

# HIGHWAYS ADVISORY COMMITTEE

1 March 2016

**Subject Heading:**

**TAXI RANK REVIEW  
Hilldene Shopping Centre.  
Outcome of public consultation**

**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 £9,500 for  
implementation (all sites) will be met  
by Transport for London through the  
2016/17 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	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[ ]

## SUMMARY

This report sets out the responses to the consultation for the creation of a Taxi rank at Hilldene Shopping Centre, Harold Hill.

The scheme is within **Gooshays**, ward.

## 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 drawing (contained within Appendix I) are implemented;
  - Hilldene Shopping Centre  
Q013/08/01.A
2. That it be noted that the estimated cost of £8,500 for implementation will be met by Transport for London through the 2016/17 Taxi Rank Provision Review.

## REPORT DETAIL

### 1.0 Background

- 1.1 In 2014, at the request of the then Commissioner of Transport at TfL, 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 Hilldene Shopping Centre was specifically identified by TfL as an area lacking taxi provision.
- 1.3 Part of Hilldene Avenue is a one-way street in an east to west direction serving shop frontages of Hilldene Shopping Centre. Half way along its length, vehicles can be turned left into and left out of Farnham Road.

- 1.4 After consultation with the TfL and the taxi drivers' representative, a rank was proposed on an area of wide footway on Hilldene Avenue, immediately east of Farnham Road. The rank would be operational Monday to Sunday for 24 hours per day. This location enables taxis to then either continue along Hilldene Avenue to West Dene Drive or turn left into Farnham Road.
- 1.5 No parking spaces will be lost. The rank will be monitored for usage by Havering. Should it not be used regularly by Taxis, consideration will be given to adding the 2 bays to pay and display parking.

## **2.0 Outcome of Public Consultation**

- 2.1 Twenty eight letters and drawings were hand delivered to flats and shops in the vicinity.
- 2.2 The draft traffic order and drawing were posted on a nearby lamp column (and replaced a week later) and in the Romford Recorder and London Gazette.
- 2.3 By the close of consultation, no responses were received from the public.
- 2.4 TfL and the taxi drivers' representative responded in favour of the proposal.
- 2.5 The Police had no objection

## **3.0 Staff Comments**

- 3.1 Concern has been raised in the past about taxi drivers making a nuisance and disturbing 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.
- 3.2 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 £9,500 for implementation will be met by Transport for London through the 2016/17 Taxi Rank Provision Review.

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 overspend, the balance would need to be contained within the overall StreetCare Capital budget.

**Legal implications and risks:**

The provision of taxi ranks requires advertisement and consultation before a decision on implementation can be taken.

**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  
SCHEME DRAWINGS**