

Agenda Item	14
Report No	CIA/25/18

HIGHLAND COUNCIL

Committee: City of Inverness Area Committee

Date: 31 May 2018

Report Title: Castle Wynd, Eastgate and Bridge Street, Proposed Alterations to Taxi Ranks – Consideration of Objections

Report By: Joint Report by Inverness City Area Manager and Head of Roads and Transport

1. Purpose/Executive Summary

- 1.1 Further to CIAC of 23 February 2017 and the proposed redevelopment works scheduled for the Castle Wynd area. A Traffic Regulation Order has been publicly advertised to amend on street waiting and loading as required. This order has since been “made in part” with the exception of elements receiving objections.
- 1.2 Objections were received to elements of the advertised Traffic Regulation Order which is required to allow redevelopment works on Castle Wynd to proceed. Officers have written to and met with consultees to discuss their objections. As officers were unable to resolve these objections, members must now deliberate these. An unresolved objection to the reduction of restricted hours for Permit Parking on Broadstone park was also received.

2. Recommendations

2.1 Members are asked to:-

- i. Abandon the proposal to amend Broadstone Park Permit Parking hours;
- ii. Agree to “make” an order to re-designate Castle Wynd as a restricted zone, no waiting or loading at any time;
- iii. Agree to make an order for the provision of a night time TAXI rank in Eastgate Inverness;
- iv. Agree to abandon the proposal to provide an Eastbound daytime TAXI rank on Bridge Street; and
- v. Approve the maintaining of a 24 hour rank westbound on Bridge Street and the extension of the rank into the Loading Bay after 6pm.

3. TRO Process

3.1 Subject to The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, unresolved objections made to a Traffic Regulation Order must be considered by the appropriate committee and in making the order in part, as per section 18 of the act the unresolved objections may be heard without delaying the bulk of the order.

3.2 Section 18 paragraph 2 - The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999:-

Where an order has been made in part in accordance with paragraph (1), the authority may subsequently deal with the remaining proposals to which the order relates in any, or any combination, of the following ways:-

- (a) abandon them;
- (b) defer a decision on them;
- (c) make an order or orders giving effect to them in whole or in part.

3.3 The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017 was advertised for public consultation via a Public Notice in the Press & Journal and on street notices detailing the proposals from the 1 December 2017 allowing for representations to be received by the 12 January 2018 **(See Appendix 1)**.

4. Advance Consultation regarding Castle Wynd

4.1 Prior to the formal consultation by advertisement officers met with representatives of the TAXI drivers and their companies and Police Scotland to discuss the requirement of the council to remove waiting vehicles from Castle Wynd, Inverness. These meetings were frank and detailed and discussed many issues around this proposal including alternative locations for formal TAXI ranks. Over the course of multiple meetings many proposals were considered culminating in the only viable alternatives as detailed in the final Traffic Regulation Order as advertised **(See Appendix 2)**.

4.2 Although consultees did not agree with the closure of Castle Wynd or indeed with all the final proposals they did agree that there were no further alternatives to explore and acknowledged that the next stage was to enter the formal consultation process by publicly advertising the proposals.

5. Proposals for Public Consultation

5.1 Officers proposed the de-facto closure of the informal Castle Wynd TAXI rank and re-designation of Castle Wynd as a Restricted Zone prohibiting waiting & loading at all times. The current rank is in fact "a custom and practice" facility and is not covered by any provision made by any Traffic Regulation Order.

5.2 As a result of feedback by some TAXI consultees a provision was included to supply an additional daytime rank on the eastbound side of Bridge street. This is currently a Loading Bay 8am to 6pm and was proposed to be amended to be a dual use bay Loading 6am to 10am, TAXI Only 10am to 7pm.

The restriction to day time operations had been as a result of Police Scotland concerns over public order issues and the physical width of the footpath and pedestrian activities

at this location. This would have a considerable impact on loading availability.

- 5.3 Officers proposed the creation of a new night time TAXI rank to be located in Eastgate Inverness at which drivers would enter from Crown Road, form a rank from Hamilton Street eastwards to the entrance to Eastgate and depart via Hamilton Street allowing the left turn onto Academy Street after 7pm, which is currently prohibited.

