

Regulatory Committee

10.00am, Thursday, 9 January 2020

Taxi Stance Appointment – East Market Street

Executive/routine	
Wards	11
Council Commitments	

1. Recommendations

- 1.1 It is recommended that the Regulatory Committee:
 - 1.1.1 Notes the content of this report;
 - 1.1.2 Notes that various construction projects, safety concerns around vehicle movements, the existing road layout, loading requirements for existing businesses and passenger drop offs to Waverley Station, all limit the available options for the placement of a taxi rank;
 - 1.1.3 Notes that this proposal is for a temporary relocation. Further planning is required and will be taken forward by the City Centre Transformation projects and the Waverley Station Masterplan; and
 - 1.1.4 Appoints the taxi rank at East Market Street under Section 19 of The Civic Government (Scotland) Act 1982 ('the 1982 Act').

Paul Lawrence

Executive Director of Place

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Report

Taxi Stance Appointment – East Market Street

2. Executive Summary

- 2.1 The committee is asked to agree to appoint a taxi rank on East Market Street. The proposed location is submitted for approval for a temporary period, and the Directorate is committed to considering options to relocate the taxi stance at such a time when a more suitable location for the taxi stance is identified, as part of the Waverley Station Masterplan.
- 2.2 As a result of planned construction works on Market Street for the Fruitmarket Gallery (due to commence in January 2020) and other safety considerations, the current location of the temporary taxi stance is no longer suitable. It is necessary to relocate the taxi stance whilst maintaining suitable and proportionate taxi provision for Waverley Station and surrounding areas.

3. Background

- 3.1 In September 2013, at the direction of the land owner National Rail, all unauthorised vehicles access to Waverley Station was removed, with the exception of service vehicles and a limited number of taxis. In January 2014 taxis were also removed from within Waverley Station. As a consequence, the Council created a space for a taxi stance on Market Street under North Bridge.
- 3.2 The original proposal within this project was to locate the taxi stance outside the Fruitmarket Gallery and the former night club 'Electric Circus' (properties 24-45 Market Street). However, following statutory consultation by the Roads authority with businesses in the vicinity a number of objections were raised including:
 - 3.2.1 narrow footway widths; and
 - 3.2.2 passengers queuing in front of premises resulting in obstructed access to fire exits and space required for loading.
- 3.3 As a result of these concerns, the taxi stance was relocated closer to the Market Street/Jeffrey Street junction, underneath North Bridge.
- 3.4 In 2017 a survey identified structural concerns with the Market Street Bridge and a wall that runs easterly along the boundary of Market Street and Waverley Station Car park. Due to these concerns, to protect the safety of the public, it was

necessary to move the taxi stance to its current position on Market Street. In addition, barriers were required to be erected to segregate the carriageway from the footpath to minimise further risk to both structures.

4. Main report

- 4.1 The Directorate has carried out the statutory consultation on the proposed appointment of a taxi stance at the locations in East Market Street east of Jeffrey St. The committee instructed that further work should be carried out and this report responds to the issues raised by the committee.

Current Taxi Stance, Market Street – Existing Road Layout and Construction

- 4.2 There are a number of construction projects and works ongoing in the vicinity of Market Street which have a significant impact on the road layout. There are currently four separate construction projects on Market Street. A map of these projects is provided at Appendix 2.
- 4.2.1 **North Bridge Structural Repairs Project** - this project required scaffolding to be erected on the south footway of Market Street and on the Waverley car park carriageway. This scaffolding is likely to remain in place for the duration of the project works. The project's plans currently identify the necessity for use of mobile cranes which will result in a temporary road closure, managed by temporary traffic lights restricting the flow of traffic to single lane for a significant length of the carriageway. This work is estimated to be complete in 2021.
- 4.2.2 **Market Street Bridge and Wall Repairs** – initial structural concerns around the bridge structure have now been resolved, however the boundary wall remains a risk. A risk assessment is due to be carried out in December 2019 to identify what, if any, alternative measures, can be engaged to reduce these risks and an update will be provided to the committee verbally. The current barriers segregating the carriageway and footpath must remain in place until the completion of these works. At this time it is unknown when these works will be complete.
- 4.2.3 **Doric Roof Refurbishment** - scaffolding is currently erected on the footway of Market Street and a hoist is occupying part of the carriageway. These works are projected to be complete in September 2020.
- 4.2.4 **Market Street Hotel** – whilst the main building works on this site are complete, remedial works are required to lift and relay large areas of the footway and a mobile crane is required to replace a number of windows. This is likely to require temporary traffic lights and some localised footway closures. These works are projected to be carried out in January 2020.
- 4.3 In addition to the ongoing construction works, it is necessary to also manage the day-to-day loading needs of local businesses. Passenger pick-up and drop-off for Waverley Station including the operation of the taxi rank, the high volume of

vehicles and at times large vehicles requiring access to Market Street has created significant congestion. This has resulted in vehicles double parking, stopping on pedestrian crossings and parking on the footways, and a high number of vehicles carrying out dangerous U-turns in a heavily congested area.

- 4.4 Following the removal of all vehicles from Waverley Station, it was estimated that to manage the loading requirements and passenger drop offs around 110m of space would be required. Due to the works described above there is currently only 55m of loading/drop off space available on Market Street. Further assessment of these figures will need to be carried out should there be any additional works or changes to this area.

Current Taxi Stance – Safety Issues

- 4.5 Having set out the issues concerning the road layout and ongoing construction in the Market Street area at 4.2 to 4.4 above, the next issue is the operation of the existing taxi stance. As reported to committee previously, at present the taxi rank in its current location causes a number of safety issues.

4.5.1 Over-ranking by taxis, which leads to taxis queuing on the south side of the carriageway and often double parking whilst waiting to get into the taxi rank. This results in congestion and often leads to vehicles attempting dangerous overtaking manoeuvres to get past the stopped vehicles. All data available to the Council regarding collisions on Market Street is included at Appendix 8.

