

Southend-on-Sea Borough Council

Report of Executive Director (Neighbourhoods and Environment)

To

Licensing Committee C

On

13 February 2020

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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 revoke the taxi stands outside Southend Hospital on Prittlewell Chase and install a series of taxi stands on the opposite carriageway on Prittlewell Chase. The taxi stand was moved to its current location in 2019 in response to a request to facilitate moving the bus stops to enable users to mount and dismount from the buses safely at busy times. Passengers are now able to mount and dismount at the newly located bus stops.

The problem of traffic queuing on the Highway has not been resolved and the plans that Southend Hospital has to improve the traffic flow within the grounds will not be fully implemented for around two years. To improve the traffic flow on the Highway, and to enable the taxis to pull out from the taxi stand at this location, it is proposed to move the taxi stand from its current location to the opposite carriageway on Prittlewell Chase. This will enable visitors and staff to queue, when entering the current car park entrance, where the current taxi stand is. This aims to prevent those entering the car park from causing congestion on the Highway.

2. Recommendation

- 2.1 That the Licensing Committee revokes the 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, and the installs a replacement stand on the opposite carriageway on the southwest side of Prittlewell Chase pending the Officer update on conclusion of the statutory consultation. To allow resident access via drop kerbs this proposed stand will be split into 5 sections and laid out as follows:
1. From a point 6.7 metres west of the common boundary of Nos.184 and 186 Prittlewell Chase to a point 7.8 metres west of the common boundary of Nos.186 and 188 Prittlewell Chase.
 2. From a point 3.5 metres west of the common boundary of Nos.180 and 182 Prittlewell Chase to a to point 8.6 metres west of the common boundary of Nos.180 and 182 Prittlewell Chase.

3. From a point 5.1 metres West of the common boundary of Nos. 176 and 178 Prittlewell Chase to a point 5.7 metres West of the common boundary of Nos. 178 and 180 Prittlewell Chase.
4. From a point 4 metres West of the common boundary of Nos. 172 and 174 Prittlewell Chase to a point 4.9 metres West of the common boundary of Nos. 174 and 176 Prittlewell Chase.
5. From a point 4.9 metres West of the common boundary of Nos. 168 and 170 Prittlewell Chase to a point 5.6 metres West of the common boundary of Nos. 172 and 170 Prittlewell Chase.

All sections of the new stand(s) proposed above will operate between 08.00 and 20.00 daily.

- 2.2 That in the event that there are no objections during the consultation, the committee delegates permission to install the new stand without the need to return to the Licensing Committee for further permission.

3. Background

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. The time-scale for completion of all the works will be approximately two years.

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).

In response to a request from the bus companies the Council relocated both the taxi stand and the bus stops to their current location. This was to enable the buses at busy times to stop at the designated stops and enable passengers to mount and dismount safely. The relocation of both the taxi stand and bus stops achieved this.

There is still congestion being caused at the entrance to the car park and at the busy periods the taxis are unable to leave the stand as queuing cars are preventing this. The cars that are queuing to enter the hospital, bringing both visitors and staff are causing congestion along this stretch as they are queuing and blocking movement through the outside lane.

The Council have met with representatives of the taxi trade and with the representatives from the Hospital in order to solve this congestion.

It was agreed that the taxi stand would move from its current location to the opposite carriageway, with the front of the rank aligned with the intersection enabling easy access to the hospital entrance without contributing to the queueing traffic. The traffic stand would be divided by the dropped kerbs outside of residents properties with each stand being appointed and signed separately to accommodate nine vehicles.

Appendix 1 shows the current location of the taxi stand on Prittlewell Chase and the proposed location of the taxi stands on the opposite carriageway of Prittlewell Chase.

4. Other Options

Do nothing.

The Council has trialled having the taxi stand adjacent to the entrance and whilst it assisted with enabling passengers to mount and dismount safely at this location it did not assist with the congestion in this areas.

5. Reasons for Recommendation

To enable the taxi stand to operate effectively during busy times. To reduce the congestion on the Highway and improve traffic flow.

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. Corroboration with the taxi trade and representatives from the Hospital has identified the new location for the taxi stands.

The re-siting of the taxi stand will enable all drivers to enter the Hospital, 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. The statutory consultation required by the Act will be undertaken.

6.4 People Implications

None

6.5 Property Implications

None

6.6 Consultation

The proposals are in line with representations made by the taxi trade. Informal agreement has also been obtained from the bus companies. Hospital representatives have also agreed to this proposal. A statutory consultation will be undertaken as required and referenced in 6.3 above, which includes the publication of a notice and consultation with the bus operators and the Police. Where objections are received the matter will be referred back to Committee. If no objections are received the revocation and adoption will proceed in line with the Committees recommendations.

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 taxi stand will result in continued difficulties with congestion from vehicles queuing in the outside lane at this site.

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

None

6.11 Environmental Impact

None

6. Background Papers

Minutes - Revocation and Installation of Taxi Stand outside Southend Hospital
Licencing Sub-Committee C 26th June 2019 Minute 105 and 5th September 2019
Minute 292

8. Appendices

Appendix 1: Existing taxi stand location and proposed taxi stand locations.