



SUPPLEMENTARY AGENDA

LICENSING COMMITTEE

THURSDAY, 16 DECEMBER 2021 AT 4PM

COUNCIL CHAMBER, SECOND FLOOR, THE GUILDHALL

Telephone enquiries to Democratic Services Tel 023 9283 4870

Email: Democratic@portsmouthcc.gov.uk

Membership

Councillor Claire Udy (Chair)

Councillor Scott Payter-Harris (Vice-Chair)

Councillor Dave Ashmore

Councillor Kimberly Barrett

Councillor Stuart Brown

Councillor Tom Coles

Councillor Jason Fazackarley

Councillor Charlotte Gerada

Councillor Ian Holder

Councillor Hannah Hockaday

Councillor George Madgwick

Councillor Lee Mason

Councillor Robert New

Councillor Benedict Swann

Councillor Daniel Wemyss

(NB This supplementary agenda should be retained for future reference with the main agenda and minutes of this meeting).

SUPPLEMENTARY AGENDA

4 London Road taxi rank update (Pages 3 - 12)

The enclosed report that was originally marked on the agenda to follow was published on 9 December 2021.

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Agenda Item 4



Portsmouth
CITY COUNCIL

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(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Title of meeting:	Licensing Committee
Subject:	Proposal for a Taxi Rank in London Road, North End
Date of meeting:	Thursday 16 th December 2021
Report by:	Tristan Samuels - Director of Regeneration
Wards affected:	Nelson

1. Requested by

1.1 Report requested by the Licensing Committee.

2. Purpose

2.1 To provide an update on the proposal to introduce a 24-hour taxi rank in London Road.

3. Information Requested

- 3.1 A review of Hackney Carriage stands was presented at the Licensing Committee on 25th September 2020 and included a proposal for a 24-hour taxi rank on London Road at the end of the bus lane on London Road close to the junction with Laburnum Grove.
- 3.2 Following this proposal from the taxi trade, work has been underway to examine the technical viability of a taxi rank in this location through:
- site observations
 - technical designs
 - safety reviews by transport officers
 - engagement with bus operators
- 3.3 During engagement with bus operators, they highlighted the importance of passing the junction with Derby Road before pulling out from the bus lane, particularly during peak periods when traffic levels are higher including this right turn movement. Concerns were raised that if buses were required to join the carriageway before the

junction with Derby Road this would lead to them joining queuing traffic and negatively impact bus reliability.

- 3.4 Initial site observations determined that it was unlikely a four-car rank was viable, due to the need for buses to pass the Derby Road junction without obstruction. Public Transport Officers also recommended that buses should maintain use of the existing bus lane in its entirety during the 7am to 9am period when demand and congestion is at its highest.
- 3.5 To better understand the conflict for different highway users, swept path analyses were undertaken whereby traffic movements are assessed and displayed. The first swept path analysis assessed the inclusion of a three-car taxi rank. As seen in Appendix A, this resulted in conflict between buses pulling out of the bus lane and cars waiting to turn right into Derby Road. Another swept path analysis was undertaken on a two-car rank, as seen in Appendix B, which showed there was still vehicle conflict. A third swept path analysis was undertaken, see Appendix C, which showed that to make a two-car rank viable, cars queuing to turn right into Derby Road would need to be positioned further back past the Derby Road centre line. This is not necessarily where vehicles would ordinarily wait and it is not possible to engineer this positioning in the road, and therefore the risk to buses not being able to exit the bus lane is significant.
- 3.6 During the swept path analyses further safety considerations were reviewed on this location. The following concerns were identified:
- Buses exiting the bus lane would need wide turning movements opposite Derby Rd which could cause northbound traffic to re-align their path – risking safety of cycle lane users and pedestrians crossing Derby Rd.
 - Cyclists and rental e-scooters also use the bus lanes; therefore, any changes also need to consider the safety of these users.
 - The presence of stationary taxis would reduce visibility for vehicles joining London Rd from Laburnum Grove and pedestrians crossing the junction of Laburnum Grove.
- 3.7 Based on all the issues and safety concerns identified above, this location is not deemed suitable for the proposed taxi rank.
- 3.8 It is recognised that this is an important location for the taxi trade to have a taxi rank, and therefore potential alternative locations have been investigated.

