this stand which the Licensing Committee must consider (Appendix 1 and 3).

4.7 Equalities and Diversity Implications

No further information was received to inform the Equalities Assessment undertaken.

4.8 Risk Assessment

The installation of a taxi stand in Warrior Square forms a small part of the transportation strategy and objectives. It specifically supports and connected and smart objecting by connecting the transport hubs to the High Street through sustainable transport and further proposals can be made with respect to this scheme.

This needs to be weighted against the Police representations which considers that the adoption of a taxi stand at this location may adversely affect public safety in this area. This is because of the number of people in the area at night frequenting the clubs and the Police's ability to respond to this area when there may be vehicles parking and turning in this area.

4.9 Value for Money

The use of the taxi stand as dual use maximises the use of this area, supporting deliveries to the High Street and connecting people from the transport hubs to the High Street to increase the footfall into the town centre. However, this needs to be balanced against the representations made by Essex Police with respect to night time safety.

4.10 Community Safety Implications

The Police are of the view that the proposal to adopt a taxi stand at this location may increase risk to public safety.

4.11 Environmental Impact

None

6. Background Papers

None

6. Appendices

Appendix 1: Dual Use Taxi Stand proposal

Appendix 2: Representations made by Essex Police

Appendix 3: Photographs of area at Night Time

Appendix 4: Licensing Committee C 5 September 2019

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From: Ian Hughes [REDACTED]
Sent: 18 October 2019 08:58
To: Adam Penn <[REDACTED]>
Cc: Keeley Drain [REDACTED]
Subject: FW: Taxi rank consultation

Adam,

Sorry for the delay in replying to this, however Keeley and I have now had a chance to catch up.

I am not sure in what format you need this reply other than an email however I wish the below to be noted:

Having completed a large number of Night Time Economy duties which have included patrols outside the locations mention I feel that making this location a designated Taxi Rank will have the following negative effects:

- Prohibit the movement of vehicles not engaged in licensed Taxi activities (including Emergency Vehicles).
- Restrict the ability of Southend Borough Council CCTV to view/monitor a key location within the Town Centre.
- Frustrate a new process which Moo Moo's/Dick De Vignes night club are undertaking to encourage patrons to move away from the area (creating a line of door supervisors and encouraging people to walk either towards the High Street or Chichester Road to then disperse naturally).
- Encourage vehicular movement in an area where there is limited footpath space and patrons who are likely to be inebriated causing put in a highlighted level of risk.
- Restrict the effectiveness of an evacuation should an incident occur requiring either Dick De Vignes or Moo' Moo's to be emptied.

I am aware that this location has been used by Taxi's to pull up intermittently for many years, however I personally feel agreeing to this to be a permanent site is unwise due to the aforementioned reasons and is not in line with the licensing objectives.

Regards

Ian Hughes
Southend Community Policing Inspector 2853 | South Local Policing Area | Essex
Police |

[REDACTED]
[REDACTED]
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<https://en-gb.facebook.com/EPSouthend/>
<https://www.essex.police.uk/doitonline>



