

Regulatory Committee

9.30am, Monday, 9 March 2020

Taxi Stance Appointment – St Andrew Square

Executive/routine	
Wards	11 – City Centre
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 the statutory consultation on the proposed taxi stance has been completed;
 - 1.1.3 notes the responses to the consultation; and
 - 1.1.4 appoints the taxi stance at St Andrew Square 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 – St Andrew Square

2. Executive Summary

- 2.1 The committee is asked to appoint a taxi stance on St Andrew Square. In order to satisfy the first of a two part process of appointing a taxi stance (Appendix 2), the Roads Authority has implemented a Traffic Regulation Order to facilitate the appointment of an authorised taxi stance on the south side of St. Andrew Square ([Appendix 1](#)).
- 2.2 In order to satisfy the second part of this two stage appointment process, the Directorate has carried out the statutory consultation required by the Civic Government (Scotland) Act 1982 prior to formally appointing the taxi stance.

3. Background

- 3.1 The City of Edinburgh Council, as Licensing Authority, is required to appoint taxi stances in line with the provisions of S.19 (1) of the Civic Government (Scotland) Act 1982 ('the 1982 Act').
- 3.2 The powers available to licensing authorities to provide taxi stances in their respective areas can be exercised provided that they: obtain the necessary prior consents (including that of the Roads Authority); consult the appropriate trade organisations and other representatives; give notice to the Police and the public; and that they do not obstruct access to any premises.
- 3.3 The Directorate has undertaken consultation with taxi trade representatives through the Taxi Stance Working Group. It has also notified City Centre Ward Councillors and relevant Community Council representatives, and has completed the statutory public notification of the proposed appointment. An advert was displayed in the Evening News on Wednesday 5 February 2020 which provided members of the public 28 days to respond to the notice. Notice of the appointment was also displayed on the Council's Consultation Hub from the same date. The responses to this notification are attached at Appendix 3.

4. Main report

- 4.1 On 9 January 2020 the committee approved a report outlining the existing arrangements at St Andrew Square and a proposal to undertake statutory consultation on the appointment of a taxi stance at St Andrew Square.
- 4.2 On 7 November 2019, consultation with relevant taxi trade representatives was carried out via the Taxi Stance Working Group, which is made up of relevant officers from the Council, partner organisations and taxi trade representatives. Trade representatives were supportive of the proposed stance appointment.
- 4.3 On Wednesday 5 February 2020, City Centre ward Councillors and Community Council representatives were notified of the public consultation.
- 4.4 The committee is therefore asked to appoint the proposed taxi stance under Section 19 of The Civic Government (Scotland) Act 1982 on the following terms:

A six bay stance to be located on the south side of St Andrew Square from the junction with South St David Street heading in an easterly direction towards South St Andrew Street for 34 metres, terminating immediately adjacent to 4 St Andrew Square (Gaucho restaurant).

5. Next Steps

- 5.1 If the committee agrees to approve these proposals the necessary actions to install correct road markings and signage will be undertaken.

6. Financial impact

- 6.1 The costs associated with the changes to the road infrastructure etc. required to implement these proposals will be managed within the existing Roads budget.

7. Stakeholder/Community Impact

- 7.1 Consultation has been undertaken with the following parties as detailed in 4.2 - 4.4:
 - 7.1.1 Ward 11 councillors;
 - 7.1.2 Community Council representatives.
 - 7.1.3 Taxi Trade Representatives
 - 7.1.4 Public notification in local newspaper and online publication on the Council's consultation hub.