6. Advertised Traffic Regulation Order

- 6.1 The advertised order contained 25 items for amendment in Inverness & Fort William but the following three amendments related to the objectors concerns over TAXI related issues (**See Appendix 1**):-

11. Inverness Bridge St: Replace a loading bay and a taxi bay by designating two dual use bays, one on each side of the street. 6am-10am Loading Only, 10am-7pm Taxi Only, 7pm-6am unregulated;
12. Inverness Eastgate: Amend the vehicle waiting restriction on Eastgate from Crown Road to Hamilton Street to allow Taxis to wait on any day from 7pm to 6am within the pedestrian zone. Taxis must enter from Crown Road and exit from Hamilton Street (amendment of Access restriction separate). Establish a Taxi Rank in Eastgate Inverness between the hours of 7pm and 6am located between No.12 & No.40 Eastgate on the South side of the street;
13. Inverness Castle Wynd: Designate as a Restricted Zone – No Waiting or Loading at any time.

- 6.2 Seventeen objections were received within the advertised objection period, four were from non-TAXI related objectors and thirteen were received from TAXI provider related objectors (**See Appendix 3**).

- 6.3 After correspondence with the two non-TAXI related objectors they withdrew their objections. Two objections where received to the proposal to reduce permit holders only hours on Broadstone Park and as additional survey results was split on this proposal officers are withdrawing the amendment at this time.

7 Unresolved Objections

- 7.1 Officers wrote to all thirteen remaining objectors with responses (**See Appendices 3 & 4**). Officers also invited objectors to a private group meeting to discuss their objections in further detail (**See Appendix 5**). In light of both correspondence and the private meeting no objections were subsequently withdrawn.

8 Service Response

- 8.1 The service has investigated further suggestions as a result of the Objectors Meeting but has been unsuccessful in identifying any further provision for TAXIs.

- 8.2 The westbound TAXI rank should be maintained as a 24 hour rank at this time with the added extension into the existing Loading bay to provide space for 5/6 vehicles (**See Appendix 9**).

- 8.3 The creation of a new night time rank on Eastgate 7pm to 6am should proceed (**See Appendix 9**).

- 8.4 After further review the service is concerned about the provision of the Eastbound dual use bay and its deliverability due to the multiple demands on road space including loading, public transport and the proposed TAXI facilities and would now wish to

withdraw this as a viable proposal (**See Appendix 9**).

- 8.5 The service is committed to expanding long term sustainable TAXI rank provision as city redevelopment takes place and will ensure that TAXI provision is included in any future public transport considerations.
- 8.6 Since consultation we have received 4 written complaints regarding TAXIs causing obstruction on Castle Wynd to vehicles accessing the Bridge Street Development at the rear.

9. Implications

- 9.1 Resource - Funded from City Region Deal.
- 9.2 Legal – No implications.
- 9.3 Community (Equality, Poverty and Rural) - No implications.
- 9.4 Climate Change / Carbon Clever - No implications.
- 9.5 Risk - No implications.
- 9.6 Gaelic - No implications.

Designation: Director of Community Services

Date: 23 May 2018

Author: Shane Manning, Principal Traffic Officer

Background Papers: [Committee Report](#) dated 23 February 2017
Appendix 1 - NOTICE Highland Council 2017 On Street Variation One
Appendix 2 - pre meeting minutes
Appendix 3 - Objection letters
Appendix 4 - Response to objectors
Appendix 5 - Objectors Meeting Minutes
Appendix 6 - TAXI Rank Locations
Appendix 7 - Photos
Appendix 8 - Summary of Objections & Responses
Appendix 9 – Final Layouts

The Highland Council

The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

Notice is hereby given that The Highland Council (“the Council”) in exercise of its powers under Sections 1(1), 2(1) to (3), 4, 19, 32, 35, 45, 46,47 and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as “the Act of 1984”) and the Road Traffic Act 1991 (hereinafter referred to as “the 1991 Act”) and of all other enabling powers proposes to make an Order entitled as above the general effect of which is as described in the Schedule below.

Full details of the proposals, a copy of the proposed Order, Statement of Reasons and Plans may be inspected at

Inverness Service Point, Town House, Castle St, Inverness & Fort William Service Point, Lochaber House, High St Fort William PH33 6EL and at Council headquarters, Glenurquhart Road, Inverness, IV35NX during normal office hours.

All documents may also be viewed online at www.highland.gov.uk/parking - and select “Consultation”. Any objection you may have to this proposal must be submitted to the undernoted in writing by 12th January 2018 and must contain the grounds upon which you object.

