

Report to Executive

Agenda
Item:

A.7

Meeting Date: 28th October 2013
Portfolio: Environment and Transport
Key Decision: Not Applicable:
Within Policy and
Budget Framework NO
Public / Private Public

Title: PROVISION OF HACKNEY CARRIAGE (TAXI) RANKS IN
CARLISLE
Report of: Director of Local Environment
Report Number: LE 33/13

Purpose / Summary:

Cumbria County Council, as the Highways Authority, has traditionally provided the taxi ranks throughout Cumbria including those in Carlisle city centre. They have transferred this responsibility to Carlisle City Council and a new Order is required to adopt ranks within the City.

Recommendations:

It is recommended that after considering the report and letters of representation, the Executive:

1. Approve The Council of the City of Carlisle (Designated Taxi Ranks) Order 2013, with the exception of the rank described in Schedule 1, Lonsdale Street.

Tracking

Executive:	
Overview and Scrutiny:	
Council:	

1. BACKGROUND

- 1.1 Cumbria County Council are the Highway Authority for Cumbria and have traditionally approved and provided the hackney ranks in Carlisle City Centre. As a result of certain changes within the County, they have transferred the responsibility for ranks to the District Councils. Carlisle City Council will therefore be responsible for the ranks within the City and must prepare an Order defining these rank.

The provision of stands for hackney carriages is covered by Section 63 of the Local Government (Miscellaneous Provisions) Act 1976 which states:

- (1) For the purposes of their functions under the Act of 1847, a district council may from time to time appoint stands for hackney carriages for the whole or any part of a day in any highway in the district which is maintainable at the public expense and, with the consent of the owner, on any land in the district which does not form part of a highway so maintainable and may from time to time vary the number of hackney carriages permitted to be at each stand.
- (2) Before appointing any stand for hackney carriages or varying the number of hackney carriages to be at each stand in exercise of the powers of this section, a district council shall give notice to the chief officer of police for the police area in which the stand is situated and shall also give public notice of the proposal by advertisement in at least one local newspaper circulating in the district and shall take into consideration any objections or representations in respect of such proposal which may be made to them in writing within twenty-eight days of the first publication of such notice.

2. PROPOSAL

- 2.1 Following discussions with Legal Services, Local Environment and Cumbria County Council, a draft of The Council of the City of Carlisle (Designated Taxi Ranks) Order 2013 was prepared for consultation (Appendix A).
- 2.2 This Order consolidates the current County Council Orders and simply replicates the current rank provision. All of the rank spaces are already marked and signed.
- 2.3 An advert was placed in the Cumberland News on 26 April 2013 requiring any representations to be received by 24 May 2013. In addition a notice was placed on each rank, on the Civic Centre public notice board, City Centre notice board and on the Council website. A letter of the proposal was sent to Cumbria Constabulary.

- 2.4 In response to the consultation process the Council received six letters of representation, shown at Appendix B. These all referred to the proposed rank outlined in Schedule 1, Lonsdale Street. There were no comments relating to other ranks.
- 2.5 It will be noted that the main point of the representations are that there is already taxi provision on the south side of Lonsdale Street, and therefore there is no requirement for a further rank space on the north side.
- 2.6 Enquires have revealed that the TRO for the stand for one taxi at this location had been removed but the signs and markings are still in place which could allow the rank to still be utilised if it is included within the new proposed order.
- 2.7 It is proposed that the Executive confirm the proposed order minus the Lonsdale Street rank, it will thereafter have to go to the County Council as Highway Authority for approval as required under the LGMPA 1976 (by Carlisle Local Committee under delegated authority) before it can be sealed by the City Council.

3 CONSULTATION

- 3.1 The proposed taxi rank order has already been the subject of public consultation which is detailed in this report. The recommendations take account of the results of the consultation.

4 CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

- 4.1 The proposed order is necessary due to the County Council transferring responsibility for taxi rank orders to district councils. The consultation undertaken has raised objections to the proposed rank in Lonsdale Street and the recommendations are that the rank in Lonsdale Street be deleted from the proposed order.