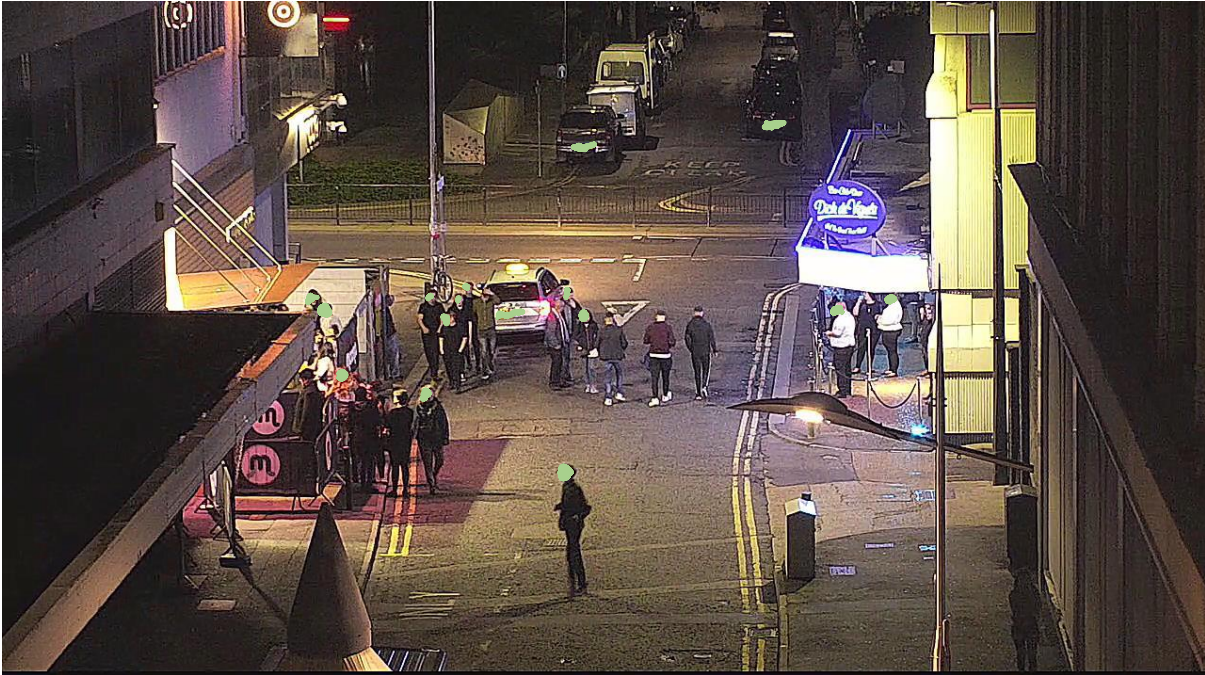


To find out what is happening in your neighbourhood and all about your local neighbourhood policing team visit www.essex.police.uk/yourarea

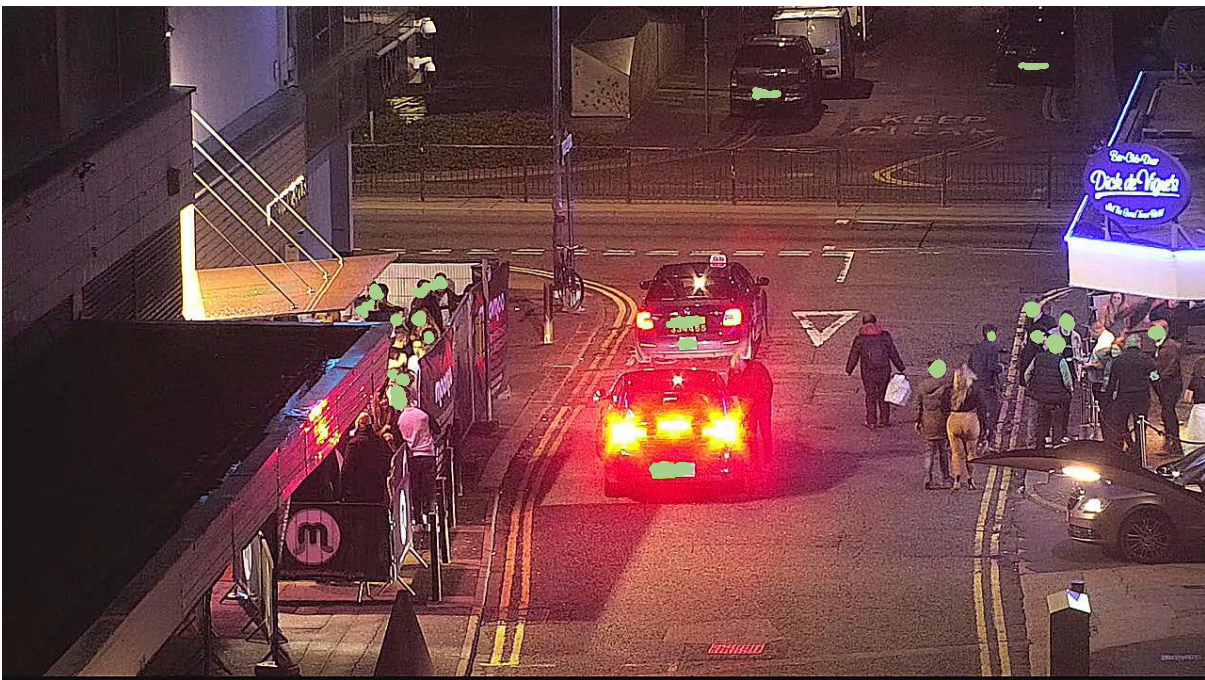
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Licensing Committee, 8th November 2019

