



SCC LOCAL COMMITTEE IN SPELTHORNE

BOROUGH WIDE BUS STOP CLEARWAYS & TAXI RANK PROPOSALS

11 DECEMBER 2006

KEY ISSUE:

To revoke the existing bus stop clearway Traffic Regulation Orders for Spelthorne Borough and obtain Committee approval for the bus stop clearway amendments at Thames Street, Staines specified in this report.

To obtain Committee approval for the taxi ranks proposed by Spelthorne Borough Council, and the associated amendments that are required to the existing Decriminalised Parking Enforcement (DPE) Traffic Regulation Orders.

SUMMARY:

The Department for Transport's latest guidance states that bus stop clearways no longer require the making of a Traffic Regulation Order to be enforceable, provided that the authority has DPE powers. Throughout Surrey the procedure is to revoke all existing bus stop clearway orders and obtain Committee approval for bus stop clearways.

Surrey County Council has been working with Spelthorne Borough Council

regarding their proposals to introduce a number of taxi ranks on the public highway. While a designation notice for a taxi rank must be advertised by the borough under the Local Government (Miscellaneous Provisions) Act 1976, the amendments to the on-street parking places where the taxi ranks are proposed must be made by Surrey County Council.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree that:

- (i) the existing bus stop clearway Traffic Regulation Orders specified in Annexe A of this report are revoked;
- (ii) the proposed bus stop clearway shown at Annexe B of this report is approved;
- (iii) the proposed taxi ranks shown at Annexes B, C, D and E of this report are approved;
- (iv) the necessary amendments to the DPE Traffic Regulation Orders, as indicated at Annexes C and D are approved to be advertised, to allow the installation of the proposed taxi ranks (subject to the necessary designation notice being advertised and made by Spelthorne Borough Council); and
- (v) if an objection to the DPE Traffic Regulation Orders is received before the end of the objection period, it is determined by the Local Transportation Manager in consultation with the Chairman, the Local Electoral Division Member and the Leader of the Borough Council.

1. INTRODUCTION & BACKGROUND

Bus Stop Clearways

- 1.1 Bus stop clearways are created by combining the yellow bus stop markings with the necessary signage indicating “No stopping except buses” at the times specified on the sign. These restrictions are used to deter parking at bus stops.
- 1.2 Following changes to the Traffic Signs Regulations and General Directions 2002 and the introduction of additional DPE powers within Government legislation in 2003, Bus Stop Clearways are now available without the need to make the associated Traffic Regulation Orders. The authority to enforce them now lies with Highway Authorities who have taken on DPE

powers. The existing Bus Stop Clearway Orders therefore need to be revoked. These are listed in the attached Annexe A

- 1.3 Any amendment or additional Bus Stop Clearway Orders, although not needing a Traffic Regulation Order, still requires Committee approval as contravention of the signing and roadmarking attracts a Penalty Charge Notice.

Taxi Ranks

- 1.4 The introduction of taxi ranks on the public highway can only be successful through a co-ordinated approach from both Surrey County Council and Spelthorne Borough Council.
- 1.5 While Surrey County Council is the Highway Authority, the necessary order must be made by the borough council under the Local Government (Miscellaneous Provisions) Act 1976. However, some of the proposals received require amendments to be made to the existing DPE Traffic Regulation Orders, which are the responsibility of Surrey County Council.

2. ANALYSIS & COMMENTARY

Bus Stop Clearways

- 2.1 The only exception that requires a change is the bus stop clearway on Thames Street, Staines, adjacent to Debenhams. This location has been proposed as a joint bus stop / taxi rank with the two functions operating at different times. It is proposed that the bus stop clearway operates between the hours of 06:00 and 23:00hrs daily and the taxi rank operates between 23:00 and 06:00hrs daily.
- 2.2 We are currently seeking advice from the Government Office for the South East (GOSE) regarding the combined bus stop clearway and taxi rank. We are not aware of this combination in operation at any other location but have investigated the possibility in accordance with the relevant signing and lining guidelines.
- 2.3 Until we receive advice from GOSE, the works regarding the combined bus stop clearway and taxi rank are subject to their reply and are not definite.

Taxi Ranks

- 2.4 Over the last 6 months SCC and SBC officers have been in discussion regarding the taxi rank proposals from SBC. Over time these proposals have developed, with the latest proposals being taken to and approved by the DPE Task Group Meeting on Monday 13 November 2006.
- 2.5 The latest proposals have been identified by SBC as locations that would benefit from the introduction of a taxi rank. These proposals and the

necessary amendments to the DPE Traffic Regulation Orders are shown at Annexes B, C, D and E.