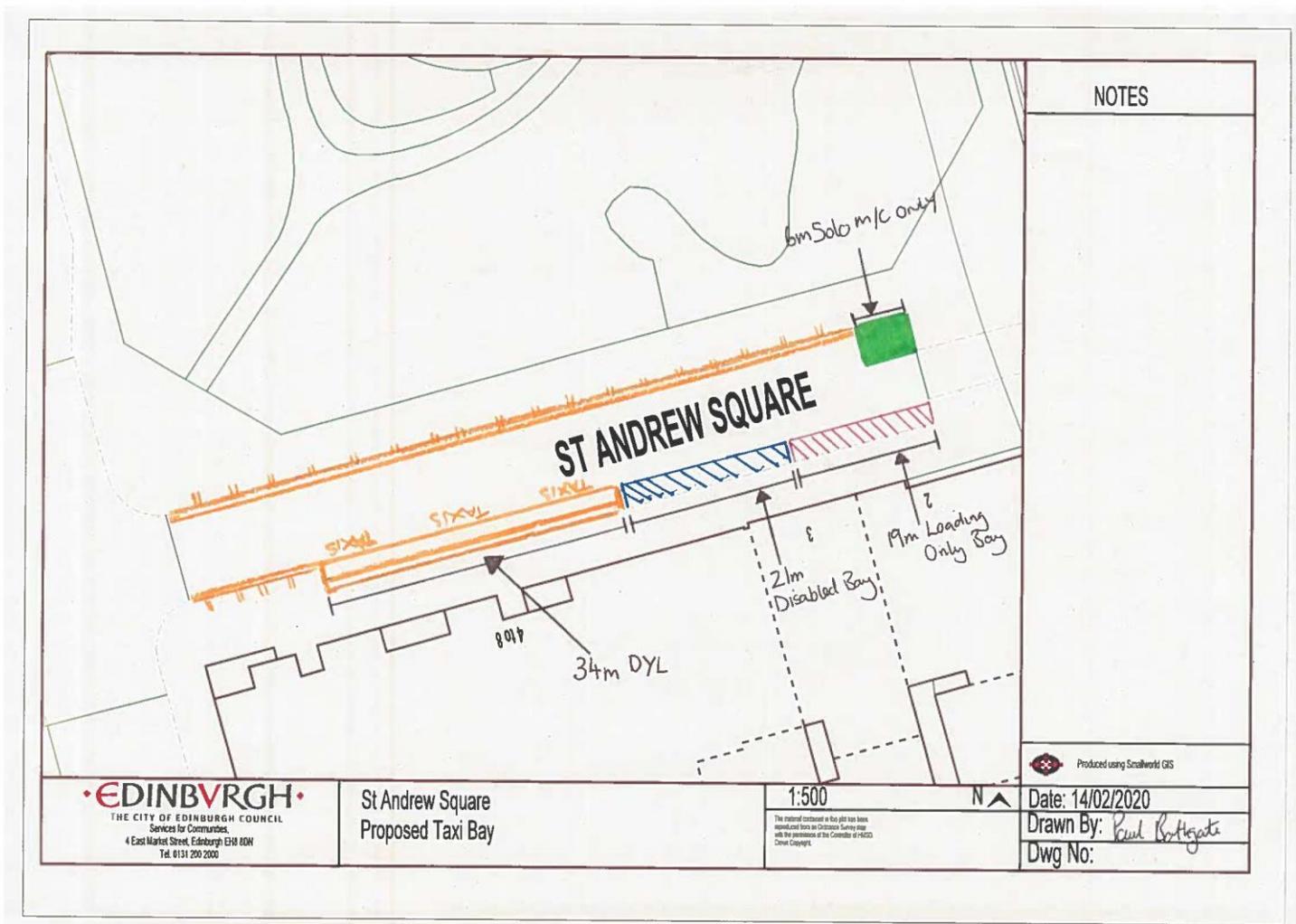
8. Background reading/external references