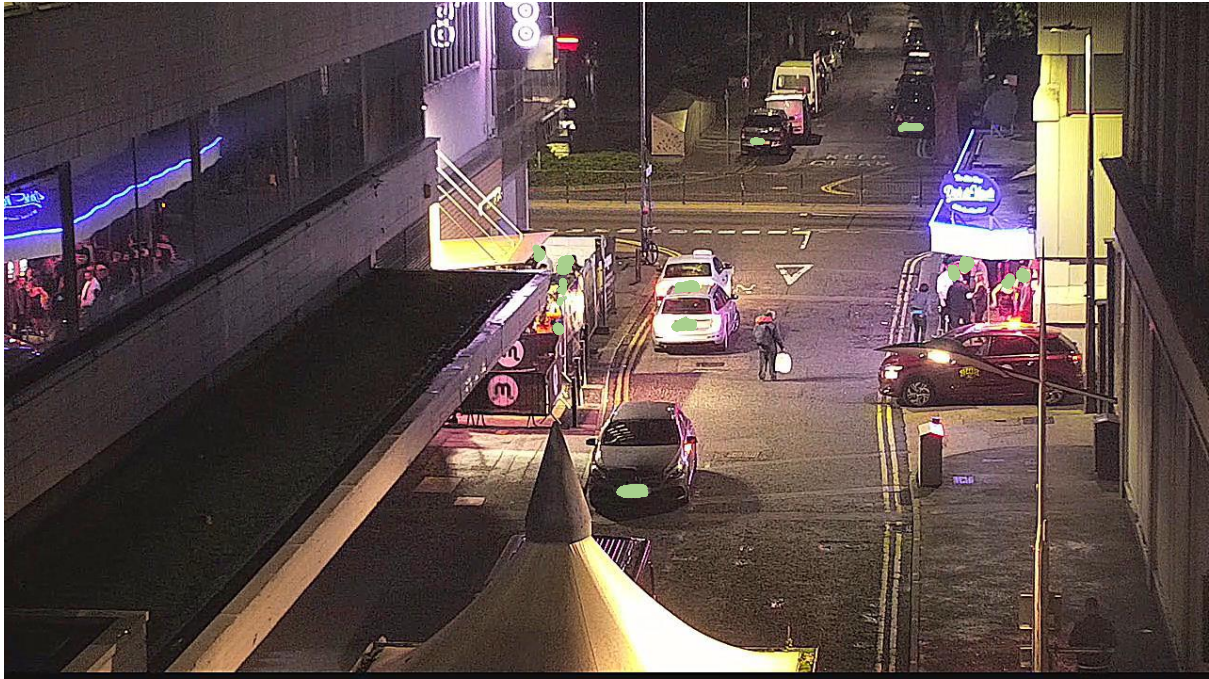
Area of proposed Taxi Stand in Warrior Square.



