
To: Regulatory Functions Board

On: 27th October 2021

Report by: Director of Finance and Resources

Heading: Review of Taxi Rank: Gilmour Street, Paisley

1. Summary

- 1.1 The purpose of this report is to seek the Board's authority to consult with the taxi trade and the wider public upon a proposed new taxi rank (and feeder rank) in Gilmour Street, Paisley, to replace the existing taxi rank provision there.
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2. Recommendations

- 2.1 It is recommended that the Board:-
- 2.1.1 Approve the proposed taxi ranks described at Appendix 2 and shown delineated in red on the plan at Appendix 3 of the report as suitable for consultation;
- 2.1.2 Authorise officers to give notice to Police Scotland and to advertise the proposed new ranks in a newspaper circulating in the Council's area and to consult with representatives of the taxi trade in respect of the proposal;
- 2.1.3 Instruct officers to bring a further report to the Board following consultation, reporting the results of the consultation; and
- 2.1.4 Otherwise note the contents of the report.

3. **Background**

- 3.1 Section 19 of the Civic Government (Scotland) Act 1982 allows the Council, as licensing authority, to appoint stances for taxis. The Council may appoint a taxi stance on any road within their area, or on land owned by the Council or, with the consent of the owner, any other land. A taxi stance may be appointed for use on the whole or any part of a day.
- 3.2 In order to appoint a new taxi rank, the Council must consult with taxi operators, or representatives of taxi operators, in their area. The Council must also give notice to Police Scotland and give public notice of the proposal by advertising in at least one local newspaper circulating in their area and must consider any objections or representations made in writing within 28 days of the publication of this notice. The Council is unable to appoint a taxi stance which would unreasonably prevent access to any premises or, without the consent of the roads authority to appoint a new taxi stance, illuminate any sign there or cause any mark or line to be made on any road.

Proposal

- 3.3 Officers in the Council's City Deal and Infrastructure Project Team have formulated a proposal to revoke the existing taxi rank (and feeder rank) in Gilmour Street, Paisley, and to appoint new ranks in their place. The existing taxi rank and feeder rank in Gilmour Street was approved on 18th September 1997 by the Corporate Services Committee. The location of this rank is described at Appendix 1 and allows spaces for eight taxis with an additional five spaces in a feeder rank located under the railway bridge at Gilmour Street.
- 3.4 This existing taxi rank provision continues to be used by the taxi trade, but the size of the current rank restricts the use of County Square for event space in Paisley Town Centre. In addition, representatives of taxi operators have previously suggested that traffic should be allowed to leave the taxi rank eastwards on Central Road, to facilitate taxi journeys to the south of Paisley. Currently taxi drivers need to complete these journeys via the one-way system on Old Sneddon Street, resulting in increased peak time traffic congestion. Taxi representatives have also stated that they wish to maintain their close location to the main entrance to Paisley Gilmour Street Station, which provides high visibility for customers.
- 3.5 The new proposal would involve retention of a taxi rank, with six spaces for taxis, within County Square, together with a feeder rank containing a further eighteen spaces at Central Road. A description of the proposal is attached at Appendix 2 to the report, with an accompanying plan at Appendix 3. It is envisaged that the proposal would allow taxis to easily access the proposed feeder and main rank westwards on Central Road

and to egress from the main rank by either the one way system or eastwards on Central Road. For comparison purposes, a plan of the existing layout at County Square is attached at Appendix 4.

- 3.6 Officers in the City Deal and Infrastructure Project Team have consulted informally with various stakeholders on possible changes to roads infrastructure and public realm works in Paisley Town Centre in spring 2020 and again more recently in July 2021 to understand if there had been any changes in light of the pandemic. They have also consulted informally with representatives of the taxi trade on the proposal set out at Paragraph 3.5. Representatives of the taxi trade attended a meeting with Council officers on 20th February 2020, and again in a series of meetings in July 2021. At the meetings, taxi representatives indicated broad support for this proposal, although one representative expressed a preference for a larger feeder rank.
- 3.7 New River, owners of the Piazza Shopping Centre, have also been consulted on the proposed scheme as the feeder rank is located within the area of their ownership. Central Road is included in the current configuration of adopted roads and the scheme proceeds on this basis.
- 3.8 Both the Council's Director of Environment and Infrastructure and Head of Economy and Development are aware of, and are supportive of, the proposal.

Next Steps

- 3.9 The Board is asked to approve the proposed taxi rank described at Appendix 2 and shown on the plan at Appendix 3 as suitable for consultation. Should the Board agree the recommendations at Paragraph 2.1.1 to 2.1.3 to this report, officers will give notice to the police, consult formally with representatives of the taxi trade and advertise the proposal in a newspaper circulating in the Council's area.
- 3.10 A report will be brought to a future meeting of the Board seeking approval of the proposal in principle, subject to the responses received to the consultation and advert, and seeking that authority be delegated to the Head of Corporate Governance to formally appoint the new main rank and feeder rank upon the completion of the Traffic Regulation Order(s) which will allow parking restrictions at the proposed taxi stances to be enforced. This will allow the appointment of the taxi stances and the relative traffic regulation orders to take effect simultaneously.