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- 3.9 One possible site that was identified is to use all or part of the existing loading bay located to the south of Laburnum Grove (outside Ladbrokes and Reeds News, south of the push button crossing). Please refer to Appendix D.
- 3.10 The current loading bay is 25m long, although no engineering surveys or design work have been undertaken on this option at this stage.
- 3.11 There is a Pay & Display parking area on the opposite side of the road which could accommodate short stays for shoppers. Vehicles making deliveries are also permitted to stop in this area for 10 minutes. Further public parking is available at the nearby Stubbington Avenue Car Park and Lidl supermarket. Many of the neighbouring residential roads have no parking limitations or restrictions, allowing shoppers to also park with these roads.
- 3.12 The alternative proposal has been discussed with the Licensing department, and full engagement with the taxi trade is planned once initial investigations are complete.

4. Next Steps

- 4.1 Alongside engagement with the licensing department and taxi trade, we will begin engagement with the businesses along this stretch of London Road to understand how the loading bay is currently used and if there is a requirement for it to remain in its existing form.
- 4.2 The findings will be presented and discussed with the taxi trade, bus operators and Members to inform a final recommendation. If a Traffic Regulation Order (TRO) is required, a formal decision report will be presented to the Cabinet Member for Traffic & Transportation and the outcome will be reported to the Licensing Committee for the noting of any changes.

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Signed by (Director)

Appendices:

Background list of documents: Section 100D of the Local Government Act 1972

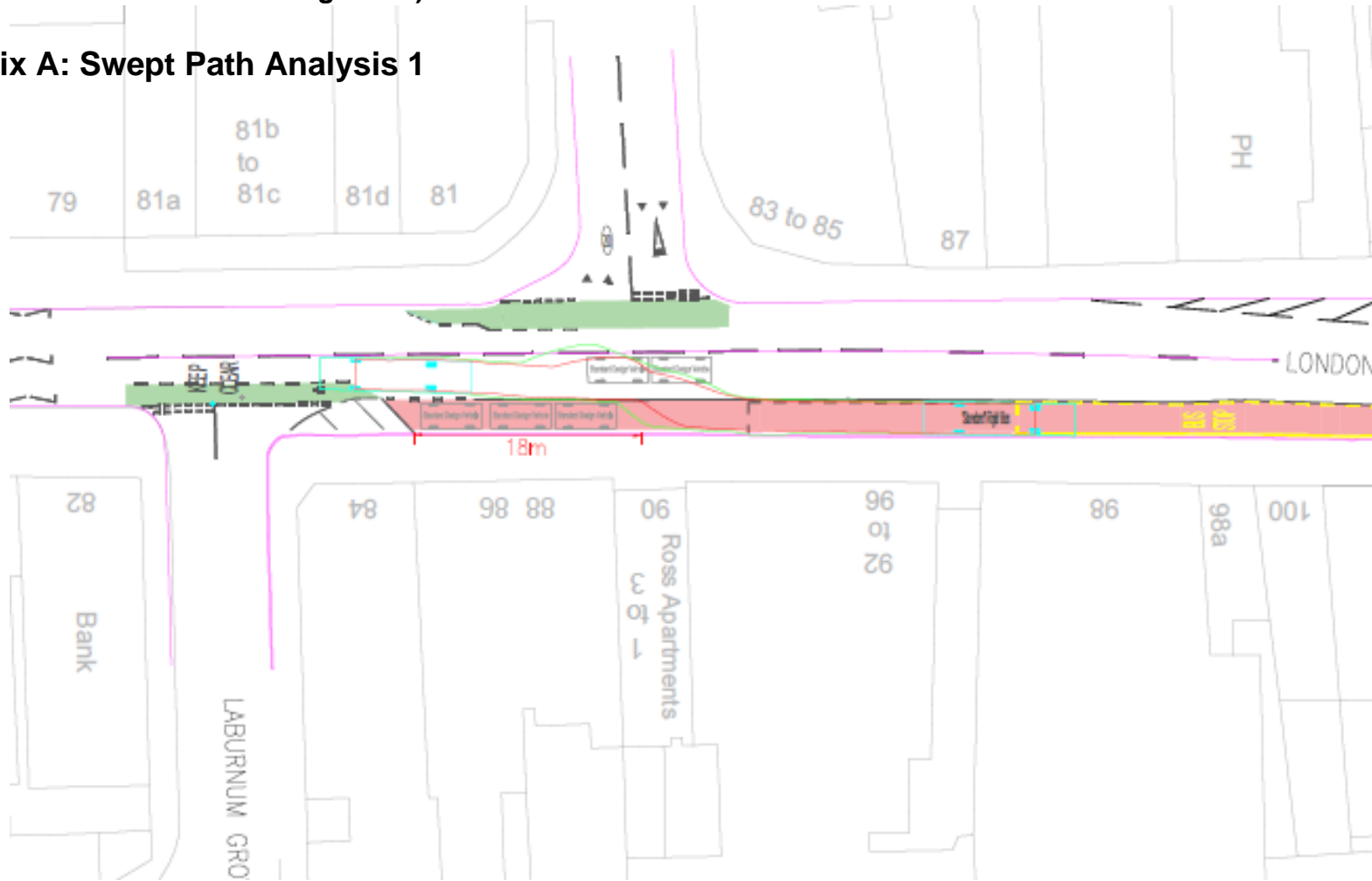
The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Appendix A: Swept Path Analysis 1	Included within report
Appendix B: Swept Path Analysis 2	Included within report
Appendix C: Swept Path Analysis 3	Included within report
Appendix D: Images of Loading Bay, London Rd, North End	Included within report