5 CONTRIBUTION TO THE CARLISLE PLAN PRIORITIES

- 5.1 The recommendations take account of the views of local city centre businesses.

Contact Officer: Angela Culleton

Ext: 7325

Appendices attached to report:

- A** – The Council of the City of Carlisle (Designated Taxi Ranks) Order 2013
- B**- Letter from Donaldsons
- C**- Letter from Allan Estate Agents
- D**- Letter from Lamont Pridmore
- E**- Letter from County House Outdoor
- F**- Letter from K France Opticians
- G**- Letter from Cumbria Cumberland Federation of W.I.

Note: in compliance with section 100d of the Local Government (Access to Information) Act 1985 the report has been prepared in part from the following papers: Local Government (Miscellaneous Provisions) Act 1976

CORPORATE IMPLICATIONS/RISKS:

Chief Executive's – N/A

Community Engagement – N/A

Economic Development – N/A

Governance – Included within report

Local Environment – N/A

Resources –



Draft 9

The Council of the City of Carlisle
(Designated Taxi Ranks) Order 2013

Made by the Council
on

**** 2013**

THE COUNCIL OF THE CITY OF CARLISLE

(Designated Taxi Ranks) Order 2013

The Council of the City of Carlisle (hereinafter called “The Council”) in exercise of powers under Section 63(1) of the Local Government (Miscellaneous Provisions) Act 1976 (“the 1976 Act”) and after consulting with the Chief Officer of Police in accordance with s.63(2) of the 1976 Act and with the consent of Cumbria County Council in accordance with s.63(3)(c) of the 1976 Act and pursuant to the Refuse Disposal (Amenity) Act 1978 as amended and to the Clean Neighbourhoods and Environment Act 2005 and to the Traffic Management Act 2004 and in exercise of all other enabling powers hereby makes the following Order:

PART 1

GENERAL

1. Provisions of this Order shall come into operation on **** 2013 and may be cited as THE COUNCIL OF THE CITY OF CARLISLE (Designated Taxi Ranks) Order 2013.
2. In this Order, except where the context otherwise requires, the following expressions have the meaning hereby respectively assigned to them:-

“**carriageway**” means a way constituting or comprised in a highway being a way (other than a cycle track) over which the public have a right of way for the passage of vehicles

“**Civil Enforcement Officer**” means a person as defined in Section 63A of the Road Traffic Regulation Act, 1984 (“the 1984 Act”) and Part 6 of the Traffic Management Act 2004;

“**contravention**” means a contravention of the provisions of this Order and a contravention may result in a Penalty Charge Notice being issued as detailed in Part IV of this Order;

“**disabled person**” means a disabled person of a description prescribed by the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 as amended

“**disabled person’s badge**” has the same meaning as in the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000

“disabled person’s vehicle” means

- a) A vehicle which is lawfully displaying a disabled person’s badge in the relevant position and is a vehicle which, immediately before or after any period of waiting allowed by a provision of this Order, has been or is to be driven by a disabled person or, as the case may be, has been or is to be used for carrying one or more disabled persons as passengers; or
- b) An invalid carriage as prescribed in section 136 of the 1984 Act

“driver” in relation to a vehicle waiting in a taxi rank, means the person driving the vehicle at the time it was left in a taxi rank;

“enactment” means any enactment, whether public, general or local, and includes any order, bylaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated re-enacted by or as having effect by virtue of any subsequent enactment

“licensed taxi” shall for the purpose of this Order have the same meaning as a vehicle licensed under Section 37 and 38 of the Town Police Clauses Act 1847 and pursuant to section 47 of the 1976 Act but complying with the requirements of the Council or the relevant licensing authority (otherwise known as “licensed hackney carriage”)

“motor vehicle” means any vehicle as defined in Section 136(1) of the 1984 Act

“owner” has the same meaning as in Section 92(1) of the Traffic Management Act 2004

