



HIGHWAYS ADVISORY COMMITTEE

9 June 2015

Subject Heading:

TAXI RANK REVIEW
Eastern Road and High Street,
Romford. High Street and Billet Road,
Hornchurch. Upminster Road,
Upminster.
Outcome of public consultations

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Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2014/15 – 2016/17 Three Year Delivery
Plan (2013)**

Financial summary:

**The estimated cost of £11,000 for
implementation (all sites) will be met
by Transport for London through the
2015/16 allocation for Taxi Rank
Provision Review.**

**The subject matter of this report deals with the following Council
Objectives**

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report sets out the responses to consultations for the creation, extension or alteration of Taxi ranks in Romford, Hornchurch and Upminster.

The schemes are within **Romford Town, St Andrews** and **Hacton** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the proposals for the taxi ranks set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - High Street, Romford
QN017/01/01.A; QN017/01/02.A & QN017/01/03.A
 - Eastern Road, Romford
QN017/04/01.B; QN017/04/02.B; QN017/04/03.A & QN017/04/04.B
 - High Street, Hornchurch
QN017/03/01.A
 - High Street and Billet Lane, Hornchurch
QM017/OF/101.B & QM017/OF/102.B
 - Upminster Road, Upminster
QN017/10/01.A

2. That it be noted that the estimated cost of £9,380 for implementation (all sites) will be met by Transport for London through the Taxi Rank Provision Review.

REPORT DETAIL

1.0 Background

- 1.1 In 2014, staff met with TfL's Taxi Rank & Interchange Manager to undertake a review of existing ranks in the borough and possible locations for new ranks.

- 1.2 Terminology: Primary rank or Header rank is the front of the queue of taxis from where passengers should hire a taxi from. Feeder rank is the remaining queue of taxis, the length of which is determined by available space and demand.
- 1.3 The following rank locations are discussed in this report: High Street, Romford; Eastern Road, Romford; Billet Lane/High Street, Hornchurch; High Street, Hornchurch; Upminster Road, Upminster.
- 1.4 High Street, Romford. This is an existing rank but there is scope to extend it at both ends. Staff verbally consulted with some shops about the loading requirements they have. It is apparent that some shops and their customers do load from the taxi rank. They should not but this is an enforcement issue. However, there is a loading bay in Angel Way at the rear of the shops and there is scope to extend this, to serve all the shops' rear entrances.
- 1.5 The new and existing ranks will operate 'At any time' Monday to Sunday. The new and extended loading bays will operate 6am to 9pm Monday to Saturday.
- 1.6 Eastern Road, Romford. TfL requested extending the rank towards the ring road. In order for this to happen, the disabled bay opposite (currently operating at any time, for 3 hours) and near the traffic lights with Mercury Gardens will have to operate at opposing times. The remainder of Eastern Road is already served by primary and feeder ranks however there is not a Traffic Management Order covering them. The ranks will be remarked and the signage rationalised.
- 1.7 It is proposed to reduce the operating times of the disabled bay to 8.30 am to 6.30pm Monday to Sunday. The taxi rank will then operate 6.30pm to 8.30am Monday to Sunday. The existing ranks will continue to operate 'At any time' Monday to Sunday.
- 1.8 High Street, Hornchurch. As part of the High Street regeneration scheme, two loading bays were installed. TfL used these as dual use taxi bays and signed them accordingly but a Traffic Management Order was never made. This is now formalising the arrangement that has existed for some time.
- 1.9 The loading bays will operate 6am to 9pm Monday to Saturday. The taxi bays will operate 9pm to 6am Monday to Saturday.
- 1.10 High Street and Billet Lane, Hornchurch. A temporary primary rank has operated outside the George II pub, 64 High Street, with a feeder rank in Billet Lane for about two years. This is now formalising the arrangement. It will require the removal of two vehicle crossovers outside the pub, for which approval has been obtained from the land lady and the management company. Deliveries to the pub will still be possible from High Street.
- 1.11 The primary and feeder ranks will operate 9pm to 5am Monday to Sunday.

1.12 Upminster Road, Upminster. A loading bay serves the shops beside Upminster Bridge Station. TfL has requested that this become a dual use loading bay.

1.13 The loading bay is proposed to operate 8am to 6.30pm Monday to Saturday. The taxi bay is proposed to operate 6.30pm to 8am Monday to Saturday.

2.0 Outcome of Public Consultation

2.1 High Street, Romford. By the close of consultation, 0 responses were received. TfL support the proposal.

2.2 Eastern Road, Romford. By the close of consultation, 2 responses were received. TfL support the proposal. One respondent asked for double yellow line restrictions on the northern side of Eastern Road. This will be passed to Schemes.

2.3 The other respondent raised concerns about vehicles entering Eastern Road illegally from Mercury Gardens. This will be passed to Enforcement.

2.4 High Street, Hornchurch. By the close of consultation, 0 responses were received. TfL support the proposal.

2.5 High Street & Billet Lane, Hornchurch. By the close of consultation, 0 responses were received. TfL support the proposal.

2.6 Upminster Road, Upminster. By the close of consultation, 2 responses were received. TfL support the proposal however they asked if a) the Taxi rank could operate on a Sunday evening as well, b) the loading bay could end at 5.30pm when the shops shut.

2.7 Wagstaff plumbing shop would like the loading to start earlier, at 7am rather than 8am. They would also like to extend the afternoon from 5.30pm to 6pm.

2.8 The other respondent was in agreement but would like to remove the pinch point created by street furniture at the start of the layby.

3.0 Staff Comments

3.1 Staff recommend that the proposals be implemented as consulted with the exception of Upminster Road.

3.2 Upminster Road will be re-advertised as: loading bay Monday to Saturday 7am to 6pm and the taxi rank Monday to Sunday 6pm to 7am.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme

The estimated cost of £9,380 for implementation will be met by Transport for London through the 2015/16.

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an over spend, the balance would need to be contained within the overall StreetCare Capital budget.

Legal implications and risks:

Taxi ranks, loading bays and disabled bays require traffic orders.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

BACKGROUND PAPERS

Project file: QN017 (QO013), Taxi Rank Review

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**

High Street, Romford

Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
None		

Eastern Road, Romford

Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
21a Eastern Road	QN017/04/03.A	Parking congestion with taxis one side and parking the other after 6.30pm. Would like all of north side of Eastern Rd to have DYL.
25 Eastern Road	QN017/04/03.A	Agrees to proposal. Concern about vehicles entering at the signal junction that shouldn't be.

High Street, Hornchurch

Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
None		

Billet Road and High Street, Hornchurch

Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
None		

Upminster Road, Romford

Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
Mr Wagstaff	QN017/10/01.A	Would like the proposed loading times extended to 7am to 6pm. He's concerned that taxi drivers will encroach on their loading time.
Mr Hughes	QN017/10/01.A	Agrees to proposal. Would like to see some bollards removed to ease pinch point of footway at layby