

# FAREHAM

## BOROUGH COUNCIL

### Report to the Executive Member for Public Protection for Decision

<b>Portfolio:</b>	Public Protection
<b>Subject:</b>	<b>Traffic Regulation Order – Proposed Taxi Drop Off Point – Harper Way, Fareham</b>
<b>Report of:</b>	Director of Environmental Services
<b>Strategy/Policy:</b>	
<b>Corporate Objective:</b>	A safe and healthy place to live and work

**Purpose:**

To inform the Executive Member of the outcome of the statutory advertisement of a proposal to provide a taxi drop off point in Harper Way and to obtain authorisation to implement a Traffic Regulation Order.

**Executive summary:**

This report considers the reasons for providing a taxi drop off point in Harper Way, at the top of the existing taxi rank, close to the main shopping area of Fareham town centre.

**Recommendation:**

That the existing waiting restrictions are modified to accommodate the new taxi drop off area as shown at Appendix A.

**Reason:**

To provide an additional and safe facility for taxis and their passengers.

**Cost of Proposals:**

The cost of the proposals will be met by Fareham Borough Council's Traffic Management budget.

**Risk Assessment:**

There are no identified risks associated with this proposal.

**Appendices** Appendix A : Scheme drawing

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### Executive Briefing Paper

**Date:** 22 September 2015

**Subject::** Traffic Regulation Order – Proposed Taxi Drop Off Point – Harper Way, Fareham

**Briefing by:** Director of Environmental Services

**Portfolio:** Public Protection

#### Supporting Information

##### Background

1. Harper Way lies adjacent to Fareham bus station, at the western end of the town centre pedestrian zone. It is a one way street (northbound) and a well-used taxi rank exists along much of its length on the south west side of the road.
2. Between the northern ends of Harper Way, and the parallel street of Hartlands Road, is a wide section of West Street which is restricted on an “except for access” basis. This short section of road has the museum and information centre fronting it, also some well used retail outlets, and it lies between the main shopping centre and many more shops further along the road.
3. It is therefore well used by pedestrians, many of whom wish to cross the road, but it is also well used by vehicles to drop off and collect passengers, and for loading associated with the shops. Many of these vehicles perform U-turns in the road, and these situations combine to present potentially hazardous conflicts.
4. It is not appropriate to make this area more prohibitive to vehicles under present legislation, but it does present a significant challenge for enforcement since many drivers stop for longer than they should.
5. Since one of the common types of usage in this area is taxis dropping off passengers, consideration has been given to a means of reducing their use of this area for this purpose. This can be achieved by creating a drop off point immediately to the north of the existing taxi rank, which will incur only a minimal extra travel distance (via Hartlands Road).
6. The proposal is to permit taxis to drop off only, using a length of road sufficient to accommodate two taxis immediately to the north of the existing taxi rank. This should involve stopping for only a few seconds at a time, and thus if large vehicles are leaving the loading area which exists opposite to this, they should not be obstructed for more than a few seconds while passengers are dropped off.

7. Taxis will not be permitted to pick up passengers from this drop off area. Taxi drivers wishing to collect passengers will be required to drive to the back of the rank via Hartland Road for this purpose. The presence of other drivers in the pick up area is likely to ensure that this is not abused.
8. As part of this taxi drop off point, restrictions are also proposed on the opposite (north eastern) side of Harper Way. This side is presently unrestricted and the regular presence of taxis ensures that vehicles generally do not stop or park here, but this opportunity will nevertheless be taken to provide appropriate restrictions to draw this to the attention of all drivers.
9. These new restrictions will include “No waiting at any time” opposite to the taxi rank, and “No waiting and No loading at any time” opposite to the drop off point. The “No loading” restriction is to cover the area closest to the pedestrian zone, where stopping and even parking has sometimes been witnessed, but which is inappropriate here.
10. These proposals are shown at Appendix A.

### **Consultations**

11. The Police, Ward and County Councillors, and also the Taxi Association have been consulted on this proposal and expressed their support.
12. The Statutory Consultees were consulted and no objections were received.

### **Representations**

13. The proposal was advertised in July / August 2015 it was also placed in the taxi newsletter and no responses were received,

### **Conclusion**

14. It is therefore recommended that the proposed waiting restrictions are implemented as advertised and shown at Appendix A.