4.5.2 U-turning to get in and out of the taxi rank.

4.5.3 Double parking to drop off/pick up passengers.

- 4.6 There is also very heavy pedestrian use of the narrow footways on Market Street, in particular outside the Fruitmarket Gallery, which creates congestion for pedestrians and blocking entrances and fire exits of the current businesses. Photographs illustrating these issues are attached at Appendix 3.

- 4.7 Due to the proximity of Waverley Station, a constant flow of taxis is required throughout the day to meet demand. It has been identified from demand surveys that at certain times taxis can wait between nine and 18 minutes before picking up a passenger. Roads officers have also identified up to 32 taxis queuing at this location for a rank that should hold 10 taxis. Recent results of the taxi demand survey have been reported to the committee and are included at Appendix 4.

- 4.8 The Licensing Service has received a letter from Police Scotland raising safety concerns about the current location of the taxi stance on Market Street (Appendix 5).

Additional planned Fruitmarket Gallery Construction Works

- 4.9 In addition to the existing construction works detailed above and issues with the current taxi stance the Council is aware that further works will shortly commence.

A meeting was held on 24 October 2019 with Clark Contracts following their appointment to carry out the refurbishment of the Fruitmarket Gallery. This meeting was arranged to discuss their access requirements to Market Street and the

subsequent impact on the vicinity in order to ensure that works could be undertaken in a safe and efficient manner to minimise the disruption to the local area, businesses and pedestrians.

- 4.10 The initial works will require several skips to be placed on the carriageway to allow for the removal of all the internal flooring and fixtures of the previous occupants.
- 4.11 The existing loading bay directly outside the gallery can be used for some of this work and the current works management plan proposes to permit the skip to be in situ between 05:00hrs and 07:30hrs. This is necessary to minimise the risk and disruption to pedestrians and to the road network. A detailed layout plan is included on Appendix 6
- 4.12 Work is ongoing to develop detailed plans for future phases of this work and it is estimated that this will take approximately eight months to complete. In order to complete the works, it has been identified that it will need:
 - 4.12.1.1 Space at the location to store materials.
 - 4.12.1.2 Mobile cranes to lift steel work into the building and to carry out work on the roof, requiring a road closure or temporary traffic lights.
 - 4.12.1.3 Footway closures to remove the existing glazing and to install new glazing.
 - 4.12.1.4 Potential new utility connections, requiring excavations of the carriageway which will likely require temporary traffic lights.
- 4.13 The works described above are all likely to need to occupy the space that is currently occupied by taxis. This has increased the need to relocate the existing taxi stance.

Proposed Taxi Stance – East Market Street

- 4.14 A 10 vehicle taxi stance is proposed on the south side of East Market Street at the junction of Jeffrey Street, as shown in Appendix 2. The taxi rank will be 110m away from the Market Street entrance to Waverley Station. This location will remove a high proportion of the vehicle conflict currently experienced on Market Street and will improve the space available for passenger drop-offs and loading for businesses. To provide some comparative data, a table is provided at Appendix 3 with a projection of the impact of the proposed fare increases, if accepted by the committee.
- 4.15 The volume of traffic on the relevant section of East Market Street is lower than on Market Street and Jeffrey Street, and it is hoped that the proposed relocation will reduce vehicle conflict faced by taxi drivers when trying to access the rank.
- 4.16 In order to improve pedestrian access to the taxi rank, a footway build out with dropped kerbs has been built, which increases sight lines and reduces the width of the relevant length of carriageway to 6.5m.
- 4.17 If the proposal is agreed, directional signage will also be installed directly outside Waverley Station indicating the distance to the East Market Street rank. A sign will also be installed directly beside the new rank, which will be visible from the

Waverley Station entrance. Example signage is included at Appendix 7. Signage within Waverley Station on approach to the Market Street exit will also be updated to direct passengers to East Market Street.

Passengers requiring assistance with access

- 4.18 It is recognised that the proposal to create a taxi rank on East Market Street does move the rank an additional 60m away, which may cause difficulties for passengers with disabilities, elderly people and passengers carrying heavy luggage. However, no other suitable location has been identified in the vicinity of Waverley Station.
- 4.19 Passengers requiring additional assistance are encouraged to contact Network Rail's Passenger Assistance team when in Waverley Station, as a dedicated disabled access taxi stance is located on Calton Road.
- 4.20 Members are asked to note that passengers booking assistance with rail companies are directed to the alternative passenger pick-up and drop off points around Waverley station. These are available at Calton Road, Waverley Station car park and Waverley Bridge. Space for drop off will be available on Market Street where the current taxi stance is located. All of these locations are accessible by use of lifts within Waverley Station, and are supported by the rail operators.
- 4.21 It should also be noted that future proposals are currently being developed as part of the Waverley Station Masterplan and the City Centre Transformation Project. Both projects will develop plans to improve access around Waverley Station. The current proposal to relocate the taxi rank is a temporary measure until such projects can be delivered.

Alternative Locations Considered

- 4.22 The committee also asked for information about alternative locations for Taxi Stances and where these had been ruled out information as to why.
 - 4.22.1 Under North Bridge – This area was used from 2014 to 2017, however serious safety risks were caused by taxi drivers stacking on both sides of the road and blocking the junction of Jeffrey Street. It also caused conflict with other vehicles trying to load or pick up/drop off - see Appendix 3 for photographs highlighting these issues. This was therefore not considered suitable for this purpose.
 - 4.22.2 Waverley Car Park – Network Rail previously developed proposals to create a large taxi rank within the car park, however due to the scaffolding currently required for the North Bridge repair project the project has been put on hold until the work is complete.

Jeffrey Street – This was ruled out because of the narrow carriageway and vehicle access requirements into properties. In addition it is not considered an appropriate location given the steep incline of the carriageway, which would present significant difficulties with loading, in particular for passengers using wheelchairs. Finally, the narrow footpath would create dangerous congestion and potential for overspill onto the carriageway on a busy junction.

