

Southend-on-Sea Borough Council
Report of Deputy Chief Executive for Place
To
Licensing Committee C
On
26th June 2019

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Regulatory Services

**Agenda
Item No.**

Revocation and Installation of Taxi Stand outside Southend Hospital

Chair Licensing Committee C: Councillor Helen McDonald

“A Part 1 Public Agenda item.”

1. Purpose of Report

To initiate the statutory consultation on the revocation of the two taxi stands outside Southend Hospital on Prittlewell Chase and install a single taxi stand on Prittlewell Chase. The new taxi stand will be of equal capacity as the two stands proposed for revocation. The purpose of the revocation and re-installation of a new rank is to enable the bus stops outside the Hospital to be moved to the most western Hospital entrance on Prittlewell Chase, allowing users of the Hospital to mount and dismount from the buses safely at busy times.

2. Recommendation

- 2.1 That the Licensing Committee enables the statutory consultation process to commence on the revocation of the two existing taxi stands on Prittlewell Chase and the installation of one taxi stand on Prittlewell Chase which extends from the end of the zebra crossing zig zags opposite numbers 218 – 220 Prittlewell Chase heading eastwards for a distance of 78m.

3. Background

Due to current building work a total of 60 public spaces in the Hospital car park have been occupied by work compounds. All spaces will gradually be returned to the public by first October 2019.

The hospital are currently developing a business case for capital funding to complete a ring road within hospital grounds, reducing the volume of traffic queuing for a space on the highway. If successful, it is anticipated that this will be completed early in 2020.

There two busiest times for car park queuing are on Monday to Fridays from around 08.30 – 11.00 and from 13.00 – 15.00. The queues are from cars trying to enter entrance 4 (eastern entrance).

There are currently three separate bus stops outside Southend Hospital which are based on direction of travel and frequency of use. During the busy times the buses are unable to stop at the designated stops and passengers have to mount and dismount the buses in the outside lane into the traffic because of cars queuing on the bus stops when waiting to enter the hospital grounds.

In between the bus stops there is one taxi stand on Prittlewell Chase this rank is both a feeder rank to the private taxi stand, which is situated inside the Southend Hospital grounds, and a public stand.

To alleviate the congestion, and to reduce the risk to passengers, it is proposed to relocate the bus stops further west on Prittlewell Chase. It is also proposed that the two existing taxi stands are revoked and that they be replaced by one taxi rank, of equal length to the current provision, and moved closer to the hospital entrance.

This arrangement will be implemented through a temporary traffic order which will be in place for a period of 18 months. The temporary traffic order will be reviewed after that time and either revert back to the original layout or become a permanent arrangement.

Appendix 1 shows the current location of the bus stops and the taxi stands on Prittlewell Chase.

Appendix 2 shows the proposed location of the bus stops and the taxi stand on Prittlewell Chase.

4. Other Options

Do nothing.

Other options reviewed included the installation of a bus lane along Prittlewell Chase, cutting into the grass verge, creating new bus stops and signalised traffic management.

5. Reasons for Recommendation

To improve the safety of passengers using buses to access the services at the hospital and to reduce the risk to public safety.

6. Corporate Implications

6.1 Contribution to the Southend 2050 Road Map

The Council's outcome delivery plan is to be connected and smart and intends to establish joined up transport across the town. Consultation following requests made by the bus companies has identified the new location for the bus stops.

The re-siting of the taxi stand will enable all drivers to sit on one stand, so that those that are permitted, to can filter vehicles onto the private stand within the hospital grounds. The accessibility of taxis forms part of the strategy for supporting access for residents to hospital services.

6.2 Financial Implications

The cost of the installation of the taxi stand at the Hospital will be met by revenue accounts.

6.3 Legal Implications

The provisions for revoking and installing taxi stands for hackney carriage vehicles are contained in the Local Government (Miscellaneous Provisions) Act 1976 Section 63.

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.

6.7 Equalities and Diversity Implications

To be completed as part of the formal consultation process.

6.8 Risk Assessment

Failure to implement the changes to the location of the bus stops and taxi stands will result in continued difficulties with congestion from buses unloading in the outside lane at this site. It may also increase the likelihood of a passenger accident when boarding or dismounting the buses inside the current traffic queues.

6.9 Value for Money

The option selected was a solution which could be undertaken relatively quickly with low impact to pedestrians and motorists. All other options considered would cost a significant amount of money with little or no budget to cover it.

6.10 Community Safety Implications

The proposed arrangement reduces the risk to public safety.

6.11 Environmental Impact

None

6. Background Papers

None

8. Appendices

Appendix 1: Existing bus stop and taxi stand locations

Appendix 2: Proposed bus stop and taxi stand locations.