“parking disc” has the same meaning as in the Local Authorities Traffic Orders (Exemption for Disabled Persons) (England) Regulations 2000

“passenger vehicle” means a motor vehicle/other than a motor cycle or invalid carriage) constructed solely for the carriage of passengers and their effects and adapted to carry not more than eight passengers exclusive of the driver and not drawing a trailer

“penalty charge” means a charge issued in compliance with the provisions of Part 6 of the Traffic Management Act 2004

“penalty charge notice” a notice of a penalty charge which is issued in accordance with the provisions of Part IV of this Order

“prescribed hours” means:-

- (a) In relation to No.s 1-6 inclusive of Schedule 1 to this Order, 24 hours a day, seven days a week;
- (b) In relation to No. 1 of Schedule 2 to this Order, between the hours of 9pm on one day and 6am the following day, seven days a week;
- (c) In relation to No.1 of Schedule 3 to this Order, between the hours of 8.30am and 6pm the same day, seven days a week; and
- (d) In relation to No’s.1-7 inclusive of Schedule 4 to this Order, between Midnight and 5am seven days a week.

“registered keeper” means the person in whose name the vehicle was registered under the Vehicle Excise and Registration Act 1994

“relevant position” has the same meaning as in the Local Authorities Orders (Exemption for Disabled Persons) (England) Regulations 2000

“road” means the entire width of the highway or other road to which the public have access including footway and verges

“road markings” has the meaning as ascribed by Chapter 5 of the Traffic Signs Manual 2003

“taxi rank” means an area of carriageway which is comprised within and indicated by road markings complying with diagram 1028.2 in Schedule 6 to the Traffic Signs Regulations and General Directions 2002 and being a length and side of road specified in Schedule 1, 2, 3 and 4 to this Order which is provided for the waiting or stopping of licensed taxis and which is otherwise known as an “appointed Hackney carriage stand” as prescribed by section 63 of the 1976 Act

“vehicle” means any vehicle, whether or not it is in a fit state for use on a road, and includes chassis or body, with or without wheels, appearing to have formed part of such a vehicle, and any load carried by and anything attached to such a vehicle

3. Save as provided in Article 5 no person shall except upon the direction or with the permission of a Civil Enforcement Officer in uniform or a Police Constable in uniform cause or permit any vehicle, other than a licensed taxi, to wait in the lengths of road or sides of road specified in Schedules 1, 2, 3 and 4 of this Order which have been designated as a taxi rank during the prescribed hours.
4. Save as provided in Article 5 no person shall except upon the direction or with the permission of a Civil Enforcement Officer in uniform or a Police Constable in uniform, cause or permit any vehicle other than a licensed taxi to stop in the

lengths of road or sides of road specified in Schedules 1, 2, 3 and 4 of this Order which have been designated as a taxi rank during the prescribed hours.

5. Nothing in Articles 3 or 4 of this Order shall apply so as to render it unlawful for a person to cause or permit a vehicle to wait in the lengths of road specified therein during the prescribed hours if the vehicle is: -
 - (a) Waiting only so long as is necessary to enable goods or merchandise to be loaded onto or unloaded from a vehicle provided such activity is directed by or with the permission of a Civil Enforcement Officer in uniform or a Police Constable in uniform;
 - (b) Waiting owing to the driver being prevented from proceeding by circumstances beyond his or her control or such waiting be necessary in order to avoid accidents or by virtue of being required by law to stop;
 - (c) A vehicle used for Police, Fire, Ambulance or vehicle recovery purposes or a vehicle (other than a passenger vehicle) to be used in the service of a local authority or its contractors in pursuance of statutory powers or duties;
 - (d) Waiting to enable it to be used in connection with the removal of any obstruction to traffic;
 - (e) Being used in connection with any building operation or demolition, the maintenance, improvement of the taxi rank, or the laying, erection, alteration or repair in or near to the said taxi rank of any sewer or of any main, pipe or apparatus for the supply of gas, water, electricity or of any electronic communications apparatus as defined in the Communications Act 2003;
 - (f) Enabling a person to board or alight from a licensed taxi.
6. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

