

(A)



British Rail

BR4/2

to

Chief Solicitor & Legal Advisor
Marylebone

from

Area Manager
Bristol

LW/23/1187 / CSM

for the attention of Mr [REDACTED]

ext.

074-2613

y/r

date

o/r CSM/601

date 21st August 1985

TAXI FRANCHISE AT TEMPLE MEADS

In 1974 an agreement was made with representatives of the taxi trade that Temple Meads station would become open and free, to all Hackney Carriages licenced by the City. This agreement continues.

We have advised the trade and City that we are planning to terminate the agreement and to introduce a charge of £120 per year. This has unsurprisingly provoked objections from the trade. I have held a consultation meeting with all interested parties including the Chairman of the Public Protection Committee and the Principal Solicitor to the City Council, the latter, of course, taking a neutral position. Mr [REDACTED]'s letter, attached, is a fair summary of the points made.

The questions of level of service and so on are ones which I can deal with, but I would be grateful for your advice on points 3,4 and particularly 5, as raised in Mr [REDACTED]'s letter.

I have no plans to appoint additional staff to police the rank but it happens that the B.T. Police Station adjoin the taxi rank.

If we terminate the agreement, and the City Bye-Law remains in force, it seems that there will be a conflict between B.R. Bye-Law 22 and the City Bye-Law which makes it a public rank and thus open to all Hackney Carriages. The City Council may be willing to ask the Secretary of State to cancel the Bye-Law but there is a distinct possibility that the City Council could vote to refuse to do this.

The matter of the taxi rest room, a cafe which is only used by taxi drivers, I consider to be irrelevant. I am assured by the Property Board that the rental is based on the market value of the room and its earning potential and takes no account whatever of taxi business. The rent is not unreasonable for the premises.

I would be grateful for your comments and advice as to how we should proceed, bearing in mind a potential income for B.R. of between £15,000 and £20,000 per year from taxi franchising.

[REDACTED]

Customer Services Manager



City of Bristol

City Clerk's Department

D.W.P. Lewis
City Clerk

The Council House
College Green, Bristol BS1 5TR

Telephone (0272) 266031
Telex: 449819 CITBRI

When calling or telephoning,
about this letter please ask
for [REDACTED] Extn. 579

[REDACTED]
Area Manager
British Rail (Western Region)
Temple Meads Station
Bristol 1

Your ref:

Our ref: ABP/LAD

13th August 1985

Dear Mr. Markham

Taxi Service at Temple Meads Station

I refer to the recent meeting between your Mr. Sachs and representatives of the Taxi Trade to discuss the implementation of your proposals for a taxi franchise at Bristol Temple Meads to which the City Council was invited. I thought it might be useful if I set down in writing the main points which were made by the City Council's representatives at that meeting.

1. The Council considers that the provision of a good and reliable service to be of paramount importance. Failure to provide and maintain that service will inevitably result in unsatisfied customers (your passengers) and will lead to complaints to both yourself and the Council and will create a very bad first impression to visitors to the City.
2. In order to provide that service it is necessary to have adequate taxis available during periods of peak demand and it is by no means certain that adequate numbers of taxi owners will make application to you for a franchise.
3. It will, without doubt, be necessary for you to carefully police the taxi rank and the station approach to ensure that only franchise drivers operate out of the station. In the interest of members of the public your staff will also need to be on hand to settle disputes and complaints. The policing of both private hire vehicles and public hackney carriages and attending to complaints is presently undertaken by staff of the City Clerk's Licensing Section and it is the City Council's view that if you are to properly police the situation you will no doubt expend more than you anticipate receiving by way of franchise.
4. As a result of the 1974 Agreement the taxi rank at Bristol Temple Meads is a public rank, that is, it is subject to byelaws which have been made by the City Council and confirmed by the Secretary of State. If you are to "close" the station except to franchise taxis then it will be necessary for those byelaws to be withdrawn. This will drastically reduce the powers and authority of the City Council's Licensing Officers at the station.

Further, since the byelaws were made for "good rule, order and management" it will be necessary to convince the Secretary of State, who will have to confirm the amending byelaws, as to why the present state of affairs make the old byelaws no longer necessary.

5. Whilst the taxi rank remains a public rank, any public hackney carriage licensed by the City has the right to ply for hire. In the event of the City Council refusing to amend the byelaws it will be necessary for you to either physically prevent licensed public hackney carriages from using the public rank or seek your own private statutory powers to rescind the byelaws.
6. As you are aware the City Council will shortly be looking in detail at proposals for the tourist and visitor development of the Temple Meads Complex as a whole, in partnership with yourselves, the English Tourist Board, the County Council and the Manpower Services Commission.