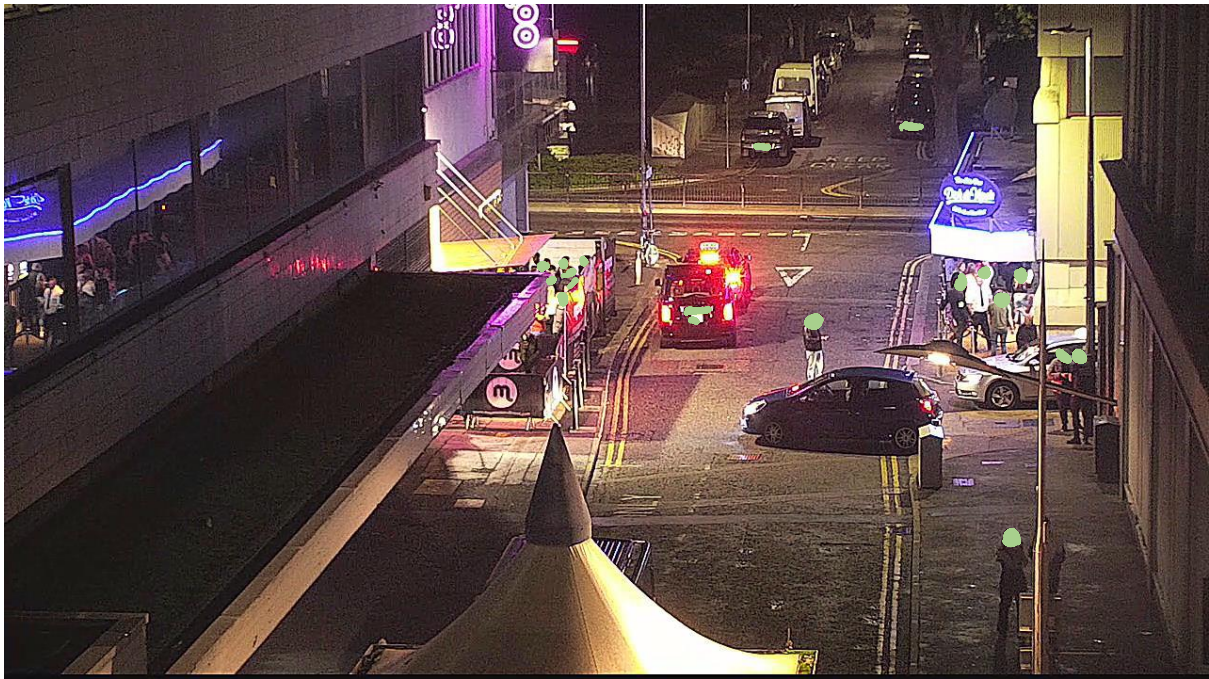
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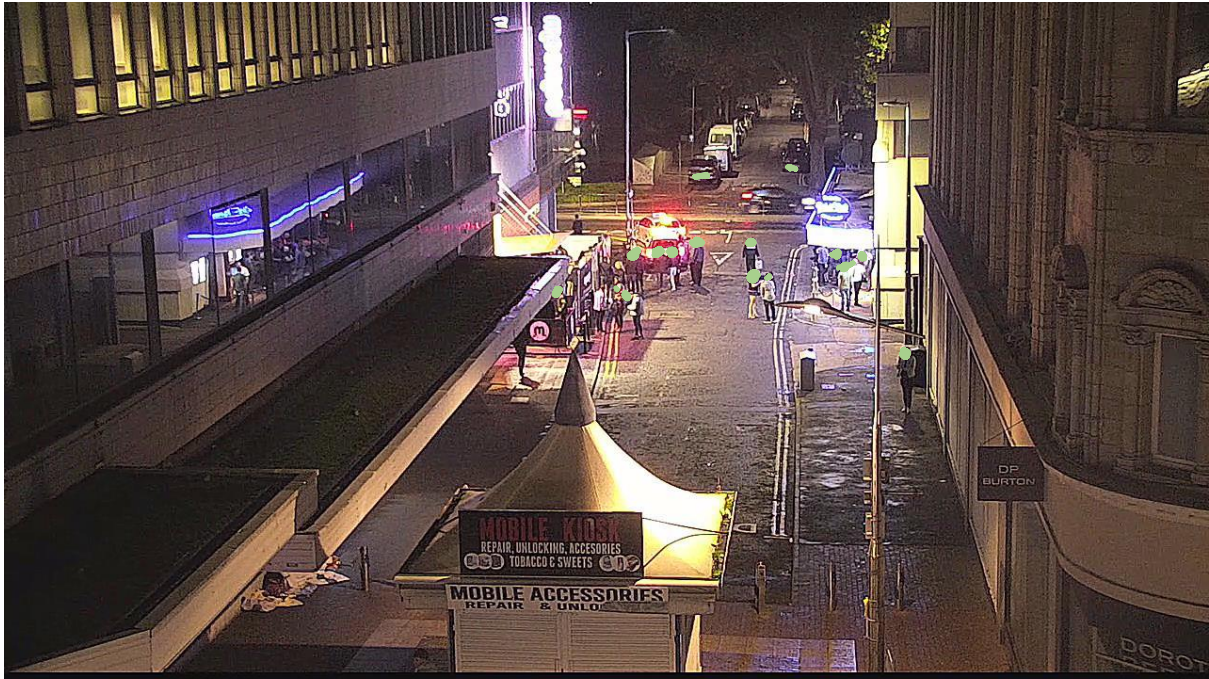