- 4.22.3 Calton Road – This location was trialled in 2014 when taxis were first removed from the station, however it was not a popular option for taxi drivers due to the limited routes to other parts of the city and low footfall of passengers using that entrance.
 - 4.22.4 Cockburn Street – This location was ruled out due to the distance being further from Waverley Station than the proposed taxi stance. Additionally, it is not considered an appropriate location given the steep incline of the carriageway which would present significant difficulties with loading, in particular for passengers using wheelchairs.
 - 4.22.5 Waverley Bridge - There is no scope to increase the current size of the stance on Waverley Bridge. Additionally there is no lifts to assist passengers to access the rank on Waverley Bridge.
- 4.23 Junction improvements at East Market Street and Jeffrey Street will be developed further, with the potential to install controlled crossings. However, this will be dependent on the results of safety audits and the identification of further resources.

5. Next Steps

- 5.1 If the committee agrees to appoint the taxi rank, officers will undertake the necessary works at the locus to install line markings and appropriate signage for the new taxi rank.
- 5.2 Further contact will be made with the taxi trade and Network Rail to inform them of the date on which the new rank will become operational.
- 5.3 The Directorate recognises the importance of ensuring that all available measures are considered to improve the safety of its Roads network. Further assessment and design work will be reviewed to improve the crossings at the junction of Market Street and Jeffrey Street.
- 5.4 If the committee does not agree to appoint the taxi rank, the Directorate may be required to consider appropriate steps to ensure public safety. This will include the protection of pedestrians and road users from the potential dangers of the works required in the vicinity of the current Market Street taxi stance, as detailed in section 4. This may necessitate the relocation of the taxi stance. Given that the extensive review of the area undertaken by the Directorate has not identified any alternative location, East Market Street may have to be used temporarily as a non-appointed stance under a Temporary Traffic Regulation Order (TTRO).

6. Financial impact

- 6.1 The costs associated with the line marking and signage required to create the new taxi rank will be managed within the existing roads revenue budget.

7. Stakeholder/Community Impact

- 7.1 In addition to the statutory obligations to notify Police Scotland and public consultation by newspaper advert, as instructed by the committee a wide-reaching notification took place. This included:
- Businesses on East Market St and Market St – hand delivered letter.
 - Police Scotland – by email on 20 September and 17 December 2019.
 - Administrators of the Taxi Card Scheme – by email.
 - Edinburgh Access Panel – by email on 20 September and 17 December 2019. (and by letter on 17 December 2019).
 - City Centre Ward Cllrs – by email on 20 September and 17 December 2019.
 - Community Councils – by email on 20 September and 17 December 2019.
 - Taxi Trade reps – by email on 20 September and 17 December 2019.
 - Network Rail – by email on 20 September and 17 December 2019.
 - Notice on display at Taxi Examination Centre – from 20 September 2019.
 - Detailed proposals discussed at the Taxi Working Group on 16 July 2019
- 7.2 A consultation was hosted on the Council's public consultation hub between 17 September 2019 and 15 October 2019. Responses to the consultation can be found at Appendix 8.
- 7.3 Further briefing notes and one to one meetings are to be held with local Councillors and committee members in December 2019.

8. Background reading/external references

- 8.1 [Civic Government \(Scotland\) Act 1982](#)
- 8.2 [Road Traffic Regulation Act 1984](#)
- 8.3 Further information on Network Rail's Passenger Assistance guidance for Waverley Station can be found at:
[For a Helping Hand When Travelling by Train](#)
[Edinburgh Waverley Station information](#)
- 8.4 Previous committee reports:
- 8.4.1 [Taxi Stance Appointment – East Market Street report](#) to Regulatory Committee on 21 October 2019
- 8.4.2 [Taxi Stance Appointment – East Market Street report](#) to Regulatory Committee on 18 August 2019
- 8.4.3 [Demand for Taxis: Six Monthly update report](#) to Regulatory Committee on 21 August 2017

9. Appendices

- 9.1 Appendix 1 – Amendment by Conservative Group, Taxi Stance Appointment – East Market Street.
- 9.2 Appendix 2 – Proposed plan, showing location of new rank and existing works on Market Street.
- 9.3 Appendix 3 – Photographs showing issues caused by current and previous taxi rank layouts.
- 9.4 Appendix 4 – Police Scotland Comments
- 9.5 Appendix 5 – Proposed skip location – Clark Contracts
- 9.6 Appendix 6 – Proposed taxi rank signage
- 9.7 Appendix 7 – Responses to taxi rank feedback
- 9.8 Appendix 8 - Data regarding collisions on Market Street
- 9.9 Appendix 9 – Responses from Stakeholder/Community engagement