PART II

USE OF LAND AND TAXI RANK

7. Save as provided in Article 8 in this Part II
 - (1) Each area of land specified by name in Schedules 1, 2, 3 & 4 may be used, subject to the following provisions of this clause as a taxi rank.
 - (2) Where in Schedules 1, 2, 3 and 4 a taxi rank is described as available for vehicles plying for hire or allowing passengers to board and alight to wait, the driver of the vehicle shall not permit it to wait in that taxi rank unless it is marked up as a licensed taxi or hackney carriage.

- (3) Notwithstanding that a disabled persons vehicle may have a disabled persons badge and a parking disc displayed in a relevant position no road markings contained within any taxi rank shall entitle any disabled persons vehicle to wait in any taxi rank during the prescribed hours
8.
 - (1) The Council may, by notice placed on or near a taxi rank, suspend the use of or close that taxi rank or any part thereof for any period and the driver of a vehicle shall not, without consent of the Council, cause or permit that vehicle to wait in that taxi rank or any part thereof which is suspended or closed.
 - (2) The Council may, by notice placed in or near a taxi rank, designate that taxi rank or any part thereof for free use by vehicles waiting in connection with functions or purposes authorised by the Council and the driver of a vehicle shall not cause or permit that vehicle to wait in that taxi rank or part thereof so designated unless in connection with that function or purpose.
 - (3) Nothing in Article 8 (2) of this Part II shall apply to any vehicles identified in Article 5(a) – 5(e) inclusive of this Order.
9. A licensed taxi must be left in the taxi rank so that :
 - (i) the left or nearside of the motor vehicle is adjacent to the left hand edge of the carriageway
 - (ii) the distance between the edge of the carriageway and the nearest wheel is not more than 300 millimetres
 - (iii) every part of a vehicle is within the limits of the taxi rank.
10. Each taxi rank may be used, subject to the provisions of this Order for the waiting for hire during 'the prescribed hours' of any licensed taxi.
11. The driver of a vehicle referred to in Article 10 using a taxi rank shall :
 - 11.1 stop the engine as soon as the vehicle is in position in the taxi rank and shall not start the engine except when about to change the position of the vehicle or to depart from the taxi rank.
 - 11.2 not leave the vehicle unattended on a taxi rank during the prescribed hours.
12. No person shall use a vehicle while it is in the taxi rank either for the purpose of selling it or in connection with the sale of any article to any person in or near the taxi rank or in connection with the selling or offering for sale of his skill in handicraft or his services in any other capacity or carry out or permit the carrying out of any work of maintenance or repair as may be necessary to enable the vehicle to be moved from the taxi rank.

13. Where a vehicle is standing in a taxi rank in contravention of the provisions of Article 9 of the Order a Civil Enforcement Officer in uniform or a Police Constable in uniform may alter or cause to be altered the position of the vehicle in order that its position shall comply with those provisions.
14. When a vehicle is left in a taxi rank in contravention of any of the provisions contained in this Order or when a vehicle other than a licensed taxi is left in a taxi rank in contravention of the provisions of this Order, a Civil Enforcement Officer in uniform or a Police Constable in uniform may remove or arrange for the removal of the vehicle from the taxi rank.
15. A Civilian Enforcement Officer in uniform or a Police Constable in uniform removing a vehicle by virtue of Article 14 of this Order may do so by towing or driving the vehicle in such other manner as that Civilian Enforcement Officer in uniform or Police Constable in uniform may think necessary and may take such measures in relation to that vehicle as may be thought necessary to enable the removal as aforesaid.
16. When a Civilian Enforcement Officer in uniform or a Police Constable in uniform removes or makes arrangements for the removal of a vehicle from a taxi rank by virtue of Article 15 of this Order that Civilian Enforcement Officer in uniform or Police Constable in uniform shall make such arrangements as may be reasonably necessary for the safe custody of that vehicle and its contents.
17. (i) Where a Civil Enforcement Officer in uniform has removed or caused to be removed a vehicle in accordance with Article 15 the Council shall be entitled to recover from the person responsible such charges in respect of the removal storage and disposal of the vehicle as it might prescribe from time to time.
- (ii) The provisions of the 1984 Act as amended or of the Refuse Disposal (Amenity) Act 1978 as amended and of the Clean Neighbourhoods and Environment Act 2005 as appropriate shall apply to the disposal of such vehicles removed by or on behalf of the Council pursuant to this Article.