- 8.1 None

9. Appendices

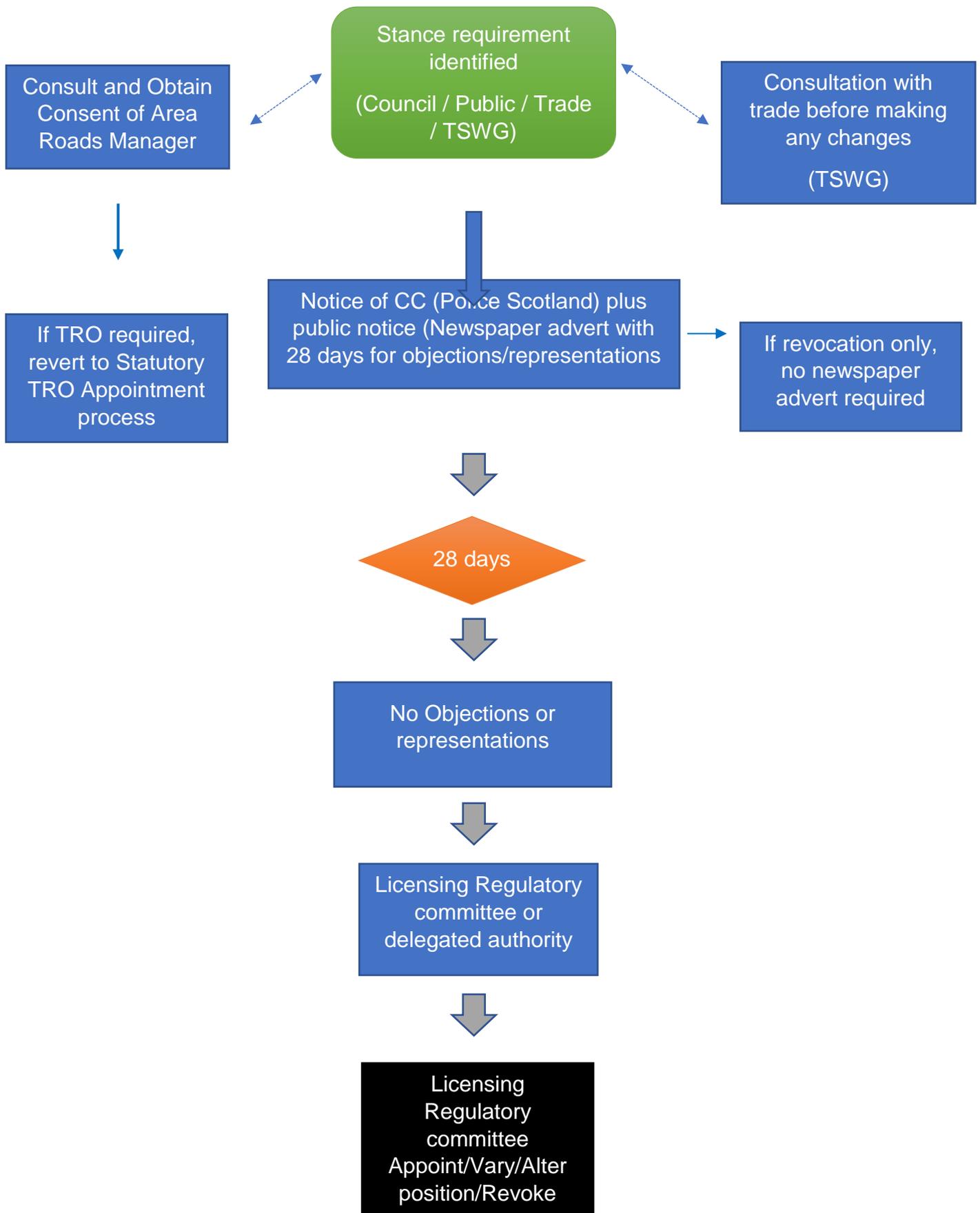
- 9.1 Appendix 1 – Proposed plan of taxi stance at St. Andrew Square.
- 9.2 Appendix 2 – Taxi stance appointment process flowchart
- 9.3 Appendix 3 – Responses to the public notification and consultation
- 9.4 Appendix 4 – Public notice of the proposed stance

Appendix 1 - proposed plan of the taxi stance at St Andrew Square



Appendix 2 – Stance appointment procedure

Procedure To Appoint, Vary, Revoke or Alter a Taxi Stance



Appendix 3 – Consultation Responses

No.	Response
1.	There is no need for a new rank. There are a few other ranks in the immediate vicinity.
2.	Taxi Stances cause problems for Private Hire Drivers for picking and dropping off riders.
3.	We need to oppose any new Taxi Ranks as they represent areas we can't pick up or drop off in or within the vicinity of. Passenger conflicts are created when PH drivers tell passengers they can't drop them off or pick them up where they want because of Ranks or Greenways.
4.	I am a private hire driver. There are enough ranks on George Street. If this becomes a rank, I as a private hire driver will not be able to pickup/dropoff passengers in the vicinity of this rank.
5.	In my experience, wherever there is a taxi rank it causes more traffic & disruption. You only need to look at Market St, Haymarket Terrace, Piccadilly Place, Nicolson Square, etc. The taxi drivers have no respect for the rules, they double park blocking up the road, they take up parking bays, loading bays & disabled bays. They're intimidating if they're parked in an incorrect bay which you want to park in. I personally don't have anything against the taxi stance itself but more the drivers who don't respect the rules. If the stance is for 7 taxis you will find 18 taxis parked in the street. There needs to be done sorry off policing or management such as cameras that prosecute or fine drivers that are double parked or parked in incorrect bays.
6.	I think this taxi stance should be removed as no taxis park there at all. This should be used for loading only or PH pick up point as there are no private hire pick up points in Edinburgh
7.	Unfair and impractical. How can we drop off and pick up customers when we are duty bound by the licensing condition to do the right thing by our customers?
8.	It's a good idea to continue having a taxi stance but the current location is inefficient and constantly blocked by private drive drivers. It isn't policed sufficiently to prevent this. It's previous location in front of the bus station entrance was more appropriate.
9.	Some should be left for non taxi vehicles to drop off and pick up ie normal cars or ph cars.