1st December 2017 Lesley Howie, Legal Manager, Council Offices, Glenurquhart Road Inverness IV3 5NX

SCHEDULE

This order affects the following roads:

Inverness

Portland Place, Duncraig Street, Balnain Street, Queen Street, Muirton Street, Broadstone Park, Ness Bank, Greig Street, Bank Street, Bridge Street, Castle Wynd, Fraser Street, Railway Terrace, Church Street, King Duncans Road, Shore Street and Eastgate

Fort William

Belford Road, Linnhe Road

This order will amend the following Maps:

SCHEDULE 1

On Street Plans with the following Map Numbers thereon are deleted from The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016:

Delete Map Numbers; LF530, LF531, LG527, LG528, LG530, LG531, LG532, LG533, LG534, LH529, LH530, LH531, LH533, LH535, LI531, LI532, LI533, GT813, GT814, GU812, GU813, GV811, GV812, GW811 - dated 4/10/2016

SCHEDULE 2






Substitute On Street Plans attached with the following Map Numbers thereon are added and incorporated into schedule 1 to The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016

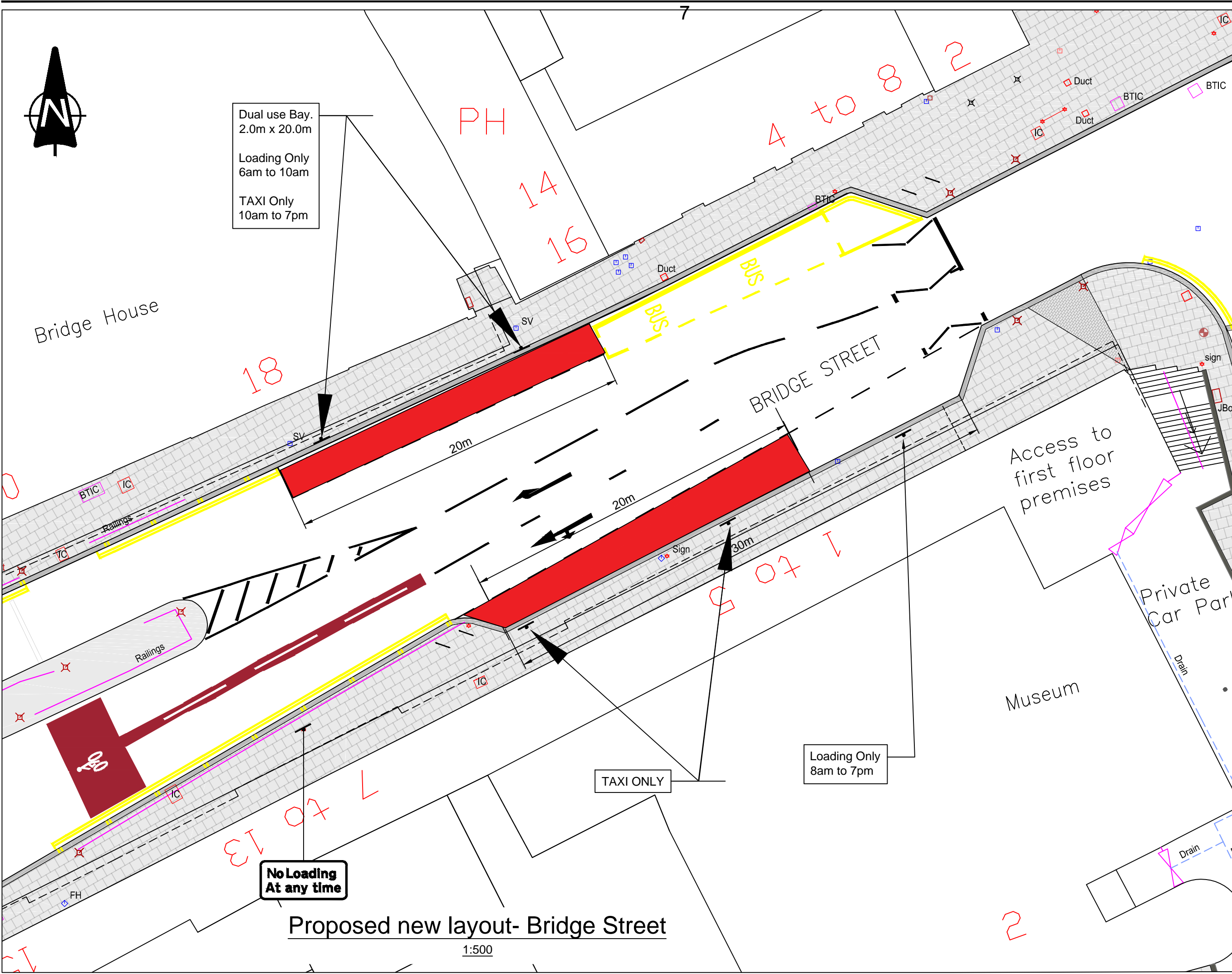
Inset Map Numbers; LF530a, LF531a, LG527a, LG528a, LG530a, LG531a, LG532a, LG533a, LG534a, LH529a, LH530a, LH531a, LH533a, LH535a, LI531a, LI532a, LI533a, GT813a, GT814a, GU812a, GU813a, GV811a, GV812a, GW811a - dated 1/8/17