Amendment by the Conservative Group

Regulatory Committee

21 October 2019

Item 7.2 – Taxi Stance Appointment – East Market Street

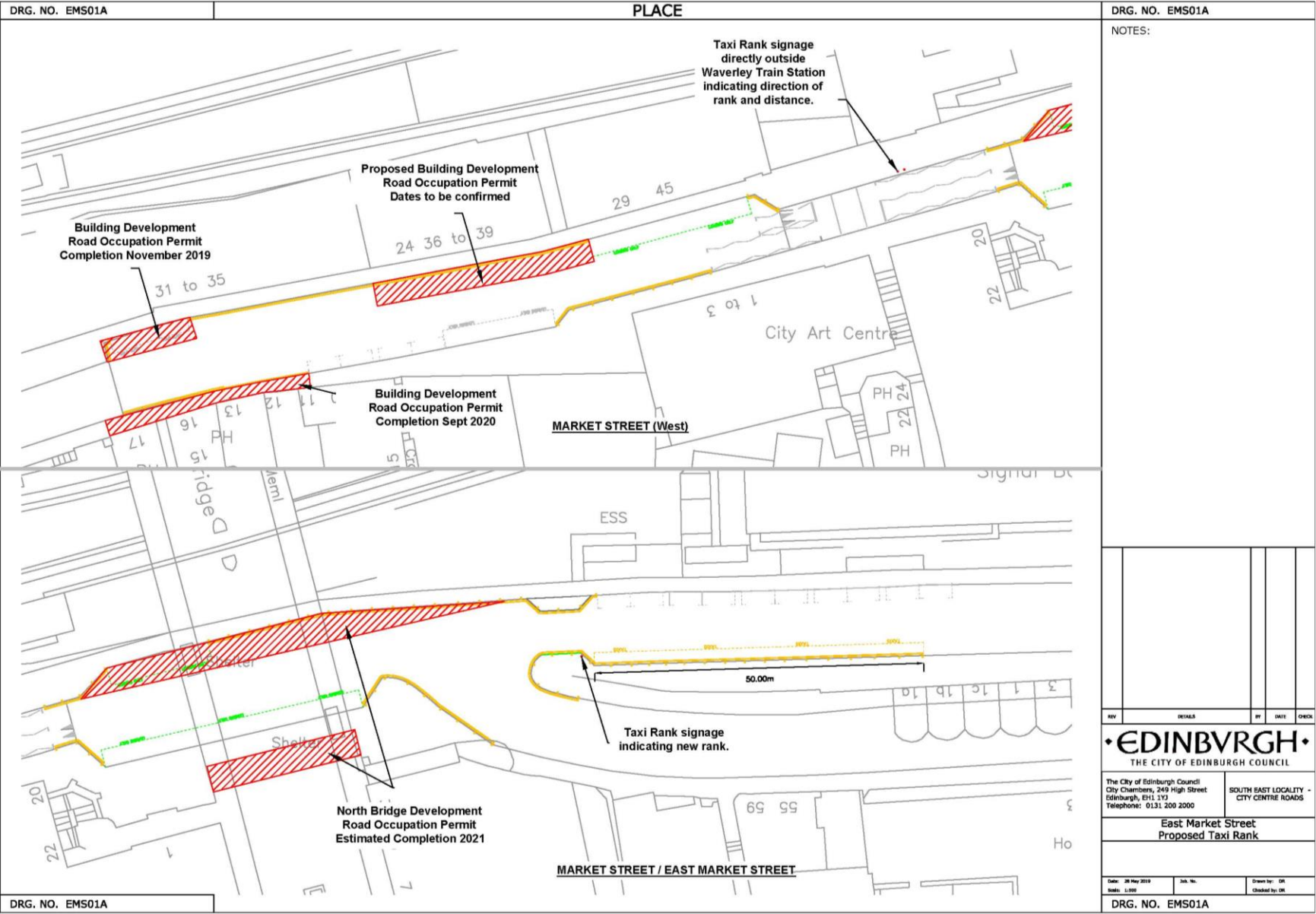
Committee:

Deletes recommendation 1.1.4 and adds

- 1.1.4 Notes the proposed new rank requires intending taxi passengers to walk twice as far as at present from the station entrance.
- 1.1.5 Notes intending taxi passengers will be required to cross Market Street/East Market Street and, in some cases Jeffrey Street whereas at present they can access taxis without crossing a road.
- 1.1.6 Notes the report contains no disabilities assessment.
- 1.1.7 Notes the report contains no detail of the precise location, duration, impact and access requirements of the building operations referred to in paragraph 4.1.
- 1.1.8 Notes the report contains no collision or casualty data.
- 1.1.9 Notes the report contains no detailed analysis of reasons for removing the current temporary traffic rank in relation to the alternatives.
- 1.1.10 Notes the report contains no exploration of other options considered such as making better use of the area under Waverley Bridge or the south side of Market Street.
- 1.1.11 Notes the overwhelming rejection of the proposals by respondents to the consultation.
- 1.1.12 Instructs the report be brought back as soon as possible with an evaluation of points noted in 1.1.4 to 1.1.10.

Moved by Councillor Cameron Rose

Seconded by Councillor Max Mitchell

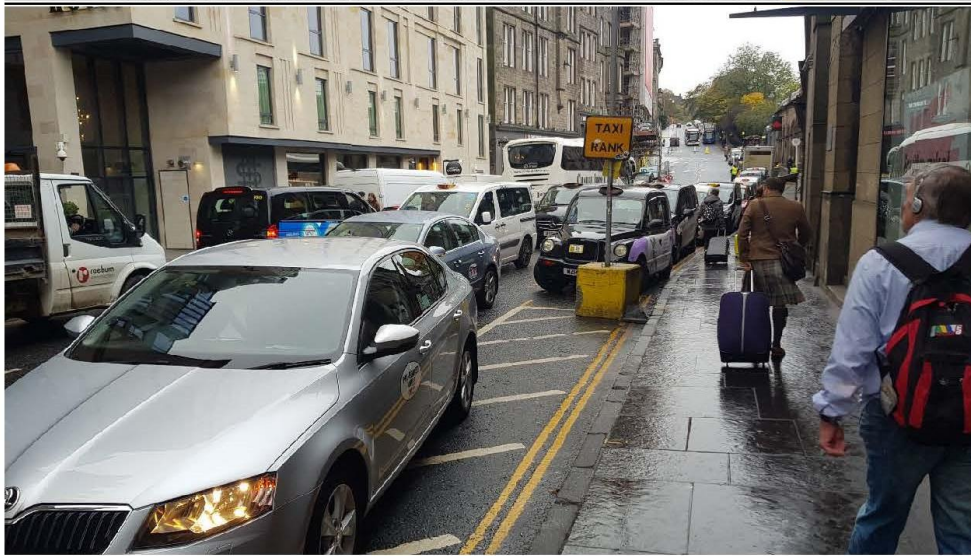


Market Street Taxi Rank Issues

Market Street Taxi Rank – Under North Bridge



Market Street Taxi Rank Issues



Market Street Taxi Rank Issues



Market Street Taxi Rank Issues

Market Street Taxi Rank – Fruitmarket Gallery



Market Street Taxi Rank Issues



6 November 2019

Licensing Manager
City of Edinburgh Council
249 High Street
Edinburgh
EH1 1YJ



**POLICE
SCOTLAND**

Taxi Examination Centre
33 Murrayburn Road
EDINBURGH
EH14 2TF

Dear Sir/Madam,

TAXI RANK, MARKET STREET, EDINBURGH

The location of the Taxi rank situated at Market Street, Edinburgh has caused long standing issues, particularly relating to vehicular and passenger congestion.