PART III

OTHER PROVISIONS

18. The driver of a vehicle shall not permit that vehicle to use a taxi rank unless the vehicle is licensed in accordance with the provisions of Section 1 of the Vehicle Excise and Registration Act 1994 and unless there is in relation to the use of the vehicle by a driver such a policy of insurance as complies with the requirement of Part VI of the Road Traffic Act 1988.

19. No licensed taxi shall be allowed to wait in a taxi rank for longer than is necessary to pick up a fare or wait in excess of the limit of the prescribed hours specified in Schedules 1, 2, 3 and 4.
20. The Council may suspend the application of all or any of the foregoing provisions to any taxi rank or part thereof and may consent to the use of that taxi rank or part thereof for specified purposes.

PART IV

PENALTY CHARGE AT TAXI RANKS

21. (1) If a vehicle is left in a taxi rank in contravention of or non-compliance with any of the relevant provisions of this Order and in respect of which a Penalty Charge may be issued it shall be the duty of a Civil Enforcement Officer to issue a Penalty Charge, pursuant to the provisions of The Civil Enforcement of Parking Contraventions (England) General Regulations 2007(Statutory Instrument Number 2007/3483) or such other Act or Regulation or Statutory Instrument as shall replace or repeal all or part of the said Statutory Instrument Number 2007/3483 (“hereinafter referred to as SI 2007/3483”).
- (2) The Penalty Charge Notice shall be payable by the owner for each day of the said contravention or non compliance to the Council. The amount of the charge being any amount recommended by the Secretary of State and approved by Members of the Council from time to time.
22. The contents of a Penalty Charge Notice served under the provisions of this Order will contain all relevant information set out in regulation 9 or 10 of SI 2007/3483.
23. If a vehicle is left in a taxi rank in contravention of or without complying with the requirements of this Order a contravention shall have occurred and a Penalty Charge shall be payable and/or the vehicle may be removed from that location in accordance with the provisions of this Order.
24. (1) Payment of the penalty charge to the Council or its designated agent shall either be by cash, cheque, postal order, credit or debit card or by electronic memo.
- (2) In the event of payment being received in relation to any Penalty Charge Notice having been correctly served within 14 days of the date the Penalty Charge Notice was issued the amount payable of the Penalty Charge Notice shall be reduced to an amount recommended by the Secretary of State and approved by the Council; the said payment shall be accepted in full settlement of the Penalty Charge Notice payable under the terms hereof;

- (3) Payments can be delivered, sent by post, by telephone or via electronic means as appropriate so as to reach the relevant department/office of the Council or the Council's contractor as stated on the Penalty Charge Notice;
 - (4) Payment must be made by the date specified on the Penalty Charge Notice but should the said Council department/office or the office of the Councils contractor be closed on the said date specified the period for receiving payment will be extended until the next full working day;
 - (5) Payment of the Penalty Charge Notice (whether or not the same is reduced under the provisions of paragraph 2 hereof) will not exonerate any persons from payment of any expenses recoverable in respect of the removal and disposal of the vehicle pursuant to the provisions for the time being in force or from any claim to damages which the Council may have in respect of damage incurred in relation to the parking of the vehicle howsoever arising.
- 25.** The particulars detailed on the Penalty Charge Notice, notified in accordance with the provisions of this Order shall be treated as evidence in any proceedings relating to failure to pay such penalty charge.
- 26.** The enforcement of Penalty Charges will be carried out in accordance with the provisions of Part V of SI 2007/3483
- 27.** The registered keeper at the relevant date shall, pursuant to the provisions of Vehicle Excise and Registration Act 1994, be deemed to be responsible for any contravention or non-compliance with this Order unless the registered keeper can prove in any proceedings:-
- (i) that the registered keeper was neither the owner nor the keeper of the vehicles at the time of the contravention; or
 - (ii) that the vehicle was being used on that date without the consent of the registered keeper.

