



SHEFFIELD CITY COUNCIL

Cabinet Highways Committee

11

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 9th December 2010

Subject: Taxi Rank Experimental Traffic Regulation Order

Author of Report: Dick Skelton – 0114 273 4479

Summary:

An Experimental Traffic Regulation Order was made on 19 June 2009 which created 30 new taxi ranks at various locations around the City. The Experimental Order was based on the recommendations of “The City Centre Taxi Rank Review” and “The Wider Taxi Rank Review Strategy” consultant’s reports and extensive discussions with the taxi trade.

There have been four objections to only two of the 30 ranks in the Order which need to be considered by this Committee before the ETRO expires on 19 December 2010.

Reasons for Recommendations:

The Mansfield Road Objections

No residents have complained about this rank and providing a formal rank on Bagshaws Road could disadvantage private hire vehicles and perhaps lead to conflicts between the two types of taxi providers. Private hire representatives and the Police were consulted as part of the Wider Taxi Rank Strategy report.

The Devonshire Street Objection

There is a clear need for taxi rank provision to be made for customers in this very popular bar and restaurant area of the City. An alternative location has been tried and found not to work. No other businesses or residents have complained about the provision of this rank. Additional more specific signing on the P&D machine, further highlighting that the bay becomes a taxi rank after 18.30, may help some drivers.

Recommendations:

The objections are overruled and the provisions of the Experimental Traffic Regulation Order are made permanent in accordance with the Road Traffic Regulation Act 1984.

An additional notice is placed on the Pay and Display machine in Devonshire Street, specifically highlighting that the bay is a taxi rank after 18.30 hours.

The objectors are informed of the Committee’s decision.

Background Papers:N/A

Category of Report: OPEN

Statutory and Council Policy Checklist

| |
|---|
| Financial Implications |
| NO Cleared by: Liam Gilligan |
| Legal Implications |
| NO Cleared by: Julian Ward |
| Equality of Opportunity Implications |
| NO Cleared by: Ian Oldershaw |
| Tackling Health Inequalities Implications |
| NO |
| Human rights Implications |
| NO: |
| Environmental and Sustainability implications |
| NO |
| Economic impact |
| NO |
| Community safety implications |
| NO |
| Human resources implications |
| NO |
| Property implications |
| NO |
| Area(s) affected |
| Various |
| Relevant Cabinet Portfolio Leader |
| Ian Auckland |
| Relevant Scrutiny Committee if decision called in |
| Culture, Economy and Sustainability |
| Is the item a matter which is reserved for approval by the City Council? |
| NO |
| Press release |
| NO |

TAXI RANK EXPERIMENTAL TRAFFIC REGULATION ORDER

1.0 SUMMARY

- 1.1 An Experimental Traffic Regulation Order was made on 19 June 2009 which created 30 new taxi ranks at various locations around the City. The Experimental Order was based on the recommendations of “The City Centre Taxi Rank Review” and “The Wider Taxi Rank Review Strategy” consultant’s reports and extensive discussions with the taxi trade.
- 1.2 There have been four objections to only two of the 30 ranks in the Order which need to be considered by this Committee before the ETRO expires on 19 December 2010.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 Not adequately providing for taxis would impact on the choices available to many Sheffield people, as well as affecting the disabled and some businesses.
- 2.2 Taxis, both private hire and Hackney cabs, are considered to be an important part of the City’s public transport provision. They provide door to door access for those without a car, for shopping and other purposes, are often essential for disabled people, can form part of an integrated journey along with other forms of public and private transport and are a safe form of transport for car drivers who wish to socialise.
- 2.3 Sheffield’s evening and late night economy could also suffer if proper provision is not made for taxis.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 Improved taxi provision will help to support the Corporate Plan priorities of “Reducing Congestion”, “Reducing Carbon footprint” and “Safer Roads”, by reducing the need to use private vehicles, reducing the likelihood of drink driving or driving when tired and encouraging integration of taxis with public transport.

