



HIGHWAYS ADVISORY COMMITTEE

13 October 2015

Subject Heading:

**TAXI RANK REVIEW
Collier Row Road, Collier Row and
Upminster Road, Upminster.
Outcome of public consultations**

CMT Lead:

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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 £1,000 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 **Mawneys, St Andrews** and **Hacton** wards.

RECOMMENDATIONS

1. That the Committee, having considered the report and 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;
 - Collier Row Road, Collier Row
QN017/09/01.A
 - Upminster Road, Upminster
QN017/10/01.B
2. That it be noted that the estimated cost of £1,000 for implementation 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. Taxis provide a form of transport accessible to all and TfL is keen to ensure good coverage across London Boroughs at transport interchanges and shopping centres.
- 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 A report submitted to HAC on 9th June 2015 recommended ranks at other locations be implemented as consulted with the exception of Upminster

Bridge. As a result of the consultation, it was recommended to re-consult on different operational times of the bay.

- 1.4 Collier Row Road, Collier Row. The shops on the northern side of Collier Row Road are served by a service road. There are twenty nine pay & display bays along its length, between Carter Drive and Hampden Road.
- 1.5 The two spaces in the service road immediately adjacent to Carter Drive are proposed to become the taxi rank, operational seven days a week, twenty four hours a day. This was the most convenient location in the town centre and agreed with TfL. From here, taxis can easily exit the service road and access either direction of Collier Row Road.
- 1.6 Upminster Road, Upminster. A loading bay serves the shops beside Upminster Bridge Station. At the previous consultation, the plumbing shop requested an earlier loading start time and TfL requested the taxi rank operate Sundays.
- 1.7 The loading bay is now proposed to operate 7.30am to 6.00pm seven days a week. The taxi bay is proposed to operate 6.00pm to 7.30am seven days a week.

2.0 Outcome of Public Consultation

- 2.1 A summary of both consultations are contained in Appendix II.
- 2.2 Collier Row Road, Collier Row. By the close of consultation, five responses were received.
- 2.3 Two councillors objected due to the loss of parking spaces and requested that other locations be considered in Melville Road or elsewhere in the town centre.
- 2.4 The adjacent church, Police and TfL were in favour of the proposal.
- 2.5 Upminster Road, Upminster. By the close of consultation, four responses were received.
- 2.6 TfL and Police support the proposal.
- 2.7 A resident expressed concern about an almost constant stream of highway works and disturbance an overnight taxi rank would cause.
- 2.8 Wagstaff Plumbing Shop would like the loading to start earlier, before 7am and are concerned about taxis staying in the bay beyond the allotted time.

3.0 Staff Comments

- 3.1 At Collier Row, other locations were considered. A central location is outside the Londis shop near the roundabout but there is too much heavy duty street furniture to contend with. Elsewhere along the service road would require taxis to continue along to Hampden Road to exit the service road and this could be out of the way for the passenger. A councillor suggested Melville Road but this is away from the shops, restaurant and pub.
- 3.2 At Upminster Road, it is not anticipated that taxis will wait in the morning as once they have dropped their fares they will move on because virtually no one will be exiting the station at that time. Therefore, taxis should not interfere with loading operations.
- 3.3 Should taxi drivers make a nuisance and disturb residents of a night time, redress can be made to TfL in the first instance and they have a local co-ordinator who can deal with such issues. The last train arrives at Upminster Bridge station at 01.00am.
- 3.4 Staff recommend that the proposals be implemented as consulted.

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 £1,000 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**

APPENDIX II – Consultation responses summary

Collier Row Road

Respondent	Object	Agree	Response and Staff Comments (where required)
Councillor	X		Enough room for 3 spaces in Melville Rd j/w Collier Row Rd. This will help shoppers.
Councillor	X		Agrees need for taxi rank but concerned about loss of parking. Asks for another location.
Ascension Church		X	Good idea and may increase security around shops.
TfL		X	Supports location to serve shoppers and night time economy.
Police		X	Police have no issues.

Upminster Road

Respondent	Object	Agree	Response and Staff Comments (where required)
Resident	X		Proposal is further urban blight. Concerned about taxi drivers making a noise and disturbance
Business	?	?	Concerned loading times will be affected by Taxi drivers overstaying their allotted time.
TfL		X	TfL support location to provide accessible taxis for people exiting the station.
Police		X	Police have no issues.