Provided that the Council shall be entitled to proceed against any other persons who the Council proves to be either the owner or the keeper or the driver of the vehicle at the time of the contravention instead of the registered keeper.

PART V

LIABILITIES AND PENALTIES

- 28.** The Council accepts no liability for the loss or damage to vehicles or other property left in any vehicle waiting in the taxi ranks referred to in this Order.

- 29.** (1) Any person who contravenes or fails to comply with any provision of Part II and/or Part III of this Order shall be guilty of an offence pursuant to Section 64 of the 1976 Act or pursuant to s.2 Refuse Disposal (Amenity) Act 1978 as amended as the case may be.

Common Seal of THE COUNCIL OF)
THE CITY OF CARLISLE in the)
presence of:)

Director of Governance

Schedule 1

Prohibition of waiting except for licensed taxis 24 hours Monday to Sunday

No.	Street Name	Time	Street Side	Restricted Length	No of taxis
1	Lonsdale Street	24hrs Monday to Sunday	North side	From a point 93m from it's junction with Lowther Street for a distance of 8m in an easterly direction	1
2	English Street	24hrs Monday to Sunday	North east side	From a point 5m from it's junction with Citadel Row for a distance of 26m in a north westerly direction	5
3	Warwick Road	24hrs Monday to Sunday	South side	From a point 61m from it's junction with Cecil Street for a distance of 31m in a westerly direction	6
4	St Nicholas Street	24hrs Monday to Sunday	West side	From a point 18m from it's junction with Albion Street for a distance of 10m in a northerly direction	2
5	Court Square Brow(railway station)	24hrs Monday to Sunday	North side	From a point 45m from it's junction with English Street for a distance of 68m	13
6	Portland Place	24hrs Monday to Sunday	South east side	From a point 47m from it's junction with Cecil Street for a distance of 34m in a south westerly direction	5

Schedule 2

Prohibition of waiting except for licensed taxis 9pm-6am Monday to Sunday

No.	Street Name	Time	Street Side	Restricted Length	No of taxis
1	English Street	9pm-6am Monday to Sunday	South west side	From a point 21m from it's junction with Victoria Viaduct for a distance of 16m in a south easterly direction (in the existing loading bay)	3

Schedule 3

Prohibition of waiting except for licensed taxis 8.30am-6pm Monday to Sunday

No.	Street Name	Time	Street Side	Restricted Length	No of taxis
1	Rickergate	8.30am-6pm Monday to Sunday	West side	From a point 40m from it's junction with Warwick Street for a distance of 12m in a northerly direction	2

Schedule 4

Prohibition of waiting except for licensed taxis Midnight -5am Monday to Sunday

No.	Street Name	Time	Street Side	Restricted Length	No of taxis
1	The Crescent	Midnight - 5am Monday to Sunday	East side	From a point 7m from it's junction with Warwick Road for a distance of 51m in a southerly direction	10
2	English Street	Midnight - 5am Monday to Sunday	West side	From a point 4m from it's junction with Court Square Brow for a distance of 15m in a north westerly direction	3
3	English Street	Midnight - 5am Monday to Sunday	West side	From a point 22m from it's junction with Court Square Brow for a distance of 15m in a north westerly direction	3
4	English Street	Midnight - 5am Monday to Sunday	West side	From a point 46m from it's junction with Victoria Viaduct for a distance of 15m in a south easterly direction	3
5	English Street	Midnight - 5am Monday to Sunday	West side	From a point 67m from it's junction with Victoria Viaduct for a distance of 15m in a south easterly direction	3
6	English Street	Midnight - 5am Monday to Sunday	West side	From a point 87m from it's junction with Victoria Viaduct for a distance of 15m in a south easterly direction	3
7	Court Square Brow	Midnight - 5am Monday to Sunday	South side	From a point 117m from it's junction with Botchergate for a distance of 6m in an easterly direction	1