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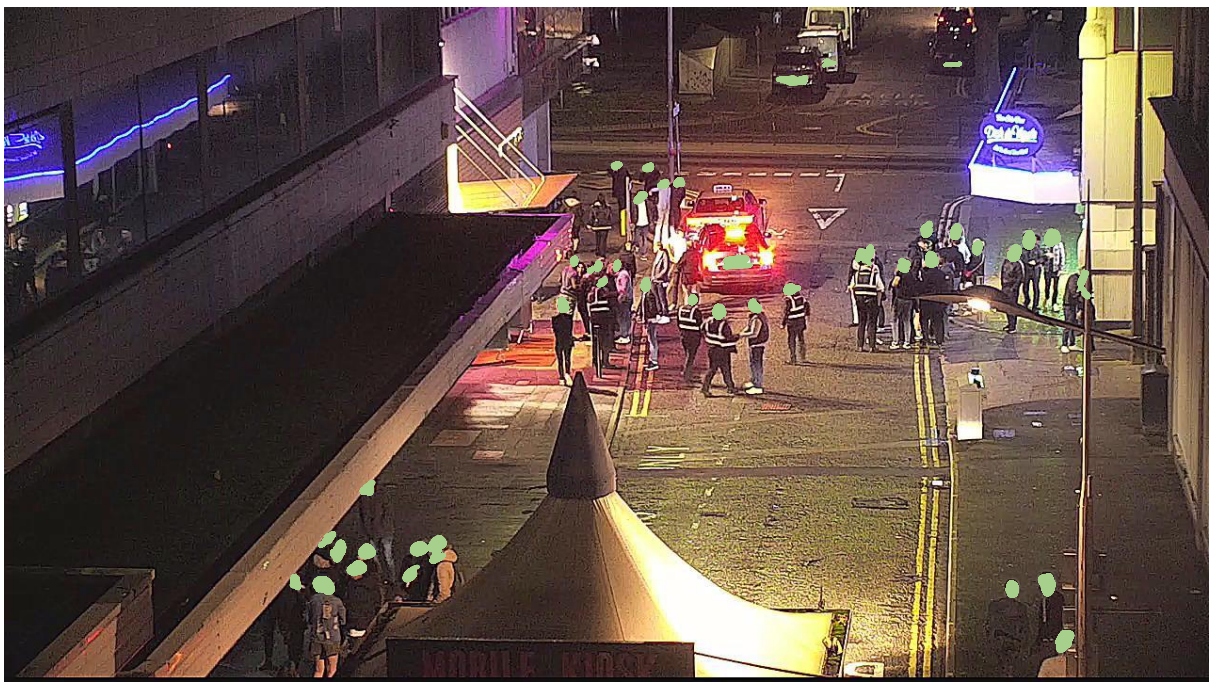
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Southend-on-Sea Borough Council

