

PERTH AND KINROSS COUNCIL

Environment and Infrastructure Committee

22 January 2020

Proposed Taxi Rank Clearway Chapel Street, Aberfeldy (Ward 4) and Gleneagles Railway Station, Gleneagles (Ward 7)

Report by Head of Environmental & Consumer Services (Report No. 20/15)

This report outlines the problems experienced at both Chapel Street, Aberfeldy and Gleneagles Railway Station. The report recommends a variation to the Taxi Rank Clearway Order to introduce a taxi rank on Chapel Street, Aberfeldy (Ward 4) and to allow the existing taxi rank to be enforced at Gleneagles Railway Station, Gleneagles (Ward 7).

1. BACKGROUND

Chapel Street, Aberfeldy

- 1.1 Concerns have been raised by a local elected member that there is no taxi rank facility in Aberfeldy.
- 1.2 In order to address these concerns, it is proposed to vary the Taxi Rank Clearway Order to introduce a Taxi Rank Clearway on Chapel Street, Aberfeldy.

Gleneagles Railway Station, Gleneagles

- 1.3 Concerns have been raised by the Public Transport Unit that the taxi rank at Gleneagles Railway Station is not being enforced. This is causing issues for operators, conflict with other drivers and resulting in vehicles hindering the movement of public service buses accessing Gleneagles Railway Station. However, as this rank is not currently included within the Taxi Rank Clearway Order it is unenforceable at this time.
- 1.4 In order to address these concerns, it is proposed to vary the Taxi Rank Clearway Order to make the existing taxi rank at Gleneagles Railway Station enforceable.
- 1.5 Consultation was carried out with the local elected members, Auchterarder and District Community Council and Police Scotland, who were all in agreement with the proposal.

2. PROPOSALS

- 2.1 As a result of the above requests from a local elected member and the Public Transport Unit, it is now proposed to introduce Taxi Rank Clearway

restrictions on Chapel Street, Aberfeldy and at Gleneagles Railway Station, Gleneagles.

- 2.2 The proposals are shown on the plans at Appendices 1 & 2.

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 vary 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 promotion of a variation to the relevant TRO to introduce Taxi Rank Clearway restrictions on Chapel Street, Aberfeldy and at Gleneagles Railway Station, Gleneagles, as described.

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Approved

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ANNEX

1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

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, particularly (iv) supporting people to lead independent lives and (v) creating safe and sustainable, as it will allow members of the public to have greater mobility within their local community.

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 improve mobility, manage traffic flows, promote road safety and reduce the risk of collisions between the various road users.

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 2020/21.
- 2.3 The estimated cost for the road markings and signs of £500 will also be funded from the Traffic & Road Network Revenue Account 2020/21.

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 Councils 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. If objections are 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 Appendix 1 – Proposed Taxi Rank Clearway Chapel Street Aberfeldy
- 3.2 Appendix 2 – Proposed Taxi Rank Clearway Gleneagles Station Gleneagles