DONALDSONS

CUMBERLANDS FRIENDLIEST FURNISHERS

KENNEDY CENTER,

LONSDALE STREET,
CARLISLE CA1 1BJ

Tel: 01228 810920

Fax: 01228 818344

Angela Culleton
Civic Centre
Carlisle.

Further to the taxi rank proposal.

Over the last 30 years that we have worked from Lonsdale St, this in memory is the 4th time a proposal for a taxi rank has been made.

It has failed 3 times.

As I remember pointing out the 1st time that it would not be needed and would be abused I was then proved correct.

There is taxi provision on the South side of the road, which is not used until a week prior to orders like this one to try and prove it is used.

This happened to the last one on the north side when no taxis used it. On speaking to a taxi driver he said they had been asked to try and use it even though it had proved unsuccessful, in an effort to keep it.

It would be more useful to put an order in for more parking, this in turn will benefit the city and attract more people. We need people, we need customers, the town needs customers, this should be the priority.

Instead we are looking at a traffic order that has failed 3 times and you are wanting to try it again, please can you tell me where is the sense in this?

I obviously object to the provision of a taxi space for obvious reasons.

Yours Sincerely

Giles Vasey

Allan

Estate Agents

26-30 Lonsdale Street, Carlisle, Cumbria CA1 1DB
22 High Street, Wigton, Cumbria CA7 9NJ
T: 01228 511711 E: info@allanestateagents.co.uk
W: www.allanestateagents.co.uk

To: Angela Culleton
Local Environment

24th May 2013

Ref: SJ

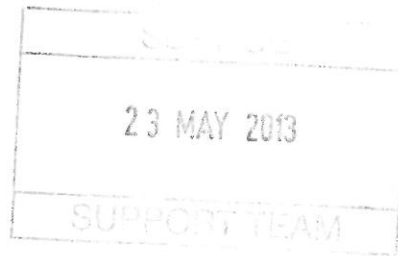
With regard to the proposed taxi space on the North side of Lonsdale Street.

We are concerned we already have a taxi space on the South side of the street which is very rarely used by taxi's, in the past we have had taxi space on the North side and this did not get used.

The businesses on the street require short term parking for customers and loosing valuable car park spaces is a concern to us.

Regards

Tina Murray
Partner



Angela Culleton
Director of Local Environment
Civic Centre
Carlisle
CA3 8QG

**Lamont
Pridmore**

Chartered Accountants
Tax & Business Advisers

22nd May 2013

Your Ref: SJ

Dear Ms Culleton

Proposed Taxi Rank on Lonsdale Street

We refer to your proposal to convert part of the on-street parking areas on Lonsdale Street into a taxi rank.

We wish to register our opposition to this proposal on a number of grounds as follows:

1. There is limited on-street parking in the immediate vicinity and the spaces currently available are of major benefit to the local businesses, particularly for those wishing to drop-off or collect goods from the local shop and office premises.
2. There is already significant provision for taxi ranks throughout the city and there appears to be little evidence of any requirement for further taxi rank spaces.
3. There appears to be no logic for sighting additional ranks in Lonsdale Street. It is not a central location for those travelling to the city centre by taxi and is not adjacent to other services such as the train station. The people utilising the bus station are extremely unlikely to arrive by taxi and then wish to continue their journey by bus or alternatively arrive by bus for onward travel by taxi.

We strongly object to this proposal as additional taxi rank spaces, particularly in this vicinity, are not required and there seems little justification to lose more of the already limited on-street parking in the city centre.