Implications of the Report

1. **Financial** – The cost of advertising the proposal in a newspaper will be met from existing approved resources.
2. **HR & Organisational Development** – None.
3. **Community Planning** –
 - Our Renfrewshire is safe – the improvement of taxi ranking facilities contributes to safer communities.
4. **Legal** – The procedural requirements set out in the report are set out in Section 19 of the Civic Government (Scotland) Act 1982.
5. **Property/Assets** – None
6. **Information Technology** – None.
7. **Equality & Human Rights** -
 - (b) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report, as the report seeks a possible change to the taxi ranks at Paisley Gilmour Street, which will be the subject of consultation with taxi trade representatives and consultation by way of statutory advertisement. It is anticipated that, should the proposed taxi ranks be changed following consultation, that only positive benefits will result from this, as taxis will still collect passengers from Gilmour Street and the overall taxi provision at the main rank/ nearby feeder rank will increase.
8. **Health & Safety** - None
9. **Procurement** – None
10. **Risk** - None
11. **Privacy Impact** - None

12. **Cosla Policy Position** – None
13. **Climate Emergency** – Should the proposal be approved following consultation, it is anticipated that allowing taxis to egress from the rank eastwards on Central Road will shorten certain journeys and may reduce traffic congestion, thereby reducing carbon emissions. The proposal to remove the existing feeder rank will allow its potential use for active travel possibilities.

List of Background Papers- None.

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APPENDIX 1

Description of Existing Taxi Ranks in Gilmour Street, Paisley

- a. From a point 9 metres south of the extended south kerblines of Central Road generally southwards then westwards then northwards around the turning head to a point 11 metres north of the south kerblines of Central Road.

Side of Road Restriction Applies: South, West and North

Number of Spaces: Eight

- b. From a point 4.5 metres south of the extended south kerblines of Old Sneddon Street southwards for a distance of 30 metres

Side of Road Restriction Applies: East

Number of Spaces: Five

APPENDIX 2

Description of Proposed New Ranks in Gilmour Street and Central Road, Paisley

- a. The taxi pick up point extending to 75 square metres or thereby lying generally to the south west of the junction between Gilmour Street and Central Road, Paisley, and shown outlined in red on the Plan attached at Appendix 3 to this report.