- 2.6 The proposed taxi rank on High Street, Shepperton will replace two parking bays. In Church Road, Ashford the proposed taxi rank will replace two Police bays, with the remaining Police bay being extended to replace the one existing parking bay at the western end of the lay-by, providing a total of two Police parking bays in the lay-by.
- 2.7 The proposed taxi rank on Clarence Street, Staines will be located where there are currently At Any Time waiting restrictions and a peak hour loading restriction but the taxi rank would only apply between 23.00 and 06.00 hours, daily.
- 2.8 The proposed taxi rank on Thames Street, Staines is proposed to be located in an existing bus stop clearway lay-by (subject to the necessary approval from the Government Office for the South East - GOSE), with the taxi rank operating between 23.00 and 06.00 hours, daily.

3. CONSULTATION

Bus Stop Clearways

- 3.1 In effect, there will be no physical change on site to the signing and lining, therefore only statutory consultation is required to revoke the existing orders.
- 3.2 The only bus stop clearway that is proposed to be amended is located on Thames Street, Staines (adjacent to Debenhams). Spelthorne Borough Council and SCC's Passenger Transport team have been involved in determining the operational times of the proposed taxi rank and bus stop clearway.
- 3.3 Consultation is underway with GOSE regarding the combined bus stop and taxi rank proposal and we await their advice.

Taxi Ranks

- 3.4 Informal consultation has taken place between Surrey County Council, Spelthorne Borough Council and Surrey Police.
- 3.5 These proposals were discussed at the Spelthorne DPE Task Group's meeting, held on Monday 13 November 2006.
- 3.6 Subject to the approval of this report, Spelthorne Borough Council will undertake formal consultation in accordance with Local Government (Miscellaneous Provisions) Act 1976.

- 3.7 Surrey County Council will formally advertise the amendments to the DPE Orders, where taxi ranks are proposed where there are currently restrictions that need to be amended.

4. FINANCIAL IMPLICATIONS

- 4.1 The proposed revocation of the Bus Stop Clearway Orders will be incorporated within the 2nd Amendment of the Spelthorne DPE Orders and therefore will not require additional funding.
- 4.2 The necessary amendments to the Spelthorne DPE Orders where the taxi ranks will be located will also be incorporated within the latest amendment of the Spelthorne DPE Orders and will not require additional funding.
- 4.3 The statutory advertising for the taxi ranks is required by the Local Government (Miscellaneous Provisions) Act 1976, which will be funded by Spelthorne Borough Council.
- 4.4 The cost of the signing and lining to implement the proposed taxi ranks will be funded by Spelthorne Borough Council.

5. SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 5.1 Clearly signed and lined bus stop clearways ensure drivers are aware of the restrictions in place, discouraging them from parking in such a way that would obstruct a bus, improving the public transport service.
- 5.2 The introduction of taxi ranks at key points in the borough will improve links with other modes of public transport.

6. CRIME & DISORDER IMPLICATIONS

- 6.1 The revocation of the existing Bus Stop Clearway Traffic Regulation Orders and committee approval for the bus stop clearway specified at Annexe B will decriminalise any parking offence at these locations.
- 6.2 Signing and lining of the proposed taxi ranks in accordance with The Traffic Signs Regulations & General Directions 2002 and the Traffic Signs Manual will enable enforcement to be carried out.

7. EQUALITIES IMPLICATIONS

- 7.1 There are no implications.

8. CONCLUSION & REASON FOR RECOMMENDATION

- 8.1 To ensure that Spelthorne's DPE works are in line with the other Surrey areas, all existing Bus Stop Clearway Traffic Regulation Orders are to be revoked and only committee approval is now required for bus stop clearways to be provided.
- 8.2 Spelthorne Borough Council wishes to progress a number of taxi ranks at key locations across the borough. To enable this to take place a number of amendments to the DPE Orders must be made

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BACKGROUND PAPERS: None

ANNEXE A

Existing bus stop clearway Orders to be revoked

Surrey County Council A244, A308 and A3044, Spelthorne (Bus Stop Clearway) Order 2002

The Borough of Spelthorne (B376 Laleham Road, Staines) (Bus Stop Clearway) Order 1998

The Borough of Spelthorne (High Street / Clarence Street, Staines) (Bus Stop Clearway) Order 1997

The Spelthorne Borough Council (Laleham Road, Shepperton) (Bus Stop Clearway) Order 1993

The Spelthorne Borough Council (Bus Stops) (Clearway) Order (No 1) 1977