The rank is situated outside the southern exit to Waverley Train Station, causing heavy pedestrian congestion on the footpath at times of peak demand.

Due to its proximity to the station, it presents clear financial opportunities for Taxi Drivers who over-rank on the opposite side of the road in order to filter onto the rank when a space becomes available. This behaviour, as well as breaching their conditions of licence, causes significant traffic congestion and public safety concerns. Despite routing enforcement by Police Scotland Road Policing, drivers continue to over-rank on a daily basis.

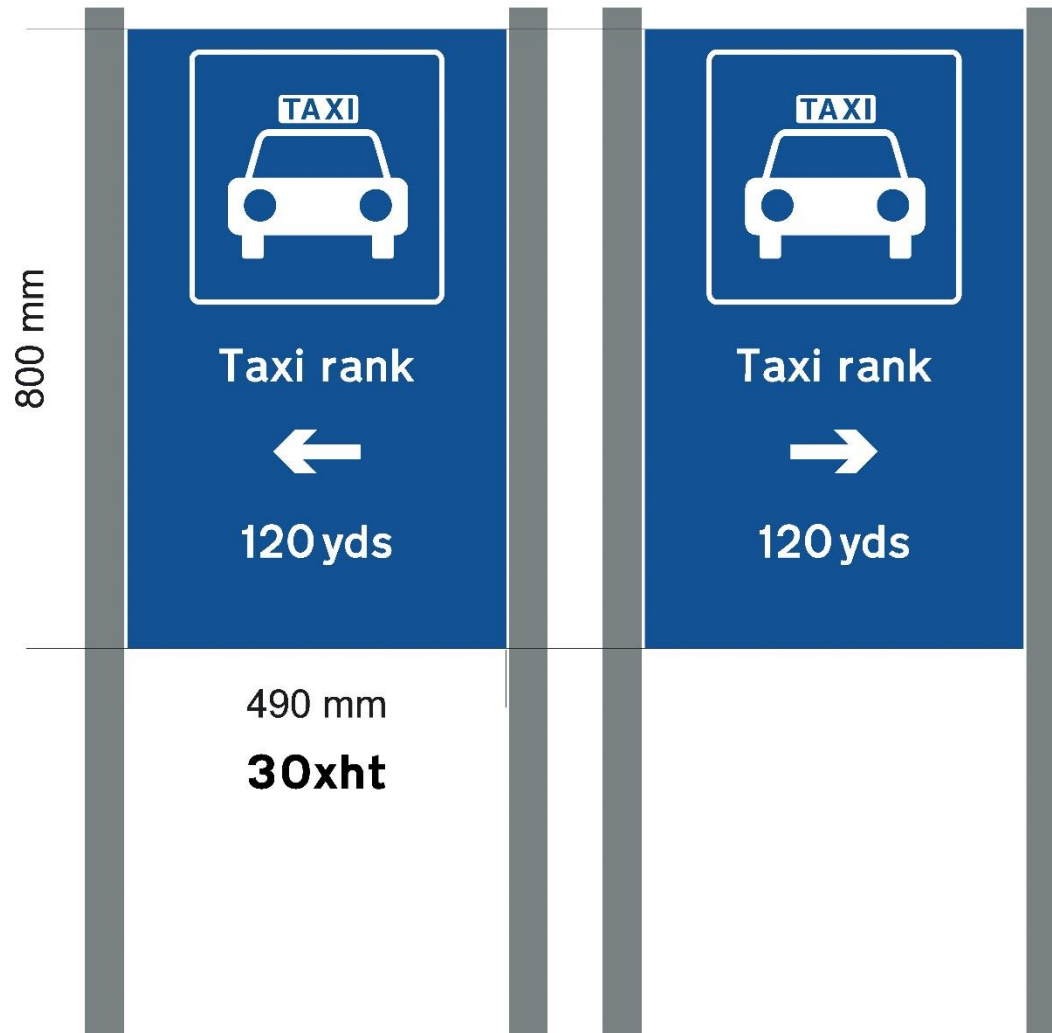
In view of the foregoing, I would be supportive of the City of Edinburgh Council's proposal to re-site the rank to a more suitable location.

Yours faithfully

Sean Scott
Chief Superintendent



**SIGN 1
IN FRAME
DOUBLE SIDED**



**SIGN 2
2 REQUIRED
BACK TO BACK**



Locality Roads Team Responses to Consultation Feedback:

Distance from the station

The current temporary rank is currently 50m west of the station entrance, however due to the current and future construction works on Market Street (appendix 2) it is not possible to retain the taxi rank at its current location. Therefore, the only alternative location is on East Market Street which is 110m away.

Disabled and elderly users

By relocating the taxi rank onto East Market Street, this will free up space on Market Street for taxis and cars to drop off closer to the station. This will be an improvement to the current set up as the area is heavily congested with construction work, delivery vehicles and taxis waiting to access the taxi rank. This causes issues with vehicles double parking and causing obstructions on the road.

Unfortunately, this proposal does move the rank an additional 60m, however there are alternative pick up points that are compliant with the Disability Discrimination Act:

- Waverley Station Car park
 - Area accessible via lifts
 - 40mins free access to all users
 - 16 disabled bays
- Calton Road
 - Area accessible via lifts
 - Sheltered waiting area
- Market Street
 - By using the areas with double yellow lines and loading bays this will allow for the public to be picked up via car or private hire

Crossing the road

A new footway build out, with drop kerbs has been installed to improve pedestrian access to the proposed taxi rank. This has improved sight lines and has reduced the carriageway width so that pedestrians have a shorter distance to cross over the carriageway.

The Locality Roads Team are also currently discussing options to install a controlled crossing at the same location, however these are at a very early stage.

Signage

Two new advisory signs will be installed on the public road, informing pedestrians of the distance and direction of the taxi rank appendix 6. The existing directional sign within Waverley Station will be amended to point towards the new taxi rank.

Alternative Locations

Since 2012 several options for a permanent rank have been trialled, this includes

- The North side of Market Street under Waverley Bridge
- The North side of Market Street next to the Fruitmarket Gallery (current location)
- East Market Street at Jeffrey Street (Proposed location) – This was used for short durations during construction works and for some Events.