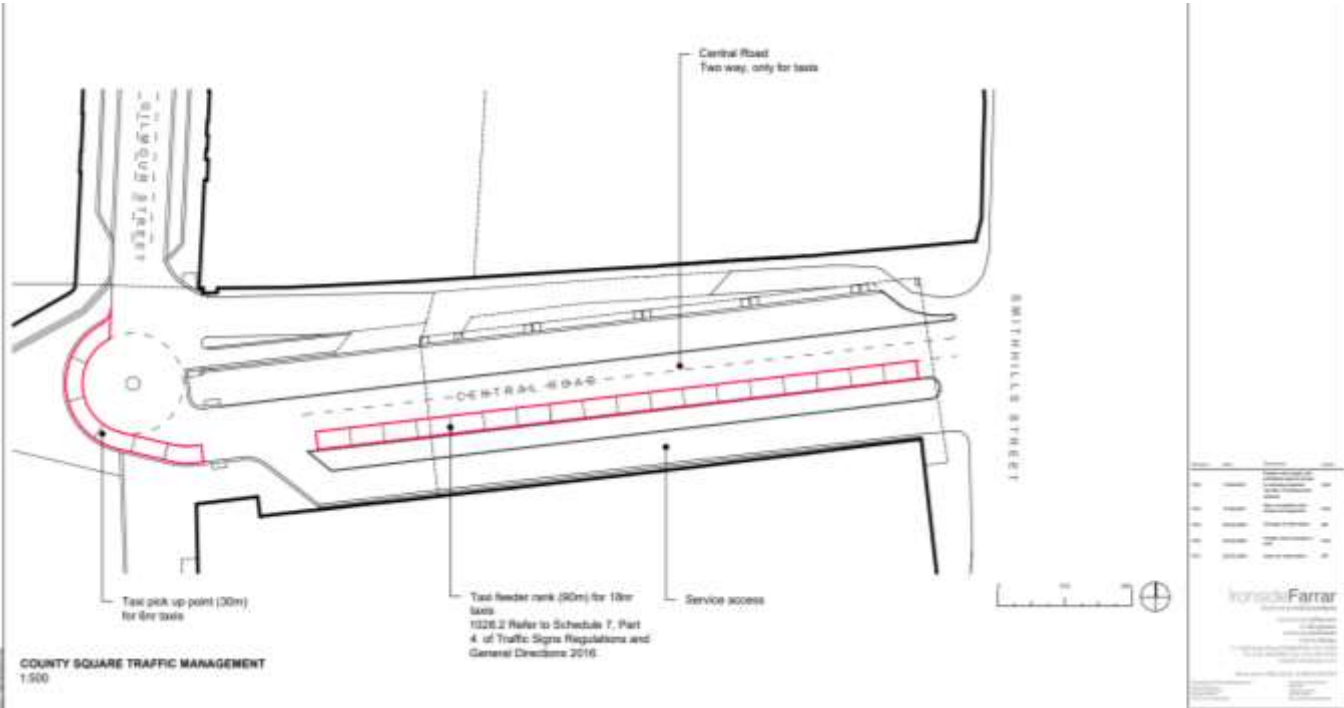
Number of Spaces: 6

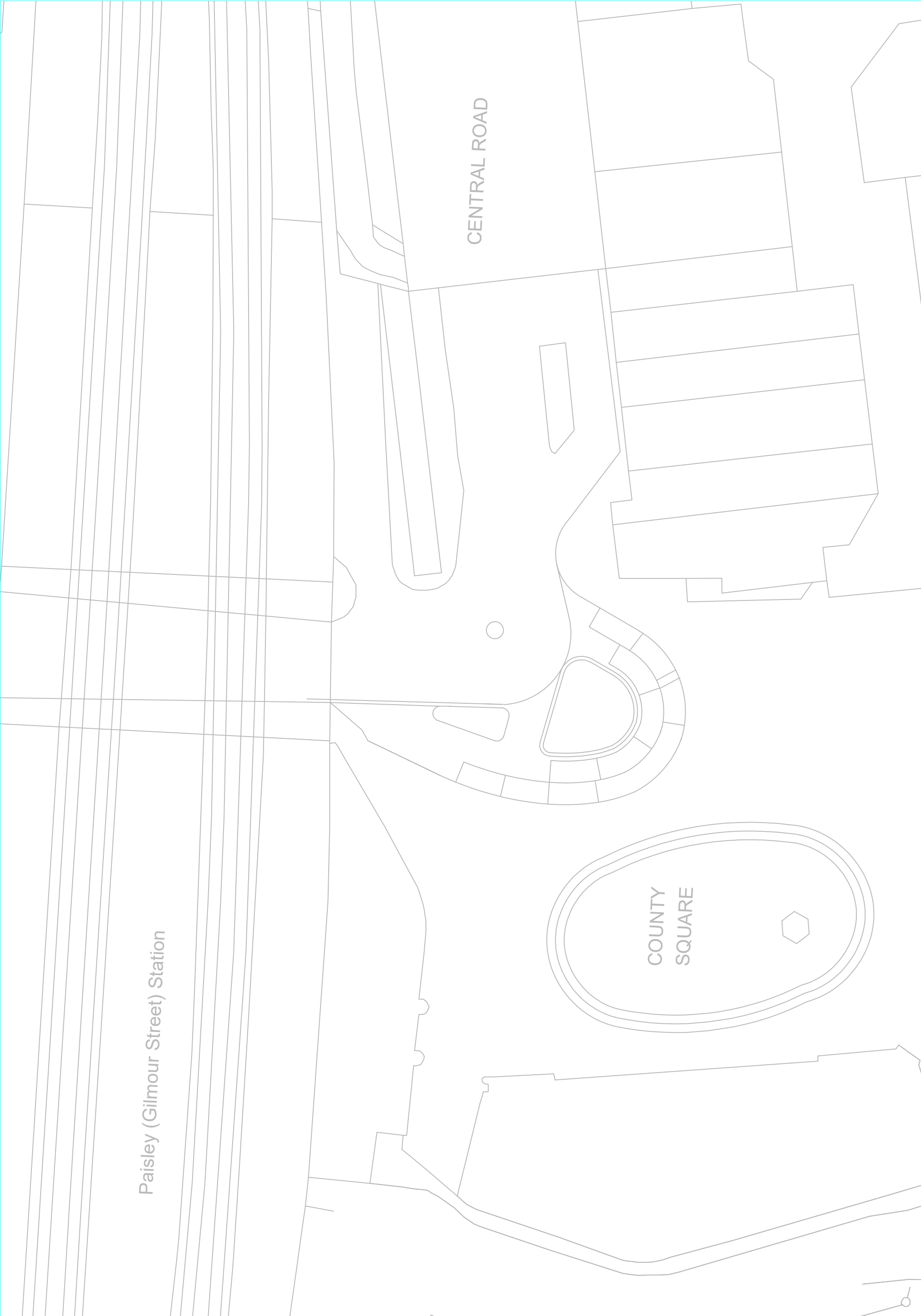
- b. The taxi feeder rank extending to 225 square metres or thereby lying generally to the south of Central Road, Paisley and shown outlined in red on the Plan attached at Appendix 3 to this report.

Number of Spaces: 18

APPENDIX 3

Plan of Proposed New Rank





Paisley (Gilmour Street) Station

CENTRAL ROAD

COUNTY
SQUARE