**Report of Deputy Chief Executive for Place
To**

Licensing Committee C

On

5 September 2019

Report prepared by: Elizabeth Georgeou Group Manager
Regulatory Services

**Agenda
Item No.**

Taxi Stand at Warrior Square

Chair Licensing Committee C: Councillor Helen McDonald

• **A Part 1 Public Agenda item.**

1. Purpose of Report

To initiate the statutory consultation on the adoption of a taxi stand at Warrior Square. It is proposed that the taxi stand operates as a dual purpose space as a loading bay, subject to Traffic Regulation Working Party approval, during the following :

Monday to Friday 7am to 7pm
Saturday 8am to 1pm

To operate as a taxi stand at all other times.

2. Recommendation

2.1 That the Licensing Committee enables the statutory consultation process to commence on the installation of a taxi stand to be in operation between the hours of 7pm and 7am Monday to Friday, 1pm to 8am on Saturday and all day Sunday and Bank Holidays. The taxi stand to be located on the eastbound carriageway on Warrior Square 7.7m west of the junction with Chichester Road for a distance of 19.8m in a westerly direction.

3. Background

The National Productivity Investment Fund (NPIF) is investment for Local Authorities to boost productivity, transport, digital communications, research and development and housing.

Part of this scheme includes the TRIP (Town-centre Redevelopment Improvement Project) which the Council is implementing to improve the accessibility onto the High Street from the Bus Station, Train Station and the surrounding carparks via the side roads, increasing the footfall into the town. The installation of taxi stands in the side roads supports sustainable transport options connecting the journey to and from the stations as well as providing alternative solutions to access the High Street.

The location of the proposed taxi stand is detailed in Appendix 1.

4. Other Options

To install loading bays only at this location

To not adopt a taxi stand at this location.

5. Reasons for Recommendation

To maximise the use of this area through alternating the taxi stand space between a loading bay, facilitating deliveries to the High Street and facilitating sustainable transport from the stations to the High Street in the evenings.

6. Corporate Implications

6.1 Contribution to the Southend 2050 Road Map

The adoption of better managed vehicle parking forms part of the Council's Transport Strategy. The scheme supports sustainable transport connecting the stations to the High Street.

The installation of a taxi stand in this area supports a thriving night time economy supports the connected and smart outcome of making it easier for people to get around the Borough.

Safe transport from night time activities may contribute to the feeling of safety for individuals in the town, and underpins the Safe and Well 2050 objective.

6.2 Financial Implications

The installation of the taxi stand at Warrior Square will be met by NPIF funding.

6.3 Legal Implications

Local Government (Miscellaneous Provisions) Act 1976 Section 63 allows the authority to appoint a stand for hackney carriages. There is a requirement for a statutory consultation to be undertaken.

6.4 People Implications

None

6.5 Property Implications

None

6.6 Consultation

There is a statutory consultation process required by the Local Government (Miscellaneous Provisions) Act 1976. This process will be followed.

6.7 Equalities and Diversity Implications

The scheme may improve accessibility to the High Street for older people, those with health problems or disability. A further assessment will be undertaken at the conclusion of the statutory consultation.

6.8 Risk Assessment

The implementation of this taxi stand is a small part of the transportation strategy and objectives. It specifically supports the connected and smart objective by connecting the stations with the High Street with sustainable transport. In addition, the provision of additional areas where patrons can obtain taxis at night may increase the feeling of safety for residents and visitors to the town.

6.9 Value for Money

The use of the taxi stand as shared space maximises the use of this area, supporting deliveries to the High Street and connecting people from the stations to the High Street to increase footfall in the town centre.

6.10 Community Safety Implications

The provision of taxis in this area during the night supports safer access and egress for people using the cinema and eating establishments in the High Street. It also assists in dispersing groups from the area during the night time activity and may reduce anti-social behaviour.

6.11 Environmental Impact

None

7. Background Papers

1. None

8. Appendices

Appendix 1: Proposed location of Warrior Square taxi stand

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