

**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.**

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**Taxi Stand at Warrior Square**

**Chair Licensing Committee C: Councillor Helen McDonald**

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• **A Part 1 Public Agenda item.**

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**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<sup>r</sup> 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