4.0 REPORT

- 4.1 Both the City Centre Taxi Rank Review and The Wider Taxi Rank Review Strategy reports were presented to Cabinet on 21 September 2005 and 10 January 2007 respectively, ‘as the basis for future improvements to taxi rank facilities’.
- 4.2 The report’s recommendations were based on consultations undertaken with:
 - Sheffield City Council Taxi Licensing;
 - Sheffield Taxi Trade Association;

- Sheffield Confederation of Private Hire Companies;
 - Private Hire and Hackney Carriage Driver's Association of Sheffield;
 - Sheffield City Council Highways Development Control;
 - Sheffield City Council Parking Services;
 - South Yorkshire Police Safer Neighbourhood Officers;
 - South Yorkshire Passenger Transport Executive;
 - Transport for All User Group.
- 4.3 Local Transport Plans (LTP) 1 and 2 both recognise the importance that taxis play in an integrated public transport system and therefore, the need to make adequate provision for them. The forthcoming LTP 3 and Sheffield's Transport Vision documents are also anticipated to include similar references with regard to taxis.
- 4.4 Following the review of the taxi strategy and proposals by Cabinet, new ranks have been introduced at 30 locations using an Experimental Traffic Regulation Order (ETRO). The locations of these ranks are set out in the Experimental Order produced at Appendix A. These provide an extra 119 spaces, an increase of 72%, giving a total for the City of 283 on-street spaces.
- 4.5 Three objections have been made to the Mansfield Road rank and one to the Division Street rank. No objections have been raised in respect of the 28 other ranks, although the rank at Broomhill shops has been removed, due to the layout of the bays being difficult for taxis to use in practice.

The Mansfield Road Rank

- 4.6 This rank for two taxis is operational between the hours of 18.30 and 03.00 hours and is situated on Double Yellow lines, adjacent to the Embassy public house/ club. A location plan is shown at Appendix B.
- 4.7 Objections have been received from two local landlords and the Police. According to the landlords, the noise nuisance and public order disturbance, property damage and police attendance, will only increase as a direct result of the continuation of the rank. They were concerned that the Council had not canvassed the opinion of the neighbours before installation and that the rank would devalue their properties. Both landlords also stated that they had received complaints from their tenants. In order to reduce the noise nuisance in the evenings, the Embassy had agreed to provide a 'taxi rank' on Bagshaws Road to the side of the property and to direct taxis to this location. This 'rank' is to be policed/ monitored by the Embassy staff.
- 4.8 During a meeting at the Embassy (19 August 2009), about Police concerns over disorder and nuisance, the management

informed the Police that the rank was contributing to the problems. The Police officer also raised the issue of a licensing condition on the premises, which states that all vehicles be directed to the car park (at the rear) and the side taxi rank, for picking up purposes. The taxi rank sited on Mansfield Road appears to conflict with this condition.

The Devonshire Street Rank

- 4.9 This is a rank for six taxis and is operational between the hours of 18.30 and 08.00 hours. The rank is shared with a pay and display bay, operative 08.00 to 18.30 and is located between Trafalgar Street and Eldon Street, close to restaurants and bars. A location plan is shown at Appendix C.
- 4.10 One objection from BB's Italian Restaurant has been made to this rank. In summary, the objector states that nobody understands the signs, they are confusing to read and people tend to read the parking times on the machine, not the signs above. Sometimes, there are taxis in the rank, but as soon as they leave a car will again park up. The objector states that there are better places to house a taxi rank e.g. side streets. Alternatively, commence the taxi rank later; around 10.00pm, when there is more demand for taxis in the area.

Officer Response

- 4.11 The Embassy is situated at the junction of Bagshaws Road and Mansfield Road. Bagshaws Road is an unadopted public highway and is not affected by any waiting restrictions. In summary:
- An informal arrangement has been in place for many years whereby private hire taxis park at the side of the property on Bagshaws Road.
 - Problems have been created for the Council's Taxi Licensing section because of illegal plying for hire by Private Hire vehicles at this location.
 - The Sheffield Taxi Trade Association has stated that the rank is little used and therefore, refute that the rank is somehow contributing to local disturbances. Nonetheless, they would like the rank to remain, as it is sometimes used.
 - It is accepted that local frontagers were regrettably not individually informed of the proposal for this particular rank, which was installed ahead of expectation.
 - There is no legally enforceable rank at the side of the Embassy on Bagshaws Road. If there was, then private hire taxis would not be able to use it, as ranks are legally reserved for Hackney cabs.
 - As indicated in paragraph 4.2 above, South Yorkshire Police Safer Neighbourhood Officers were consulted and did not disagree with the provision and location of this rank.