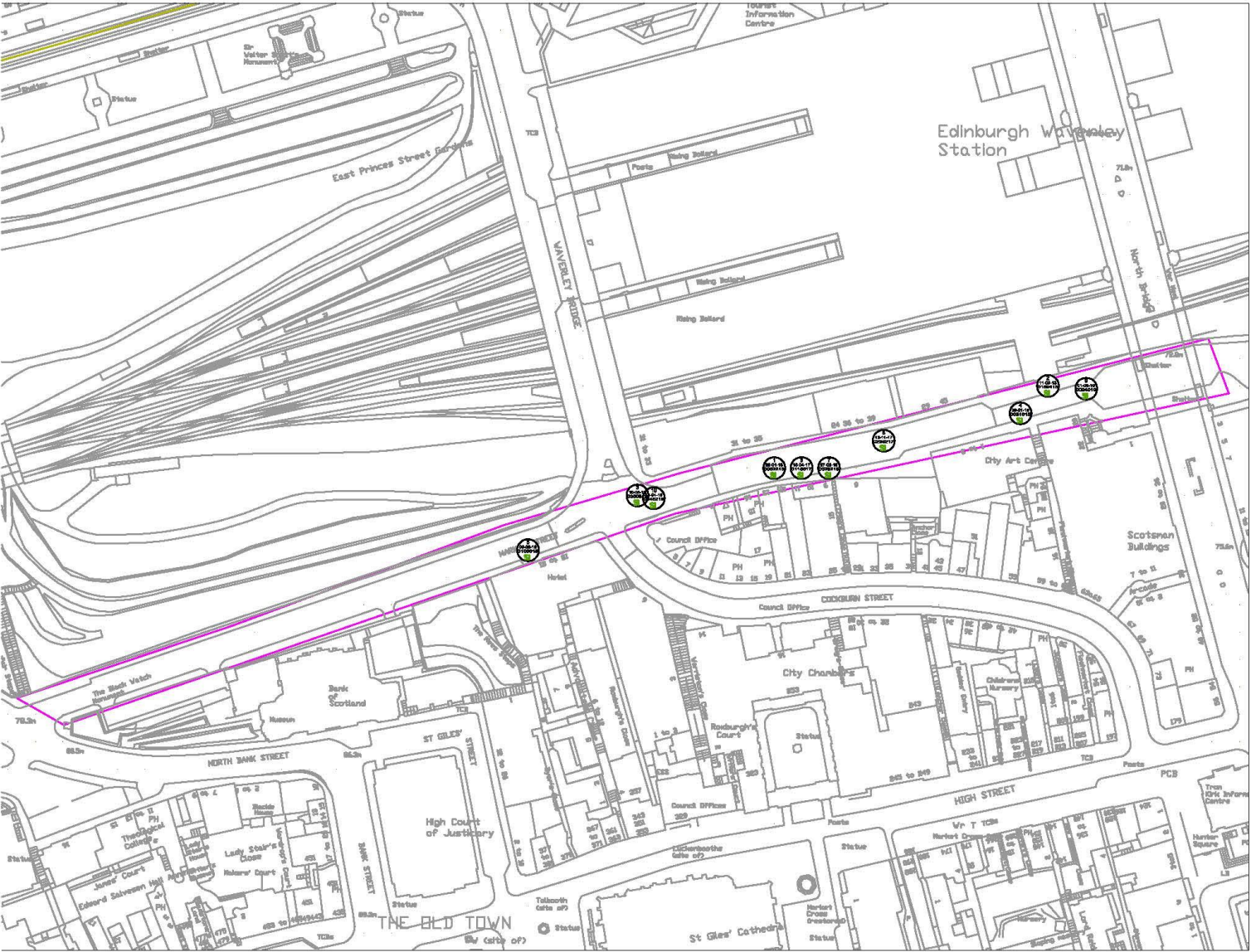
Due to the current construction works as shown on appendix 2, it is not possible to retain the existing taxi temporary taxi rank whilst these works are being carried out, as there is no space to accommodate a 10 bay rank.

Once the works are complete a further review will be required to see what alternative options are available. This will also need to take into consideration the proposals for the George Street to Meadows Cycle Project, the East End of Princes Street Cycle Project, City Centre Transformation and the Waverley Station Masterplan as these will significantly change how people access Waverley Station.

Shelter from the adverse weather

At present the City of Edinburgh Council does not provide shelters at taxi ranks.

Appendix 8



Date: 05-December-2019

Time: 11:50:14

Title:

Requested output:**D - Print Crash Report**

Date: 05-December-2019

Accident Date BETWEEN '01-Jan-2013' AND '30-Jun-2019'

There were 10 reported crashes resulting in injury

D-PRINT CRASH REPORT

5-Dec-2019
11:50:13

Accident Date BETWEEN '01-Jan-2013' AND '30-Jun-2019'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No U Section Grid 325760E Ref 673750N	SLIGHT	29/01/2013	3	20:25	L	Dry	Fine	0		P/C
	MARKET STREET 60 METRES EAST OF THE JUNCTION WITH WAVERLEY BRIDGE EDINBURGH 325760E 673750N								Edinburgh, City of		
	As received on 27/09/20137458 - RECEIVED BY PDA - VEH 1 TRAVELLING WEST TO EAST. VEH 2 PARKED STATIONARY AND UNATTENDED. RIDER OF VEH 1 INTOXICATED AND DRIVING INTO THE REAR OF VEH 2 CAUSING DAMAGE AND INJURY AS STATED.						Veh1, pedal cycle, P -> P Veh2, car, P -> P			Casualties 1 Vehicles 2	
2	Road No U Section Grid 325860E Ref 673780N	SLIGHT	11/03/2013	2	11:25	L	Dry	Snow	S	S.VEH	
	EAST MARKET STREET 20 METRES WEST OF ITS JUNCTION WITH JEFFREY STREET EDINBURGH 325860E 673780N								Edinburgh, City of		PED
	As received on 06/11/201371428 - RECEIVED BY PDA - VEH 1 TRAVELLING EASTWARDS ON EAST MARKET STREET, NIP PEDESTRIAN EXITING FROM RAILWAY STATION AND APPROACHING ROADWAY WITH VIEW TO CROSSING, NIP FAILING TO OBSERVE VEH 1 PASSING THROUGH PEDESTRIAN CROSSING AND NIP STEPPING ONTO ROADWAY INTO PATHWAY OF VEH 1, FRONT OF VEH 1 THEREAFTER COLLIDING WITH NIP AND NIP FALLING TO THE GROUND, CAUSING INJURIES AS STATED						Veh1, car, P -> P			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O.TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

