



## **CAERPHILLY TOWN CENTRE MANAGEMENT GROUP – 17TH JUNE 2009**

**SUBJECT: CASTLE STREET, CAERPHILLY BUS STOP AND TAXI BAY  
PROPOSAL**

**REPORT BY: DIRECTOR OF ENVIRONMENT**

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### **1. PURPOSE OF REPORT**

- 1.1 To inform the Management Group of the progress with the Caerphilly Taxi Drivers' Association request for a daytime only, taxi rank on Castle Street in the town centre.

### **2. SUMMARY**

- 2.1 Engineering Division Officers' have freshly considered the latest formal request from the Taxi Drivers' Association to provide a new taxi rank on Castle Street following meetings with the local Members, Police, Caerphilly Access Group and the Taxi Drivers representatives that took place on site in April. It is intended to recommend to the Head of Engineering Services to formally consult on this proposal with the Statutory Consultees and all the emergency services as a Traffic Regulation Order.

### **3. LINKS TO STRATEGY**

- 3.1 Engineering Division Objective: To work towards a safer environment through positive measures to reduce road accidents, and particularly for protection and providing for vulnerable road users
- 3.2 To encourage with others, the provision and use of public transport to help protect the environment and to enhance opportunities for work and leisure.

### **4. THE PROPOSAL BACKGROUND**

- 4.1 A proposal for a taxi rank on Castle Street has been the subject of previous debates in the Caerphilly Town Centre Management Group meetings. The dual use of the lay-by for both buses and taxis was not generally supported by this Group
- 4.2 The latest request for a taxi rank outside the post office, that was recently transferred to the W H Smith store on the Castle Park shopping precinct same was first drawn up and consulted upon within the first Caerphilly town centre traffic order review of 2003 and was last discussed by this group in 2007 and 2008.
- 4.3 Since the relocation of the Post Office from The Tywn to the WH Smiths store in the Castle Court shopping centre, the Taxi Drivers Association have reported an increased demand for their taxi services on Castle Street near the Bandstand at the Castle Court shopping centre. To accommodate this demand they have again requested the provision of a daytime only taxi rank at this location. In order to assist the Group in coming to a view, the Traffic Management team were requested to prepare a fresh proposal for their consideration.

## **5. TAXI RANK PROPOSAL FOR CASTLE STREET**

- 5.1 Any on-street parking changes on Castle Street will require a formal, legal procedure for a traffic regulation order as part of the ongoing Caerphilly town's traffic order review for 2009. The existing bus stop is in the bus bay outside the Castle Court shopping centre and is protected by double yellow lines. Unfortunately, these lines are constantly being flouted and the local police have difficulty in regularly attending to enforce the lines. Very often bus drivers are forced to stop in the carriageway with their disabled and elderly bus clients having to negotiate the parked cars and kerbs to seek to gain access to the Castle Street's west side footway. The Traffic Management team's proposal is to build out half of the current bus bay to provide a wider footway outside the bandstand with a new, raised, bus boarder on it. Buses can then stop in the carriageway in a marked out yellow, 'bus stop clearway'. The remainder of the bay can then be marked out, also in yellow, to cater for two taxis between the hours of 8 am and 6 pm Monday to Saturday. Officers consider that there would be an insignificant effect on traffic flow at the adjacent sets of traffic signals. It will require associated physical works costs of approximately £7,000 and funding for this may be made available from the Engineering Division budget.
- 5.2 The proposal is on drawing number TM/09/71 attached to this report. It is compliant with current design standards and is not anticipated to have any significant effect on the traffic flow. The main local bus operator (Stagecoach) has been informally consulted and has no objection.
- 5.3 The Traffic Management Officer held recent on-site discussions with the Ward Members, the Police, Passenger Transport officer, the Caerphilly Access Group representatives, the Town Centre Manager, the Castle Court site Manager and the Taxi Drivers representatives. The proposal was well supported with the exception of the Castle Court site Manager who was concerned about unruly behaviour and mess being caused by night time revellers. The Taxi Drivers representatives stressed that they were asking for a daytime only Traffic Order for their disabled and elderly clients to gain safe access to the relocated post office that was officially open for business in between 9 am and 5 pm.
- 5.4 To be included in the timescales for the town's 2009 traffic order being progressed, it is intended to recommend to the Head of Engineering Services to formally consult on this proposal with the Statutory Consultees and all the emergency services to gain their comments.

## **6. FINANCIAL IMPLICATIONS**

- 6.1 Consideration would be given to funding the proposal with its associated physical bus stop works from the 2009/10 Engineering Division budgets.

## **7. PERSONNEL IMPLICATIONS**

- 7.1 None.

## **8. RECOMMENDATIONS**

- 8.1 Officers consider that the proposal will greatly improve access to and from bus services for the disabled and elderly and that it will provide a daytime opportunity for the disabled and elderly who rely on taxis for their transportation to this part of the town centre. Officers will recommend to him that the latest proposal be included in the town's Prohibition of Waiting Order review for 2009.

- 8.2 The Town Centre Management group are asked to consider and support this recommendation.

## **9. STATUTORY POWER**

- 9.1 The Council can introduce and amend a traffic regulation order on the highway in consultation with the Chief Constable under the terms of The Road Traffic Regulation Act 1984.

## **10. REASONS FOR THE RECOMMENDATION**

- 10.1 The reasons for the recommendation are outlined in 5.1 to 5.3.

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Appendice(s)

Appendix 1 - Drawing number TM/09/71