- No local residents have directly complained to the Council about this rank.
- 4.12 The Devonshire Street rank is in an area where there is an active evening trade, particularly at weekends and there are many very popular bars and restaurants. The evening rank is shared with a daytime use of Pay and Display (P&D) parking. The only suitable locations in this area for taxis, on-street, are located within daytime P&D parking spaces. There is a clear public desire for taxi ranks in this area. Indeed, the current taxi provision is inadequate for the demand, with taxis picking up/ dropping off in unsuitable locations. More specifically:
- The road markings and signs for a shared use P&D and taxi rank are set out in the Traffic Signs Manual and the Traffic Signs, Regulations and General Directions 2002, a statutory instrument. These lay down the signs and lines that can be used and which cannot be varied. If non-statutory signage is used it would not be possible to enforce the restrictions.
 - There are two sets of plates at either end of the bay - one set is immediately adjacent to the P&D machine. See the photographs at Appendix D.
 - The pay and display machine states in red, above the parking charges; "Please check signs adjacent to the bay for any restrictions that may apply at other times." See Appendix D for photographs.
 - There is a single yellow line adjacent to the kerb. As all drivers should be aware, this means that there are waiting restrictions at certain times, as shown on adjacent signs.
 - Site visits show that taxis start building up in the area from about 7pm to 8pm at the weekends. Cars are often parked in the rank until much later, with some only moving after Civil Enforcement Officers (CEO) turn up.
 - Observation has shown that, when the rank is free from illegally parked vehicles and able to be used by taxis, some of BB's customers walk straight out and into taxis.
 - Due to the illegal parking taxis are 'forced' to rank elsewhere, usually on double yellow lines around the junction of Eldon Street and Devonshire Street. Taxi drivers are then reluctant to 'lose' their position by driving to the formal rank.
 - No other businesses or residents have complained about the provision of this rank.

Relevant Implications

- 4.13 There are no legal or financial implications arising from this report. Each individual rank is intended to improve the overall accessibility and choice for all Sheffield residents. The equality impact is, therefore, considered to be positive. Improving accessibility and both road and personal safety, are contained in the overall priorities of the LTP. Schemes funded through these programmes are expected to address this whenever appropriate

and are, therefore, judged not to materially impact on community safety.

5.0 ALTERNATIVE OPTIONS CONSIDERED

The Mansfield Road Rank

- 5.1 It is believed that the Wider Taxi Rank Review Strategy, undertaken by ARUP consultancy on behalf of the Council, considered placing a rank on Bagshaws Road to the side of the premises, where the private hire vehicles traditionally wait. As pointed out above, if a rank was placed in this location, other vehicles, including private hire, could not legally wait in the rank during its hours of operation. Placing the rank in this location would seem somewhat unfair to private hire drivers and may even have led to conflicts. Again it should be noted that private hire drivers' representatives were consulted as part of the Wider Strategy (see paragraph 4.2 above).

The Devonshire Street Rank

- 5.2 As suggested in the objection, the Council first tried placing a rank on a side road in the vicinity, even though the City Centre Taxi Rank Review report proposed the current location as the best available. The alternative location, on Eldon Street, wasn't used after a while as the rank could not be easily seen from the bars and restaurants on Devonshire Street. Additionally, taxis and people travelling along Devonshire Street were also unaware if any taxis were in the rank and these taxis were, therefore, frequently 'flagged down' by customers in preference to walking to the rank which may be empty. Consequently, taxis using this side road rank were losing custom.
- 5.3 It may be possible to put in place additional signs on street under the Local Government Act. However, it is not believed that this would significantly enhance the existing signs and would increase 'street clutter' unnecessarily.
- 5.4 It should be possible to place a more specific additional notice on the P&D machine, that after 18.30 the bay becomes a taxi rank, in addition to the current highlighted warning which covers all eventualities. This could be implemented as a trial at this location.