10.	As i understand it, there are already taxi 'ranks' around st Andrew's square. One opposite the rathbones offices. 1 (marked out not very well in white paint) near to the Ivy. And possibly one outside the bus station doors? Why does the council / transport committee feel the need to further add another. Thus restricting further where the public and private hire vehicles can drop off or pick up. Both these existing area's i might add never appear to be overflowing with black cabs waiting for fares.
11.	With the removal of the 'Jenners Rank' years ago there has not been a proper rank to get a taxi for too long. Its about time ranks were reintroduced. And more of them. Heavy shopping bags for elderly and having to walk to George St of Waverley Bridge is ridiculous. We are seeing less ranks than usual. They should be like bus stops. A cabbie was lamenting that too many private cars park in the ranks and he cant get on them. Red lines through them will stop that. Taxi ranks are essential for many residents and tourists alike. With the advent of cheap, poor quality App ride share, its best to be safer in our local cabs than private cars. Safety comes first with me. Black cab all the time. So do my children.
12.	NO RESPONSE
13.	This would negatively impact my business as a private hire as I would be unable to collect customers from a place I often do. The only way around this is to give private hire the ability to use taxi ranks if a prebook has been made.
14.	It's ludicrous, there's already nowhere to stop on the square and this will just make it even worse. It should NOT go ahead.
15.	There already are too many ranks that black cabs double park on illegally
16.	I don't want black cab ranks. I use Uber to get around and those poor drivers have very few options to park safely to pick me up in the city centre. I would much prefer dedicated uber spaces instead.
17.	We need to oppose any new Taxi Ranks as they represent areas we can't pick up or drop off in or within the vicinity of. Passenger conflicts are created when PH drivers tell passengers they can't drop them off or pick them up where they want because of Ranks or Greenways.
18.	Less and less people use black cabs anyway, private hire including Uber are the future, there should be designated pick up locations for private hire rather than black cabs, soon nobody will be using black cabs anyway as they are expensive and rude, horrible service that's why the amount of black cabs is decreasing - people dont want to overpay and use poor service black cabs.

19.	<p>What you are proposing is illegal as the Traffic Sign Regs 2016 indicate at Diagram 1028.2 that the legend and bay marking must be in yellow, yet your proposal and map legend indicates that these will be in White, so unless you've applied to the Secretary of State for dispensation to use non-standard markings, what you're proposing is definitely illegal</p>
20.	<p>This seems very excessive there is already a taxi rank on the north side of St. Andrews Sq, outside the Dome in George Street, the bus station entrance and Waverley Bridge.</p> <p>Also placing a Taxi Rank on the south side would mean that no private hire licence vehicles (there are now more than 2600 licensed in Edinburgh) could drop off or pick up passengers on the south side as they are not allowed in or in the vicinity of the taxi rank. The spaces before this rank to the east side are reserved for disabled blue badge holders. The area to the north is double yellow lines. For a private hire vehicle to either uplift or drop off passengers they would be causing an unnecessary obstruction to traffic having to double park.</p> <p>I have also found that taxi ranks within Edinburgh are heavily abused by Hackney carriage drivers. Today I saw eight double parked on East Market street as there was no space in the taxi rank there. This caused quite a considerable amount of congestion. The taxi examination officers were in attendance and moved them on. Within ten minutes after the officers left there were another ten hackney carriages double parked waiting for a space on the rank again considerable congestion was caused. The taxi inspectors returned and moved them on. Also today there were six hackney carriages plying for hire outside the Balmoral Hotel once again illegally. The amount of Police resources and City of Edinburgh Licensing Officers time effort and money utilised moving these illegally parked hackney carriage on, charging the offenders must be considerable.</p> <p>I feel that until the taxi trade adhere to the rules and regulations regarding current taxi ranks that no more should be made available to them. I also note at the moment the area in question has already been marked out in white paint (should it not be yellow) and no street furniture signage stating it is a rank has not been erected. This once again has caused confusion between the taxi trade and Private Hire Drivers. Was this not a bit presumptive?</p>
21.	<p>Whats the point if cars Vans are parked in then and don't get booked or moved council a waste of time</p>
22.	<p>We need more taxis stances that are properly sign posted and marked with double yellows. You must double yellow line all taxi stances so that traffic wardens can ticket and tow away the many cars and phc parked in taxi bays constantly. There is less and less ranks in Edinburgh city centre the public need more</p>
23.	<p>The more taxi stances IN AREAS of HIGH FOOTFALL the better</p>