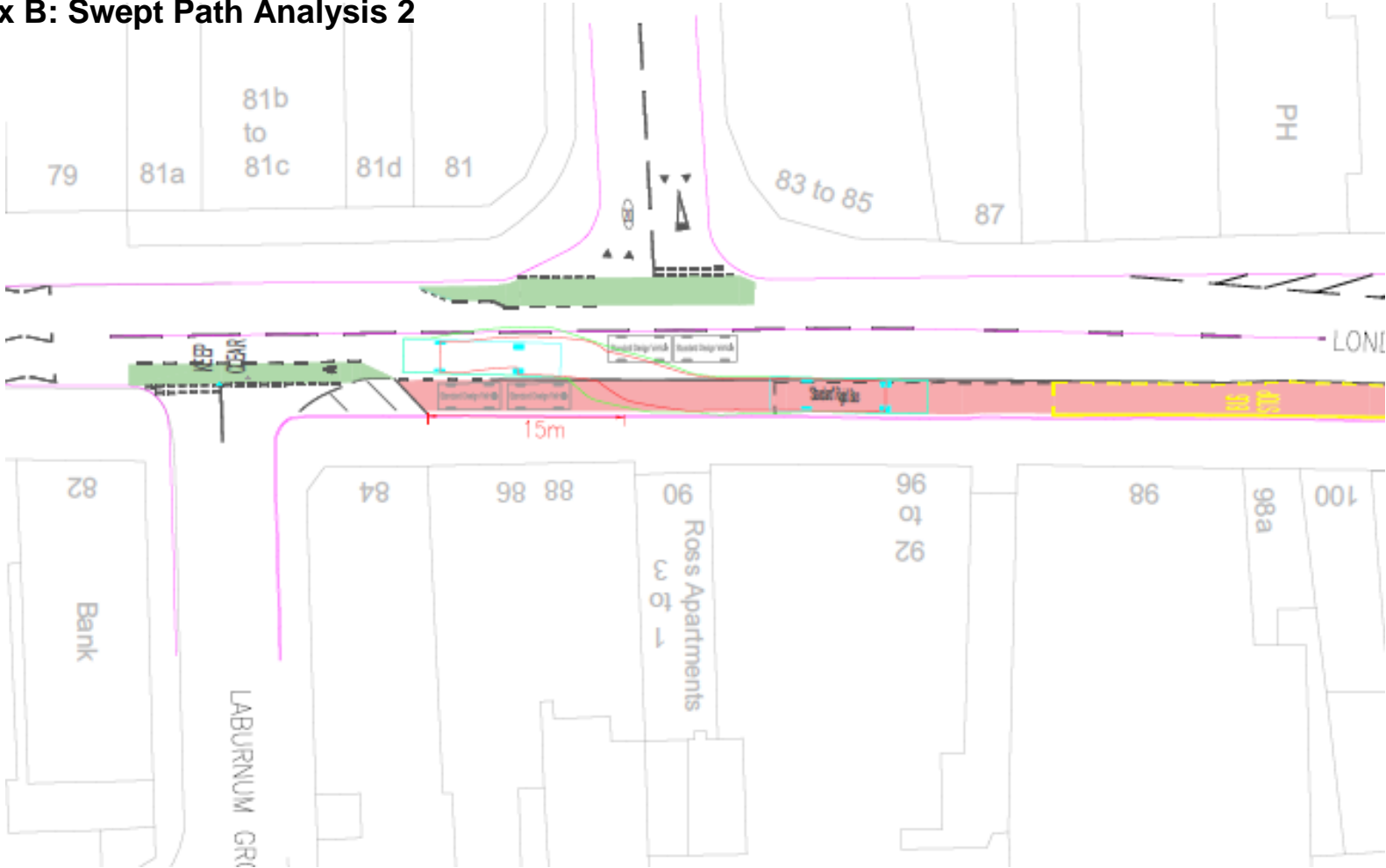
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Appendix A: Swept Path Analysis 1