Yours faithfully

Peter Brooks
Managing Director



INVESTOR IN PEOPLE

Lamont Pridmore Limited Registered Office: 31 Lonsdale Street, Carlisle, Cumbria CA1 1BJ
Tel: 01228 520118 • Fax: 01228 511999 • Email: carlisle@lamontpridmore.co.uk • www.lamontpridmore.co.uk

Lamont Pridmore is a trading name of Lamont Pridmore Limited. Registered in England No. 06328629
A list of Directors and our offices throughout Cumbria is available from 31 Lonsdale Street, Carlisle, Cumbria CA1 1BJ

CountryHouseOutdoor

Lifestyle Clothing & Footwear

Angela Culleton, director for the local environment
Civic Centre
Rickergate
Carlisle
CA3 8QG

24-05-2013

Ref: SJ

Dear Mrs Culleton,

I write regarding the proposed taxi space for the North side of Lonsdale Street, we currently have this facility on the South side which is very rarely used so I am at a loss as to why you see the need for another one on the North side, we need more parking to help local business survive not less.

Clearly I object strongly to this proposal, I also feel it necessary to point out that over the years there has been various proposals for this area all of which have failed-this must have cost the tax payer an awful lot of money and with all the reported government cut backs surely this has not been a good use of tax payers money, I urge you to stop meddling and leave our street alone.

Yours sincerely

Anthony Irving

Managing Director



K.FRANCE OPTICIANS LTD
26 SPENCER STREET,
CARLISLE, CUMBRIA CA1 1BG
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22nd May 2013

Angela Culleton,
Director for Local Environment,
Carlisle City Council,
CARLISLE

Dear Ms Culleton,

I am writing to register my objection to the proposed creation of a taxi rank on the north side of Lonsdale Street in Carlisle. There have been taxi ranks there before which have been removed and the existing taxi rank on the south side is unused and occupies a valuable parking space, which could be made available for visitors to the local businesses.

I am surprised that the council persists in forcing these changes onto the business rate payers of the area. I have canvassed opinion amongst the businesses and offices in this street on previous parking alterations and we do not want a taxi rank during daytime. The previous night clubs that had a demand for taxi's are no longer open!

Yours sincerely,

Tim Harper, director

Business Hours Monday to Friday: 9.00am - 5.30pm • Saturday: 9.00am - 12.30pm

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Cumbria-Cumberland

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Chairman : Mrs P Jago
Honorary Treasurer : Mrs J Baker
Federation Secretary : Mrs S Rogerson

Office open to visitors: Monday 1.00pm to 4.00pm
Tuesday/Wednesday 10.00am to 4.00pm
Thursday 10.00am to 12noon

23rd May 213

Angela Culleton
Director of Local Environment
Civic Centre
Carlisle CA3 8QG

REFERENCE SJ

The Trustees of the Cumbria Cumberland Federation of Women's Institutes are very concerned about the proposed taxi rank on Lonsdale Street. The Federation has nearly 2,000 members and 33 Lonsdale Street is their Federation Office and meeting place.

Over recent years it has become increasingly difficult for our members to park anywhere near to WI House. We hold many workshops a year which members attend but quite often they just want to call in for ten minutes to either collect or drop something off. This is proving virtually impossible due to the lack of parking in the immediate vicinity. Many of our members are elderly, although not necessarily disabled, and are not able to walk very far.

I understand that cars are now parking all day outside Donaldson's instead of the one hour parking disc that used to be required. This reduces even further our member's chances of finding a nearby parking space. This will have a knock on effect with businesses in the town. In the past many of our members have come into WI House to do their committee business and then gone on to do some shopping or have coffee or lunch in the town. Now that City centre parking is becoming harder and harder many members prefer to do their transactions with us by post.

As there are several taxi ranks already dotted around the town (are these really used very much in daytime hours!) we would like to see the reinstatement of one hour disc parking outside Donaldson's with perhaps one parking space for disabled.

I hope that you will give this letter due care and consideration.

Yours sincerely

Sandra Rogerson
Federation Secretary