5-Dec-2019
11:50:13

Accident Date BETWEEN '01-Jan-2013' AND '30-Jun-2019'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
3	Road No A8 Section Grid 325710E Ref 673740N	SLIGHT	10/05/2013	6	17:30	L	Dry	Fine	0	S.VEH	M/C
	WAVERLEY BRIDGE AT THE JUNCTION WITH MARKET STREET EDINBURGH 325710E 673740N								Edinburgh, City of		
	As received on 20/12/20136335. RECEIVED BY PDA. VEHICLE 1 TRAVELLING ALONG WAVERLEY BRIDGE,TURNING EAST ONTO MARKET STREET, WHEN RIDER BECAME AWARE OF PARKED ANDSTATIONARY VEHICLE CAUSED RIDER TO BRAKE, LOSING CONTROL OF HIS VEHICLEAND SKIDDING ACROSS THE ROAD RESULTING IN DAMAGE AND INJURY AS STATED						Veh1, m/cycle <= 50cc, P -> P			Casualties 1 Vehicles 1	
4	Road No U Section Grid 325850E Ref 673770N	SLIGHT	28/01/2015	4	15:15	L	Dry	Fine	N	S.VEH	
	MARKET STREET 200 METRES WEST FROM THE JUNCTION WITH JEFFREY STREET EDINBURGH 325850E 673770N								Edinburgh, City of		
	As received on 14/07/20158243 - RECEIVD VIA PDA, VEH 1 DRIVING WEST ALONG LOCUS, WHEN IP WALKEDINTO THE SIDE OF VEH 1, BUMPING INTO THE NEARSIDE WING MIRROR, CAUSINGINJURY AND DAMAGE AS STATED						Veh1, car, P -> P			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

5-Dec-2019
11:50:13

Accident Date BETWEEN '01-Jan-2013' AND '30-Jun-2019'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
5	Road No U Section Grid 325770E Ref 673750N	SLIGHT	16/04/2017	1	10:15	L	Dry	Rain	Stand		
	MARKET STREET 50 YARDS EAST OF JUNCTION WITH WAVERLEY BRIDGE EDINBURGH 325770E 673750N								Edinburgh, City of		PED
	As received on 29/01/20188569 - RECEIVED BY EMAIL - DRIVER OF VEH 1 AND VEH 2, BOTH TAXI DRIVERS, INVOLVED IN ALTERCATION AT TAXI RANK AT LOCUS. NIP STANDING ON NORTH SIDE OF THE ROAD WITH HIS BACK TOWARDS HIS TAXI, VEH 1 MOVING OFF FROM TAXI RANK FOLLOWING ALTERCATION AND FRONT OF VEH 1 CLIPPED RIGHT ELBOW OF NIP, CAUSING UNKNOWN DAMAGE AND INJURY AS STATED. VEH 1 MADE OFF, FAILING TO STOP						Veh1, car, P -> P Veh2, taxi, P -> P			Casualties 1 Vehicles 2	
6	Road No U Section Grid 325800E Ref 673760N	SLIGHT	12/11/2017	1	18:30	DRK STL	Dry	Fine	Stand	S.VEH	
	MARKET STREET TAXI RANK, 100 M EAST FROM JUNCTION WITH WAVERLY BRIDGE EDINBURGH 325800E 673760N								Edinburgh, City of		PED
	8569 - RECEIVED BY PDA - VEH 1, A M-TAXI, FACING EAST IN QUEUE OF TAXIS AT RANK, NIP STANDING NEAR EDGE OF PAVEMENT LOOKING BEHIND HIM AND ON NEAR SIDE OF VEH 1, VEH 1 THEN MOVING UP SPACE IN RANK, NEAR SIDE OF VEH 1 STRIKING NIP TO RIGHT SHOULDER, HIP AND RUCKSACK, NIP BEING KNOCKED AND THROWN BACK ONTO PAVEMENT, CAUSING INJURY AS STATED. NIP SIGNALLLED TO DRIVER OF VEH 1, DRIVER DID NOT STOP, CARRIED OUT U TURN MANOEUVRE AND SPED OFF						Veh1, taxi, W -> E			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O.TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

5-Dec-2019
11:50:13

Accident Date BETWEEN '01-Jan-2013' AND '30-Jun-2019'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No U Section Grid 325780E Ref 673750N	SLIGHT	27/02/2018	3	12:15	L	Wet/Damp	Fine	N	S.VEH	
	MARKET STREET 60 M EAST FROM JUNCTION OF MINI ROUNDABOUT CONNECTING REST OF MARKET STREET AND WAVERLEY BRIDGE EDINBURGH 325780E 673750N								Edinburgh, City of		PED
	9704 - REC'D BY PDA, VEH 1 WAS TRAVELLING WEST ALONG MARKET STREET HEADING TO THE MOUND, WHILE AROUND 60M FROM THE JUNCTION OF A MINI ROUNDABOUT CONNECTING THE ROAD TO THE REST OF MARKET STREET AND WAVERLEY BRIDGE, VEH 1 RUNNING OVER THE NIP'S FOOT WHILE HE WAS STANDING, STATIONARY ON THE ROADWAY, CAUSING INJURY AS STATED, VEH 1 FAILING TO STOP AND DOES NOT APPEAR TO HAVE NOTICED THAT IT WAS INVOLVED IN AN ACCIDENT, FROM THE DESCRIPTION PROVIDED BY THE NIP , IT DOES NOT APPEAR THAT VEHICLE 1'S DRIVING HAS BEEN AT FAULT IN A CARELESS OR DANGEROUS FASHION						Veh1, taxi, E -> W			Casualties 1 Vehicles 1	
8	Road No U Section Grid 325670E Ref 673720N	SLIGHT	09/08/2018	5	12:30	L	Dry	Fine			
	MARKET STREET APPROXIMATELY 30 METRES FROM JUNCTION WITH EAST MARKET STREET EDINBURGH 325670E 673720N								Edinburgh, City of		
	8243 - RECEIVED VI AE-MAIL, VEH 1 STATIONARY FACING WEST, VEH 2 STATIONARY FACING EAST, VEH 1 CONDUCTED A U-TURN AT SPEED CAUSING A COLLISION WITH VEH 2, THE IP EXITED VEH 2 TO SPEAK TO THE DRIVER OF VEH 1 AND WAS STRUCK CAUSING INJURY AS STATED, VEH 1 FAILING TO STOP						Veh1, car, W -> W Veh2, taxi, E -> W			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O.TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

