

Southend-on-Sea Borough Council

Report of Deputy Chief Executive (Place)

To

Licensing Sub Committee C

On

8 November 2019

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**Agenda
Item No.**

**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