6.0 REASONS FOR RECOMMENDATIONS

6.1 The Mansfield Road Objections.

No residents have complained about this rank and providing a formal rank on Bagshaws Road could disadvantage private hire vehicles and perhaps lead to conflicts between the two types of taxi providers. Private hire representatives and the Police were consulted as part of the Wider Taxi Rank Strategy report.

6.2 The Devonshire Street Objection.

There is a clear need for taxi rank provision to be made for customers in this very popular bar and restaurant area of the City. An alternative location has been tried and found not to work. No other businesses or residents have complained about the provision of this rank. Additional more specific signing on the P&D machine, further highlighting that the bay becomes a taxi rank after 18.30, may help some drivers.

7.0 RECOMMENDATIONS

- 7.1 The objections are overruled and the provisions of the Experimental Traffic Regulation Order are made permanent in accordance with the Road Traffic Regulation Act 1984.
- 7.2 An additional notice is placed on the Pay and Display machine in Devonshire Street, specifically highlighting that the bay is a taxi rank after 18.30 hours.
- 7.3 The objectors are informed of the Committee's decision.

Simon Green
Executive Director, Place

29 November 2010

THE SHEFFIELD CITY COUNCIL
(LICENSED HACKNEY CARRIAGES – TAXI RANKS)
(EXPERIMENTAL TRAFFIC) ORDER 2009

The Sheffield City Council in exercise of its powers under Section 9 and Schedule 9 of the Road Traffic Regulation Act 1984 (“the Act”) and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby makes the following Order:-

1. Save as provided in Article 2 no person shall, except upon the direction of a Civil Enforcement Officer in uniform, cause or permit any vehicle, other than a Licensed Hackney Carriage to wait in any of the parts of road described as a Taxi Rank in Column 1 to Schedule 1 to this Order during the hours specified in Column 2 to that Schedule.
2. No person shall cause or permit any Licensed Hackney Carriage to wait in any of the parts of road specified in Column 1 to Schedule 1 to this Order:-
 - (i) so as to reasonably prevent access to vehicles servicing premises adjacent to that road,
 - (ii) if the City Council has suspended use of the Taxi Rank or part thereof,
 - (iii) if by doing so the number of Licensed Hackney Carriages waiting in the Taxi Rank exceeds the maximum number of vehicles allowed for that Taxi Rank as specified in Column 3 to Schedule 1 to this Order.
3. No person shall, except upon the direction of a Civil Enforcement Officer in uniform, cause or permit any vehicle to wait at any time in any of the sides of road specified in Schedule 2 to this Order.
4. THE SHEFFIELD CITY COUNCIL (CONSOLIDATION) (ON-STREET PARKING AND PROHIBITION OF WAITING) (CITY CENTRE CONTROLLED PARKING ZONE) ORDER 2008 is hereby revoked in so far as it relates to the items Burgess Street and Pond Hill in Schedule 10 to that Order and to the section of Burgess Street described in Schedule 2 to this Order.
5. This Order shall come into operation on the 19th June, 2009 and may be cited as The Sheffield City Council (Licensed Hackney Carriages – Taxi Ranks) (Experimental Traffic) Order 2009.

GIVEN under the Common Seal of the Sheffield City Council this 11th day of June, 2009.

EXECUTED AS A DEED BY)
The Sheffield City Council)
was hereunto affixed in)
the presence of:-)

SCHEDULE 1

Parts of Road Authorised To Be Used As Taxi Ranks By Licensed Hackney Carriages

Hours Of Operation Of Taxi Rank

Maximum Number Of Vehicles Allowed To Use The Taxi Rank

ABBEYDALE ROAD

The north west side from a point 37 metres south west of its junction with the south western kerb line of Sheldon Road for a distance of 10 metres in a south westerly direction.

6:30pm to 3:00am

2

ANGEL STREET

The east side from a point 6 metres north of the projected northern building line of King Street for a distance of 10 metres in a northerly direction.

