

# **PERTH AND KINROSS COUNCIL**

## **Environment and Infrastructure Committee**

**20 March 2019**

### **PROPOSED TAXI RANK CLEARWAY MURRAY STREET, POMARIUM STREET & SOUTH STREET, PERTH AND WELLMADOW CAR PARK, BLAIRGOWRIE (WARD 12 & 3)**

#### **Report by Depute Director (Housing & Environment) (Report No. 19/89)**

This report outlines the problems experienced at the various taxi ranks across Perth and Kinross. The report recommends the creation of a Taxi Rank Clearway Order to allow the existing taxi ranks to be enforced on Murray Street, Pomarium Street & South Street, Perth and Wellmeadow Car Park, Blairgowrie (Ward 12 & 3).

#### **1. BACKGROUND**

- 1.1 Concerns have been raised from the Taxi Forum that the taxi ranks in Perth and Blairgowrie are not being enforced which is causing issues for operators and conflict with other drivers.
- 1.2 It has subsequently been established that taxi ranks within Perth and Kinross are not included within any Traffic Regulation Order and, as such, are unenforceable by the Council's Parking Attendants. It is unclear why this is the case.
- 1.3 In order to address the issues at these locations, it is proposed to introduce a Taxi Rank Clearway Order to make the existing taxi ranks enforceable.
- 1.4 Consultation was carried out with the local elected members, Blairgowrie and Rattray Community Council and Police Scotland who were all in agreement with the proposal.

#### **2. PROPOSALS**

- 2.1 As a result of the above request from the Taxi Forum, it is now proposed to introduce Taxi Rank Clearway restrictions on Murray Street, Pomarium Street & South Street, Perth and Wellmeadow Car Park, Blairgowrie.
- 2.2 The proposals are shown on the plans at Appendix 1 - 4.

#### **3. CONCLUSION AND RECOMMENDATION**

- 3.1 This report details the locations where it is proposed to introduce Taxi Rank Clearway restrictions.

- 3.2 Approval will allow a start to be made to the formal procedure to create the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a Draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee approve the creation of the TRO to introduce Taxi Rank Clearway restrictions on Murray Street, Pomarium Street & South Street, Perth and Wellmeadow Car Park, Blairgowrie, as described.

#### Author

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#### Approved

Name	Designation	Date
Keith McNamara	Depute Director (Housing & Environment)	15 February 2019

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

<b>Strategic Implications</b>	<b>Yes/No</b>
Community Plan / Single Outcome Agreement	<b>Yes</b>
Corporate Plan	<b>Yes</b>
<b>Resource Implications</b>	
Financial	<b>Yes</b>
Workforce	<b>None</b>
Asset Management (land, property, IST)	<b>None</b>
<b>Assessments</b>	
Equality Impact Assessment	<b>Yes</b>
Strategic Environmental Assessment	<b>Yes</b>
Sustainability (community, economic, environmental)	<b>Yes</b>
Legal and Governance	<b>Yes</b>
Risk	<b>None</b>
<b>Consultation</b>	
Internal	<b>Yes</b>
External	<b>Yes</b>
<b>Communication</b>	
Communications Plan	<b>Yes</b>

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

- 1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.
- i) Giving every child the best start in life
  - ii) Developing educated, responsible and informed citizens
  - iii) Promoting a prosperous, inclusive and sustainable economy
  - iv) Supporting people to lead independent, healthy and active lives
  - v) Creating a safe and sustainable place for future generations
- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

## Corporate Plan

- 1.3 The Council's Corporate Plan outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety.

## **2. Resource Implications**

### Capital

- 2.1 There are no capital resource implications arising directly from the recommendations in this report.

### Revenue

- 2.2 There will be costs for advertising the necessary Order in the press. The indicative cost of advertising an Order is £150 and will be met from the Traffic & Road Network Revenue Account in 2019/20.
- 2.3 There will be no costs for the road markings or signs as these bays are already marking and signed as per the regulations.

### Workforce

- 2.4 There are no workforce implications arising from this report.

### Asset Management (land, property, IT)

- 2.5 There are no land and property, or information technology implications arising from the contents of this report.

## **3. Assessments**

### Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.
- 3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- (i) Assessed as **not relevant** for the purposes of EqIA.

### Strategic Environmental Assessment

- 3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS). The proposals have been considered under the Act and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

### Sustainability

- 3.4 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.
- 3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging road safety.

### Legal and Governance

- 3.6 The Order will be promoted in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

### Risk

- 3.7 There are no significant risks associated with the implementation of this project.

## **4. Consultation**

- 4.1 The Head of Legal and Governance and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, the local elected members and Community Council have also been consulted and support the proposal.

## **5. Communication**

- 5.1 Approval will allow a start to be made to the formal procedure to generate a Traffic Regulation Order. This procedure will involve statutory consultation, Preparation of a draft TRO and advertising in the press. This will provide an Opportunity for additional comments to be made or objections to be raised. Should objections be raised, these will be reported back to Committee, with Appropriate recommendations.

## **2. BACKGROUND PAPERS**

- 2.1 The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report.

## **3. APPENDICES**

- 3.1 The proposal is shown in Appendix 1 - 4.