

To: The Solicitor  
Macmillan House  
Paddington

FAO [REDACTED]

From: Area Manager  
Bristol

Ext: 07 42275

o/r: CSM/601  
y/r: 62/F/4/COM/SAE

Date: 29th January 1991


TAXI RANK: BRISTOL TEMPLE MEADS

I refer to previous correspondence on this subject and to telephone conversation of 28th January 1991, between myself and Mr [REDACTED] of your office.

Please find attached recent correspondence between myself and the City of Bristol City Clerks Office.

I find myself in a most invidious situation. I wish to raise a taxi licence fee for use of the Temple Meads rank, the City seem determined to prevent this. Unfortunately, my predecessors did not pursue the proposal to raise charges to a full conclusion. I have noted, with great interest, your previous comments and suggestions on this matter. Now I need advice on how to progress our aims with a view to a successful conclusion.

Will you, therefore, please study the position and suggest our next action.

  
[REDACTED]  
Area Customer Services Manager

Enc.

Area Manager  
British Rail  
Temple Meads  
Bristol

Tel: Bristol 348275

Mr [REDACTED]  
City of Bristol  
City Clerk's Department  
The Council House  
College Green  
Bristol  
BS1 5TR

o/r: CSM/601  
y/r: ABP/JMA/1686s

29th January 1991

Dear Mr [REDACTED]

Thank you for your letter of 21st January 1991.

I do appreciate your clarification of the City's interpretation of the taxi stand arrangement at Temple Meads. I think that we can both safely take this to be contra to that of the British Railways Board and it's Solicitor.

I have stated in mine of 9th January, that the Board's Solicitor views the Board able to withdraw from the agreement that caused the Temple Meads site to be designated as a City taxi stand. It is also the Board's Solicitors view that any City bye-laws can only operate with the full current consent of the Board, this does not now exist.


It is not the intention to close the Temple Meads rank, but to obtain a reasonable income from same by issue of licences.

The proposals that have, on occasion, been made to close the approach incline originate from the Bristol Development Corporation. These do not necessarily concur with the wishes of the Railways Board and are as yet part of a scheme from which no timetable has been set with ourselves

I am gratified to note the support in your letter. I would, therefore, appreciate your assistance in taking this matter forward and would be desirous of you to discuss the subject with your Health and Public Protection Committee. For my part I will re-approach the Board's Solicitor, it may well be better for them to correspond directly with your goodself.

Thank you for your assistance this far.

Yours sincerely

  
Area Customer Services Manager



# City of Bristol

## City Clerk's Department

D. W. P. Lewis, MBIM, SOLICITOR  
City Clerk

JOR 25/

The Council House  
College Green, Bristol BS1 5TR

Switchboard (0272) 222000  
Telex 449819 CITBRI  
DX 7827  
FAX 223755

Mr [REDACTED]  
Area Customer Services Manager  
British Rail (Western)  
Temple Meads  
Bristol

When calling or telephoning,  
about this letter please ask  
for Mr [REDACTED]  
Direct No: (0272) 222288

Your ref: o/r: CSM/601

Our ref: ABP/JMA/1686s

Date: 21st January, 1991

Dear Mr [REDACTED]

### Taxi Licence Fee - Temple Meads Station

Thank you for your letter dated 9th January. I assume that you are still prepared to have a Taxi rank at the top of the incline for the convenience of your passengers and that the only matter which has changed is that, quite understandably, you wish to achieve some revenue from the facility.

As you will be aware from your reading of previous correspondence, the Taxi rank on the incline at Temple Meads Station was not provided under the Local Government (Miscellaneous Provisions) Act but in pursuance of the Town Police Clauses Act and under bye-laws made by the City Council to which British Rail did not object and in which there is no saving provision for British Rail. The Bye-law was made following negotiations and with the full agreement of British Rail but is not dependent upon British Rail's consent.