All Hours

2

BURGESS STREET

The east side from a point 21 metres south of the southern kerb line of Barkers Pool for a distance of 15 metres in a southerly direction.

All Hours

3

CASTLE STREET

The lay by on the south side situated 8 metres south west of its junction with the south western kerb line of Waingate.

10:00 am to
Midnight

10

CHESTERFIELD ROAD

The north west side from a point 15 metres north east of its junction with the north eastern kerb line of Holmfirst Road for a distance of 14 metres in a north easterly direction.

6:30 pm to 3:00am

3

CHESTERFIELD ROAD

The south west side from a point 27 metres north of the projected north western kerb line of Newlyn Road for a distance of 8 metres in a northerly direction

6:30pm to 3:00am

2

CROOKES

The east side from a point 12 metres south of its junction with the southern kerb line of Sackville Road for a distance of 10 metres in a southerly direction

6:30pm to 3:00am

2

CROOKES

The east side from a point 10 metres south of its junction with the southern kerb line of Springvale Road for a distance of 8 metres in a southerly direction 6:30pm to 3:00am 2

DEVONSHIRE STREET

The south side from a point 15 metres west of its junction with the western kerb line of Trafalgar Street for a distance of 35 metres in a westerly direction. 6:30pm to 8:00am 8

ECCLESALL ROAD

The south east side from a point 13 metres south west of its junction with the south western kerb line of Carter Knowle Road for a distance of 10 metres in a south westerly direction. 6:30pm to 3:00am 2

ESPERANTO PLACE

The south east, south west and north west sides from a point on the south east side 23 metres south west of its junction with the south western kerb line of Flat Street to a point on the north west side 12 metres north east of its south western termination. All Hours 12

EYRE STREET

The north west side from a point 16 metres north east its junction with the north eastern kerb line of Matilda Street for a distance of 20 metres in a north easterly direction. 11:00pm to 5:00 am 4

FITZWILLIAM STREET

The south west side from a point 21 metres south east of its junction with the south eastern kerb line of West Street for a distance of 12 metres in a south easterly direction. 6:30pm to 4:00 am 3

FULWOOD ROAD SERVICE ROAD

The north west side from its junction with the north eastern kerb line for a distance of 9 metres in a south westerly direction. 6:30pm to 3:00am 2

HAYMARKET

The lay by on the south east side situated 12 metres north of its junction with the northern kerb line of Commercial Street. 11:00am to midnight 3

LEOPOLD STREET

The south west side from a point 16 metres north west of its junction with the north western kerb line of Orchard Lane for a distance of 8 metres in a north westerly direction. 6:30pm to 8:00am 2

LEOPOLD STREET

The south west side from a point 22 metres south east of its junction with the south eastern kerb line of Orchard Lane for a distance of 18 metres in a south easterly direction. 6:30pm to 8:00am 4

MANSFIELD ROAD

The north east side from a point 10 metres south east of its junction with the south eastern kerb line of Bagshaw Road for a distance of 10 metres in a south easterly direction. 6:30pm to 3:00am 2

MARKET STREET

The south east side from a point 10metres north east of its junction with the north eastern kerb line of Market Place for a distance of 8 metres in a north easterly direction. 6:30pm to 3:00am 2

MATILDA STREET

The north east side from a point 10 metres north west of its junction with the north western kerb line of Arundel Street for a distance of 26 metres 11:00pm to 5:00am 6

MATILDA STREET

The north east side from a point 14 metres north west of its junction with the north western kerb line of Sidney Street for a distance of 28 metres in a north westerly direction. 6:30 pm to 5:00am 6

MATILDA STREET

The south west side from a point 8 metres south east of its junction with the south eastern kerb line of Earl Way for a distance of 24 metres in a south easterly direction. 6:30pm to 5:00am 4

PEEL STREET

| | | |
|---|------------------|---|
| The south east side from a point 10 metres south west of its junction with the south western kerb line of Nile Street for a distance of 8 metres in a south westerly direction. | 6:30pm to 3:00am | 2 |
|---|------------------|---|