5-Dec-2019
11:50:13

Accident Date BETWEEN '01-Jan-2013' AND '30-Jun-2019'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
9	Road No U Section Grid 325874E Ref 673779N	SLIGHT	01/03/2019	6	10:20	L	Dry	Fine	S	S.VEH	PSV
	MARKET STREET 150 METRES WEST FROM ITS JUNCTION WITH JEFFERY STREET EDINBURGH 325874E 673779N								Edinburgh, City of		PED
	71432 RECEIVED BY PDA - VEH 1 TRAVELLING EAST AT LOCUS, NOW IP STEPPING INTO THE ROAD WITHOUT LOOKING COLLIDING WITH FRONT NEAR SIDE OF VEH 1, CAUSING INJURIES AS STATED						Veh1, bus or coach, W -> E			Casualties 1 Vehicles 1	
10	Road No U Section Grid 325716E Ref 673739N	SLIGHT	19/04/2019	6	16:05	L	Dry	Fine	S	S.VEH	
	MARKET STREET AT ITS JUNCTION WITH WAVERLEY BRIDGE EDINBURGH 325716E 673739N								Edinburgh, City of		PED
	7882 REC'D BY EMAL VEH 1 TRAVELLING EASTWARDS WHEN NOW IP HAS RAN FROM NEAR SIDE COLLIDING WITH VEH 1 RESULTING IN DAMAGE AND INJURY AS STATED, IP LEFT SCENE TOWARDS WAVERLEY STATION						Veh1, car, W -> E			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O.TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

Appendix 9

From: Joanna Mowat <Joanna.Mowat@edinburgh.gov.uk>

Sent: 17 December 2019 15:52

To: Marcos Martinez <Marcos.Martinez@edinburgh.gov.uk>

Subject: RE: Proposed Taxi Stance Appointment - East Market Street

Marcos

Thank you for this.

I have grave reservations about moving the taxi stance so far from the Market Street entrance and across a road. It would seem that under the bridge would be more suitable which is also next to a crossing so it would encourage better pedestrian behaviour.

Whatever happens with the crossing it is essential that the signage is improved – not only for this taxi rank but the others serving Waverley and that signage inside the station is improved so that travellers can make the best choice about where to get a taxi from – it would be helpful if signs showed where the best rank to get a cab to parts of the city and direction were inside the station. So if you wanted a cab to the east you were directed to Calton Road, for the south market Street and north or west Waverley Bridge or however the industry considers best.

Regards

Jo Mowat

Councillor Jo Mowat
Conservative Councillor City Centre Ward
City of Edinburgh Council

Joanna.mowat@edinburgh.gov.uk

0131 529 4077

07718 666 454

@jomowat

-----Original Message-----

From: Alex Readie <nreadie@outlook.com>

Sent: 17 December 2019 17:35

To: Licensing <Licensing@edinburgh.gov.uk>

Subject: Proposed Taxi Stance East Market Street

Dear Sirs

I write to you in regards of the above proposal and your request for feedback and or objections

I would support this proposal if it means one of two things;

The current mess and disgrace of current practice is ceased in that those taxis who currently occupy Market Street from its junction with Waverley Bridge down to the rear entrance of the station / pedestrian crossing are removed. The reason for saying this is currently other taxis park directly opposite, double parking and when they see fit, turn 180 degrees sometimes blocking the roadway. The double parking of taxis, albeit at time temporarily, still causes significant issue for other road users with no apparent consideration given.

I would also support this if, in conjunction with the above, the moving of a taxi stance and above procedures are monitored so that it doesn't just become another mess and taxis waiting and turning and causing danger especially near a bend and area that is already congested with vehicles

I hope this is helpful

Regards

Nathan

Nathan Readie

Sent from my iPhone

From: KEITH AND DEBORAH MCCALL <mccall27@live.com>
Sent: 17 December 2019 20:23
To: Licensing <Licensing@edinburgh.gov.uk>
Subject: RE: Proposed Taxi Stance Appointment - East Market Street.

Licensing Department,

RE: Proposed Taxi Stance Appointment - East Market Street.

Since taxis were moved out of the station internally , access to taxis for the general public, elderly, infirm and disabled has been and remains embarrassing for the capital city of Scotland.

The trade has had to make do with a series of TTRO's (which often lapse) to maintain the existing rank on Market Street since the construction work on North Bridge started. This latest move will move the rank further away from the exit of the station and passengers will have to cross the road to access the rank which will be out of sight at the station exit point.

It is not ideal for either the travelling public or the taxi trade and the council should be coming up with a better solution than this. I am aware that space is premium in that area and that double parked taxis waiting to gain access to the rank can cause problems but to move the rank out of sight just shows the contempt in which the taxi trade and travelling public is held by CEC.

No doubt loading bays in the area will be occupied constantly by Uber and private hire vehicles seeking to tout/profit from this move. An absolute disgrace.

Kind Regards

Mr Keith McCall

Sent from [Mail](#) for Windows 10