24.	<p>In principle I see no reason why a taxi rank should not be positioned within St Andrew Square. The south side would in my view be the most logical place as it is closest to the demands of footfall. The rank should be positioned along the south side of the carriage way.</p> <p>However the combination of a loading bay, disabled parking and a drop off area combined with a taxi rank is probably impractical. Should it be considered that the disabled parking moves to the north side?</p> <p>The north side should retain short term parking.</p>
25.	<p>It is not clear exactly where the taxi rank will be although it is a good area for one. It is close to the train, tram and many hotels. It will be near the new concert hall when erected and the St James Centre.</p>
26.	<p>Taxi drivers and Southside of st Andrew square is great place but they need to change how anyone sees a taxi rank as free parking space. Its a joke when you canny park on a rank because there's vans.trucks or joe public have parked on tank.Your traffic wardens quick to move cabs on so come on get behind trade and make taxi ranks a no go area for Phc cars trying to tour for work and the other reason I mention.Edinburgh taxi trade needs support of council or the trade will disappear</p>
27.	<p>tax aye a PHorm of bullying and demanding..threatning un accsrptable behavior...creates fear...should be BANNISHED. TAX ..I.. ??ADAM N EVE PAY TAX??? GOD A WONDER 777 7777 SCOTTISH TACKS EIEIO</p>
28.	<p>St Andrew Square is not that busy,and there is already a small rank outside the Ivy. There should be a rank at The Balmoral/ Waverley Steps and on Market Street. The current taxi rank at the Arches is unacceptable and to far away for the passengers to walk. PHC at openly flouting for hires at the old Market Street rank. This is not acceptable.</p>
29.	<p>We need proper taxi stance that have the appropriate signage and double yellow lines and people from the council who are actually going to enforce these ranks from phc illegally seagulling from them and private cars and police cars constantly parking in them we pay you enough money in fees every year do your job and protect the ranks</p>

30.	<p>There is already a rank on St Andrews Square. Every new rank obstructs access for delivery's and phcs.</p> <p>You need to clarify what "near vicinity" means in relation to phcs dropping off or picking up.</p> <p>Haymarket terrace is a no go for PHCs due to the 2 ranks there. This will be the same for St Andrews Square.</p>
31.	<p>Will this stance reduce the room or space for Private Hire Cars to pick up or drop off their customers. Licensing terms state that Edinburgh Private Hire arent allowed to drop off or pick up on or near Taxi stance. Is this stance restricting competition within this area of St Andrews Square.</p>
32.	<p>Should be outside Harvey nichols</p>
33.	<p>Not clear from the diagram where the taxi stance is? Notes just shows disabled parking bay etc, but any additional official rank is needed so please go ahead!</p>

Appendix 4 – Public notice

CITY OF EDINBURGH COUNCIL

CIVIC GOVERNMENT (SCOTLAND) ACT 1982

APPOINTMENT OF A TAXI STANCE

Notice is given that The City of Edinburgh Council, in exercise of the powers conferred by Section 19 of the Civic Government (Scotland) Act 1982, proposes to appoint the following taxi stance:

St. Andrew Square (south side)
6 vehicle stance – 24 hours per day, Monday to Sunday

Located on the south side of St. Andrew Square from the junction with South St. David Street heading in an easterly direction towards South St Andrew Street for 34 meters, terminating immediately adjacent to 4 St Andrew Square (Gaucho restaurant).

Any objections or representations to this proposal should be lodged in writing with the Licensing Manager, The City of Edinburgh Council, City Chambers, Level 10, 329 High Street, Edinburgh, EH1 1YJ or by email to licensing@edinburgh.gov.uk, no later than 28 days after the date of this advertisement.

Paul Lawrence

Executive Director of Place, City of Edinburgh Council