PATERNOSTER ROW

| | | |
|--|-------------------|---|
| The north west side from a point 25 metres north east of the projected north eastern building line of Grinders Hill for a distance of 24 metres in a north easterly direction. | 6:30 pm to 5:00am | 6 |
|--|-------------------|---|

POND HILL

| | | |
|---|-----------|---|
| The south side from a point 122 metres west of the western kerb line of Sheaf Street for a distance of 18 metres in a westerly direction. | All hours | 4 |
|---|-----------|---|

QUEENS ROAD

| | | |
|---|------------------|----|
| The east side from a point 120 metres north of its junction with the northern kerb line of Duchess Road for a distance of 43 metres in a northerly direction. | 6:30pm to 3:00am | 10 |
|---|------------------|----|

QUEENS ROAD

| | | |
|---|------------------|---|
| The east side from a point 97 metres north of its junction with the northern kerb line of Duchess Road for a distance of 8 metres in a northerly direction. | 6:30pm to 3:00am | 2 |
|---|------------------|---|

WEST STREET

| | | |
|--|-----------|---|
| Part of the lay by situated on the south east side from a point 13 metres south west of its junction with the south western kerb line of Eldon Street for a distance of 15 metres in a south westerly direction. | All Hours | 3 |
|--|-----------|---|

WEST STREET

| | | |
|---|-------------------|---|
| The whole of the lay by on the north west side situated 14 metres south west of its junction with the south western kerb line of Rockingham Street. | 6:30 pm to 5:00am | 6 |
|---|-------------------|---|

WHITHAM ROAD

| | | |
|---|------------------|---|
| The north west side from a point 9 metres south west of its junction with the south western kerb line of Parkers Lane for a distance of 8 metres in a south westerly direction. | 6:30pm to 3:00am | 2 |
|---|------------------|---|

SCHEDULE 2
NO WAITING & NO LOADING AT ANY TIME

- | | | |
|---|----------------|--|
| 1 | Burgess Street | The west side from its junction with the southern kerb line of Barkers Pool to a point 60 metres north of the northern kerb line of Cross Burgess Street |
|---|----------------|--|



**STREET FORCE
DESIGN & BUILD DIVISION**

2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DB

Tel. (Reception) 0114-273-6320. Fax. 0114-273-6182

J CHARLTON BTech, CEng MICE
Head Of Street Force

A Service Area of the Directorate of Development,
Environment & Leisure, Sheffield City Council

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| DRAWN | TRACED | CHECKED |
| LJO 02/09 | | SMW |