BDC  
It is my interpretation of the situation that the Taxi Rank must remain open to all Public Hackney Carriages licensed by the City Council until such time as the City Council resolves to amend or revoke the bye-law, which, incidentally, will also require Ministerial consent. When I last discussed your difficulties with your predecessor it was agreed that British Rail would not be taking any steps to close the rank because at that time you had proposals to close the incline to all traffic and to create a new main entrance off of Temple Way.

I am happy to give you an assurance that the City Council, through its Health and Public Protection Committee, will consider any approaches which you may wish to make concerning the amendment of the bye-laws but it is my view that it would be illegal under the present bye-laws for you to either close the Taxi rank or indeed impose a charge on any Public Hackney Carriage licensed by the City Council to ply for hire from the Taxi rank.

I look forward to hearing from you in due course.

Yours sincerely

[REDACTED]

Senior Assistant City Clerk

Area Manager  
British Rail  
Temple Meads  
Bristol

Tel: Bristol 348275

Mr [REDACTED]  
Senior Assistant City Clerk  
City Of Bristol  
The Council House  
College Green  
Bristol  
BS1 5TR

o/r: CSM/601

9th January 1991

Dear Sir

TAXI LICENCE FEE - TEMPLE MEADS STATION

I refer to previous correspondence between your goodselves and the Board, regarding the taxi service at Temple Meads Station.

I understand that since 1974, an agreement has been in operation between the Railways Board and the City of Bristol, which provided that the Temple Meads taxi rank would be designated as a taxi stand and that by consent of the Board that City Council bye-laws would be established on that basis.


It is the considered opinion of the Board's Solicitor, that such bye-laws will only operate over the Board's land by consent of the Board, and that therefore there is no reason why the agreement cannot be brought to an end and charges made for use of the rank. I write to advise that this is what the Board intend to do with effect from 1st April 1991.

Mindful of undertakings given by the Board to the Office of Fair Trading, I intend to make licences to ply for hire available to all currently plated Hackney Carriages in the city, currently 273 vehicles I am advised, at the charge of £240 per annum plus VAT.

I am obviously mindful of the history surrounding this matter, but consider that all avenues have been explored fully in previous correspondence and meetings.

I would be interested to receive your views.

Yours faithfully

  
Area Customer Services Manager

cc: [REDACTED]  
InterCity Resources Manager  
Swindon  
Ref: 118/IGHB/-

The Solicitor  
MacMillan House  
Paddington  
Ref: 62/F/4/COM/SAE

Area Manager  
British Rail  
Temple Meads  
Bristol

Tel: Bristol 348275

Mr [REDACTED]  
Senior Assistant City Clerk  
City Of Bristol  
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[REDACTED]  
Area Customer Services Manager

cc: [REDACTED]  
InterCity Resources Manager  
Swindon  
Ref: 118/IGHB/-

→ The Solicitor  
MacMillan House  
Paddington  
Ref: 62/F/4/COM/SAE

To: Chief Estate Surveyor  
S. Western Region  
Temple Gate House  
BRISTOL

From: The Solicitor,  
Macmillan House,  
Paddington.

Ext: 00-30565

y/r: CSM/609

o/r: 62/F/4/COM/SAG  
Date: 27th July 1989

Taxis Flying for Hire at Bristol Temple Meads

Thank you for your letter of the 3rd July. I have unearthed the relevant parts of the 1985 file and spoken to Mr [REDACTED] about this matter.

I understand that the legal position has not changed since the letters of the 29th August 1985, in that the taxi bye-laws will only operate over the Board's land (not being a public high way) by consent of the Board and that there is no reason why the experimental agreement cannot be brought to an end and charges made.

As you are aware the OFT have extracted an undertaking from the Board that they will not restrict the numbers of taxis except where there are physical constraints. Do your present proposals envisage any such restrictions?

for THE SOLICITOR  
[REDACTED]  
[REDACTED]