



DERBY CITY COUNCIL

TAXI LICENSING AND APPEALS COMMITTEE 23 April 2008

Report of the Director of Environmental Services

USE OF BUS LANES BY HACKNEY CARRIAGES

RECOMMENDATION

- 1.1 To note this report.

SUPPORTING INFORMATION

- 2.1 At present, hackney carriages are allowed to use most bus lanes, but there are some key exceptions to this, namely the Siddals Rd 'bus gate', the Phoenix Street underpass and the Costco bus only road.
- 2.2 Following representations from the taxi trade requesting that taxis should be allowed to use all bus lanes within Derby, Members of this Committee resolved at their meeting on 19 December 2007 that the Chair should write to the Director of the Council's Regeneration & Community Department, to suggest that he consider the request made by the trade.
- 2.3 A reply received from the Council's Head of Transportation is included as Appendix 2.

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Background papers:	None
List of Appendices:	Appendix 1 Implications Appendix 2 Reply received from Peter Price, Head of Transportation

IMPLICATIONS

Financial

1. None.

Legal

2. None.

Personnel

3. None.

Equalities impact

4. None.

Corporate priorities

5. This supports the council's corporate priority of providing excellent services and value for money.

Reply Received From Peter Price, Head of Transportation

The basic policy is that bus lanes are there to act as 'lanes for buses'. Sorry that may sound obvious but it's an important point to make, because if other transport modes make them such that they are no longer achieving that primary objective, then there is no point in having dedicated provision.

Hence we look at individual bus lanes and determine whether or not hackneys can be exempted, without adversely affecting the primary objective. In the great majority of cases, exemptions for hackneys would (in different ways in each case) dilute the effectiveness of the bus lane in giving buses a positive advantage over the private car. Our adopted long term transport strategy seeks many things, including to make bus travel more attractive, so in these cases we do not allow exemptions for hackneys.

One example is Siddals Rd, where allowing hackneys would result in the limited green time at Traffic Street being taken by hackneys, and buses carrying large numbers of passengers would lose the positive advantage that they gain from this scheme.

There are some lanes where hackneys have been exempted from the restriction.

We did raise this in a briefing meeting with Cllr Banwait some weeks ago, who agreed this position.