The provision of an efficient and effective taxi service for your rail customers would seem to be a key element in such arrangements and I would suggest that your current proposals be held over until these other issues are considered.

Whilst writing, I would like to reiterate the very valid point which was put forward by the Taxi Trade during the meeting. British Rail Property Board does receive a considerable income for what is a very small room used by the Taxi Trade as a "cabman's rest". If you implement your proposals then it is more than likely that fewer taxis will be attracted to the station and as a result there would be a reduction in trade which could lead to the closure of the "cabman's rest".


You will recall that it was at the time of the 1974 Agreement that you first introduced a rental for the occupation of that room to replace the income which you had previously received from the franchise. That income presently amounts to some £5,000 per annum. It occurs to me that perhaps some of this money which is paid to your Property Board should be transferred to your Operations Department though this is, of course, an internal matter for your consideration.

I look forward to hearing from you after you have had an opportunity of considering the views put forward at the meeting together with the contents of this letter. We would also ask you to consult with your Passenger Consumer Association and obtain their views on your proposals.

If you are then still mindful to proceed with your proposals the City Council's representatives would wish to have a meeting with you in order that they may discuss the matter further.

Meanwhile, if you require any further information or if there is any way in which I can assist you in this matter, please do not hesitate to let me know.

Yours sincerely



Principal Solicitor

City of Bristol

City Clerk's Department

The following is a document setting out the terms of an agreement made between British Railways (Western Region), The Bristol Taxi Owners Association and the Bristol Taxi Drivers and Owners Association. This agreement is to take effect from the 1st April 1974.

- (1) That Temple Meads Station be open and free of charge to all public hackney carriage vehicles licensed by the City Council of Bristol.
- (2) That for an experimental period the British Rail contract system operating at Temple Meads Station be formally terminated on the 31st March 1974 and that no charge be made to the hackney carriage drivers and proprietors when operating from Temple Meads after 25th March 1974.
- (3) During the period of experiment the City Council of Bristol be given the consent to enable the Taxi stand at Temple Meads to be treated as a public stand and thus become temporarily subject to the same byelaws as the other taxi stands in the City.
- (4) That adequate provision of parking space free of charge be made available in the high level car park to accommodate taxis wishing to use the facilities of the Taxi rest (and that this provision should amount to at least 23 parking spaces for the taxi trade associations which it is understood is the number allocated prior to 31st March 1974). This provision is however subject to a review of the parking facilities at present afforded in the station approach area.
- (5) That liaison with the Railway Police, the Police Authority and the City Council of Bristol be maintained in order to control the area of Temple Meads frequented by the hackney carriages.
- (6) That only taxis waiting to feed into the stand provided can park in the taxi-cab waiting area compound on the Incline at Temple Meads Station.
- (7) That reviews be held after periods of six months and twelve months experience from the date of introduction of the arrangements which for this purpose shall be deemed to be the 1st April 1974.
- (8) That after the period of twelve months mentioned in paragraph (7) above British Rail shall have the right to withdraw from the arrangements set out in this document and agreed in the event of the management of British Rail deciding that it would be in the best interests of British Rail customers or business so to do.

- (9) That the Taxi trade associations are free to operate the taxi rest facilities and appoint a person to manage it on their behalf subject however to negotiating a proper market rent with British Rail for the property concerned.

The above terms and conditions are acceptable to British Railways (Western Region), The Bristol Taxi Owners Association and the Bristol Taxi Drivers and Owners Association which bodies have indicated this by the signature below of their authorised officer.

BRITISH RAIL

City Clerk, Bristol.
DCC/NG April 1974.

Tel. Bristol 291001
Ext. 2613

Mr Michael Cox M.P.
House of Commons
London

140.004

2nd August 1985

Dear Mr Cox

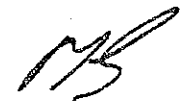
Following our telephone conversation of recent date, I give below the charges we make for the taxi franchise at stations in the Bristol area:

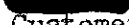
Bristol Parkway	£28.9 ⁵ per 3 months	80
Bath Spa	£27.60 per 12 weeks	100
Weston-Super-Mare	£29.90 per 3 calendar months	100
Bridgwater	£29.90 per 3 calendar months	
Temple Meads	Nil	

The intention is to charge £120 per year, payable quarterly. If and when the charges at other stations are reviewed in the future we will adopt quarterly payments of a round figure.

I hope this will be useful to you. Please let me know if you need further information.

Yours sincerely
for Area Manager




Customer Services Manager