

Appendix 1: Pros & Cons on options for Orange Grove/Terrace Walk

Option 1	
Taxi rank in Orange Grove (in front of shops) and 2 RHD tourist coach bays in Terrace Walk	
Positives	Negatives
Efficient coach operation - clear visibility for coaches from North Parade	Narrow footways in Terrace Walk
Clear segregation of uses between taxis & coaches reducing the need for enforcement	Coaches obscure Terrace Walk shop frontages – and so Terrace Walk traders are opposed to this option
Increased length of taxi rank	Coach passengers may alight into the road – risk to pedestrian safety
Removes/reduces coach traffic from High Street during construction phase and longer term	Traders from Orange Grove are strongly opposed to this option as they would benefit less from the dwell time of coach passengers outside their shops, detrimentally affecting their businesses
	Wide exit/entrance coupled with reversal of flow could cause confusion.
	Loss of 1 pay & display parking space in Terrace Walk would have revenue implications (<i>see section 3 of the main report</i>)

Option 2	
2 RHD tourist coach bays in Orange Grove as current; Taxi rank in Terrace Walk during the daytime (8am-7pm) and returning to Orange Grove (in front of shops) during the night-time (7pm-8am);	
Positives	Negatives
Clear segregation of uses between taxis & coaches reducing the need for enforcement	Potential short-term difficulty for passengers to locate the daytime taxi rank
Satisfies requirements of taxi marshals for the night time economy	Taxis adapted to carry disabled persons would have to alight/board passengers using a ramp from the live carriageway
Would provide a dedicated area for operation of a seven car taxi rank during the daytime (Terrace Walk) and night time (Orange Grove)	Taxi drivers are strongly opposed to the relocation of the taxi rank
Allows taxis taking fares for south and eastbound travel to take a more direct route, rather than travelling around the Guildhall	Wide exit/entrance coupled with reversal of flow could cause confusion.
Allows a loading bay in Orange Grove for the Abbey (as a cultural venue) and nearby businesses	Seven resident/pay & display spaces would be lost – re-allocating resident parking in York St would have revenue implications (<i>see section 3 of the main report</i>)

Option 3

2 RHD coach bays in Orange Grove as current; 2 bay taxi rank in Orange Grove next to (but formally separated from) the two tourist coach bays and a 5 bay taxi feeder rank adjacent to Orange Grove island during the daytime; full taxi rank in front of shops during the night-time

Positives	Negatives
Allows taxis and coaches to continue using Orange Grove	Taxis could join the main Orange Grove rank from the west, bypassing the feeder rank, which could cause conflict between drivers
A five car feeder rank would allow taxis to legally wait for space to become available on the rank	Main taxi rank is reduced to two spaces
	Compromises loading/delivery options for businesses due to official feeder rank being introduced
	Loading bay proposed for use of Abbey and nearby businesses cannot be accommodated
	Serious risk that current conflict/difficulties between traders, taxi drivers & coach drivers would continue
	Continued reliance on enforcement to manage conflict
	Pedestrian desire lines to Parade Gardens could be compromised by the addition of the feeder rank
	The Empire Owners' Association is opposed to this option