Client
SHEFFIELD CITY COUNCIL

Scheme
TAXI RANKS EXPERIMENTAL TR0 2008

Drawing Title
**TRAFFIC DESIGN SIGNS AND LINES
MANSFIELD ROAD, INTAKE**

Drawing No.
TD/BN462/9.0

Scale
1:500

Date
10 Feb 2009

A3

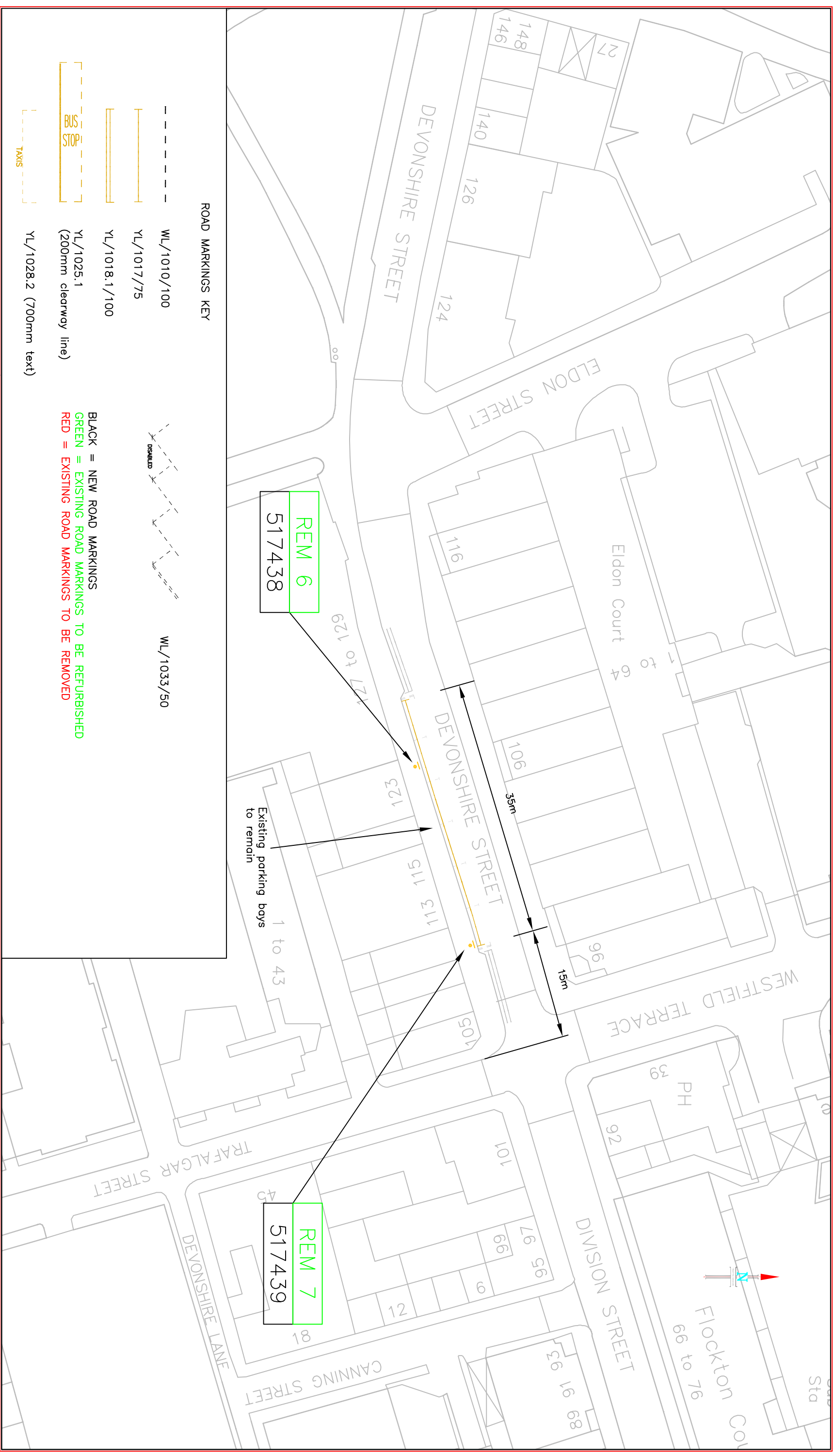
STREET FORCE

Development Environment & Leisure

ROAD MARKINGS KEY

| | | | |
|--|------------------------------------|--|------------|
| | WL/1010/100 | | WL/1033/50 |
| | YL/1017/75 | | disheled |
| | YL/1018.1/100 | | |
| | YL/1025.1 (200mm clearway line) | | |
| | YL/1028.2 (700mm text) | | |

BLACK = NEW ROAD MARKINGS
GREEN = EXISTING ROAD MARKINGS TO BE REFURBISHED
RED = EXISTING ROAD MARKINGS TO BE REMOVED



STREET FORCE DESIGN & BUILD DIVISION

2-10 CARBROOK HALL ROAD
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Head Of Street Force

A Service Area of the Directorate of Development,
Environment & Leisure, Sheffield City Council

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02/09

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Client
SHEFFIELD CITY COUNCIL

Scheme
TAXI RANKS EXPERIMENTAL TRO 2008

Drawing Title
TRAFFIC DESIGN SIGNS AND LINES
DEVONSHIRE STREET, CITY CENTRE

Drawing No.
TD/BN462/13.0

Scale
1:500

Date
19 Feb 2009

Sheffield City Council
Development Environment & Leisure

STREET FORCE



Devonshire Street sign adjacent to P&D machine.



Typical information on a P&D machine.