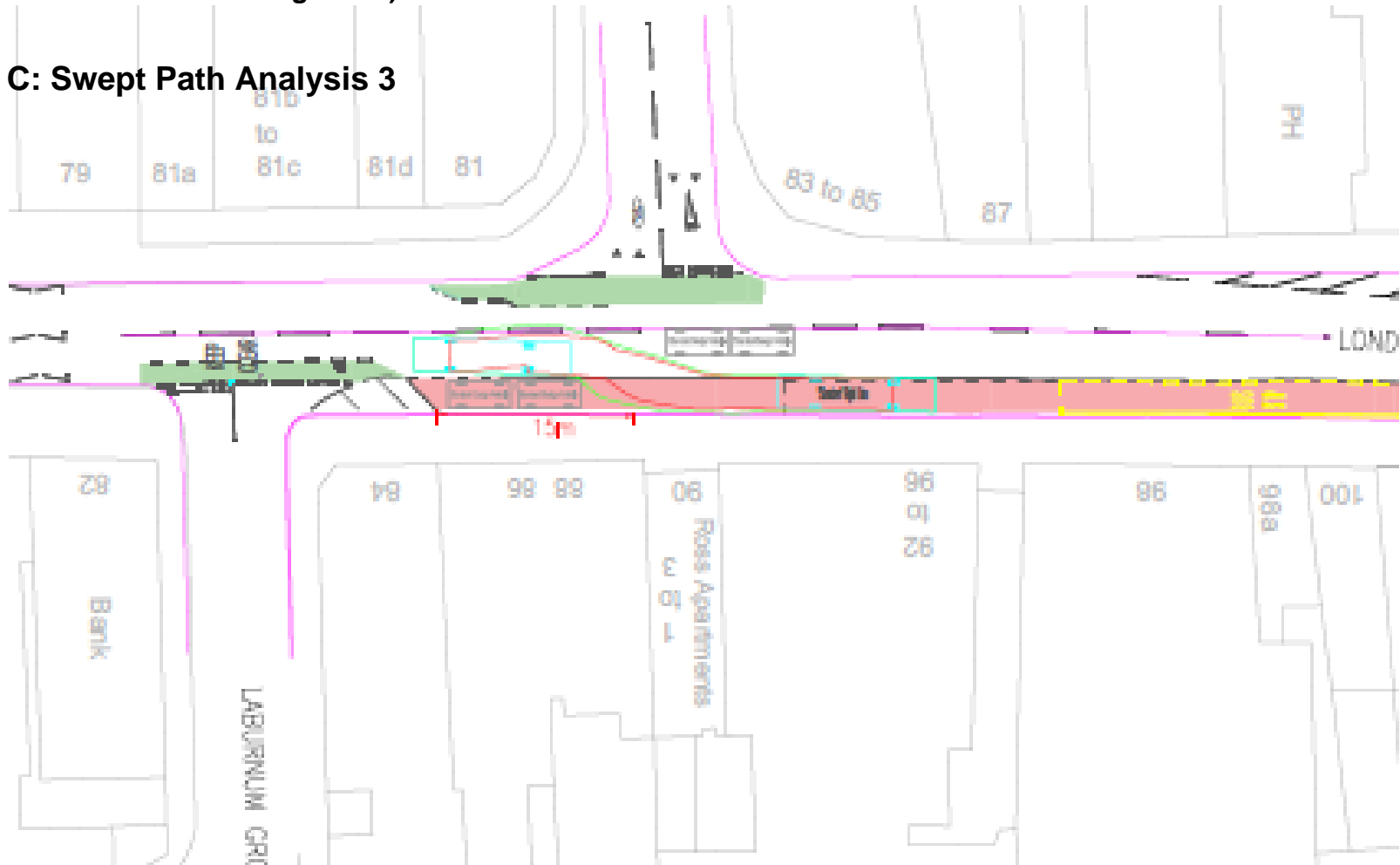
Appendix B: Swept Path Analysis 2



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Appendix C: Swept Path Analysis 3



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Appendix D: London Road Loading Bay - Map



Appendix D continued: London Road Loading Bay - Photos