This order will have the following practical effects:

1. Inverness Portland Place: reduce the amount of permit parking, transferring some 25m of existing permit bays to free parking - 2hours max stay - 8am to 6pm Mon - Sat. Also Introduce a Disabled Bay - 3hour max Stay all on the North side of the road.
2. Inverness Duncraig St – Eastern Length Reduce the current 7 day Permit restriction to Mon-Sat 8am-6pm.
3. Inverness Queen St: Reduce the current 7 day Permit restriction to Mon-Sat 8am-6pm.
4. Inverness Muirton St: Reduce the current 7 day Permit restriction to Mon-Sat 8am-6pm.
5. Inverness Broadstone Park: Reduce the current 7 day Permit restriction to Mon-Sat 8am-6pm.
6. Inverness Southside Road: Reduce the current 7 day Permit restriction to Mon-Sat 8am-6pm.
7. Inverness Celt Street: Reduce the current 7 day Permit restriction to Mon-Sat 8am-6pm.
8. Inverness Ness Bank: Reduce the current 7 day Permit restriction to Mon-Sat 8am-6pm.
9. Inverness Greig Street: Reduce the current 7 day Permit restriction to Mon-Sat 10am-5pm.
10. Inverness Cavell Gardens: Reduce length of Permit Bay by 6m, changing to No waiting at any time.
11. Inverness Bridge St: Replace a loading bay and a taxi bay by designating two dual use bays, one on each side of the street. 6am-10am Loading Only, 10am-7pm Taxi Only, 7pm-6am unregulated.
12. Inverness Eastgate: Amend the vehicle waiting restriction on Eastgate from Crown Road to Hamilton Street to allow Taxis to wait on any day from 7pm to 6am within the pedestrian zone. Taxis must enter from Crown Road and exit from Hamilton Street (amendment of Access restriction separate). Establish a Taxi Rank in Eastgate Inverness between the hours of 7pm and 6am located between No.12 & No.40 Eastgate on the South side of the street.
13. Inverness Castle Wynd: Designate as a Restricted Zone – No Waiting or Loading at any time.
14. Inverness Railway Terrace: Designate No waiting and No Loading at any time on both sides of the carriageway between Strothers Lane exit and the entrance to the Car Hire Premises on the outside of the bend.
15. Inverness Bank St: Partially Re-Designate two existing loading bays as Tour Bus pick up and drop off locations, one outside Doctor Blacks Hall 7-10am Buses, 10am – 6pm Loading Only. One outside the Mercure Hotel, Bus Only all day from 1st April to 30th Sept. Loading Only 1st October to 31st March.
16. Inverness Academy Street: Amend locations of Disabled bay outside 84 Academy St transposing with a length of Loading Bay on the opposite side of the Car Club Bays.
17. Inverness Fraser Street: Designate a length of the eastern end of the loading bay as a 7 Day loading bay.
18. Inverness Castle Road: No Loading at Any time for 40m back from its junction with Bridge Street.
19. Inverness Highland Council HQ & Eden Court dual access road: Introduce Permit Bays on west side and No waiting at any time on the east side for its full length from Bishops Road.
20. Inverness Sunnybank Road: No waiting at any time for a distance of 40m back from Culduthel Road.
21. Inverness Church Street: Introduce a 10m loading bay adjacent to Hootenanny's Bar, 8am-6pm Mon – Sat.
22. Inverness King Duncan's Road: Introduce a loading ban for a distance of 30m back from its junction with Millburn Road.
23. Inverness Shore Street – Introduce No waiting at any time between its Junction with Lotland Street & Harbour Road
24. Fort William Belford Road: formalise waiting and loading restrictions between the A82 Transport Centre roundabout and the eastern A82 Glen Nevis roundabout.
25. Fort William Linnhe Road - restrict on-street waiting to Permit Holders Only 8am to 6pm Mon – Sat

Notes
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 The Highland Council 2014 100023369

- Key**
-  Pedestrian Barrier
 -  Barrier
 -  Bike Stand
 -  New sign
 -  Carriageway
 -  Footway
 -  Cycle lane



Proposed new layout- Bridge Street

1:500

Revision Details			
Drawn By	Check By	Check Date	



DEVELOPMENT & INFRASTRUCTURE

PROJECT DESIGN L
 Drum
 Go
 KW10

Phone : 01408 635313
 Fax : 01408 634041
 E-mail : garry.smith@highland.gov.uk

Project
Bridge Street, Castle Wynd and Castle Steps, Inverness

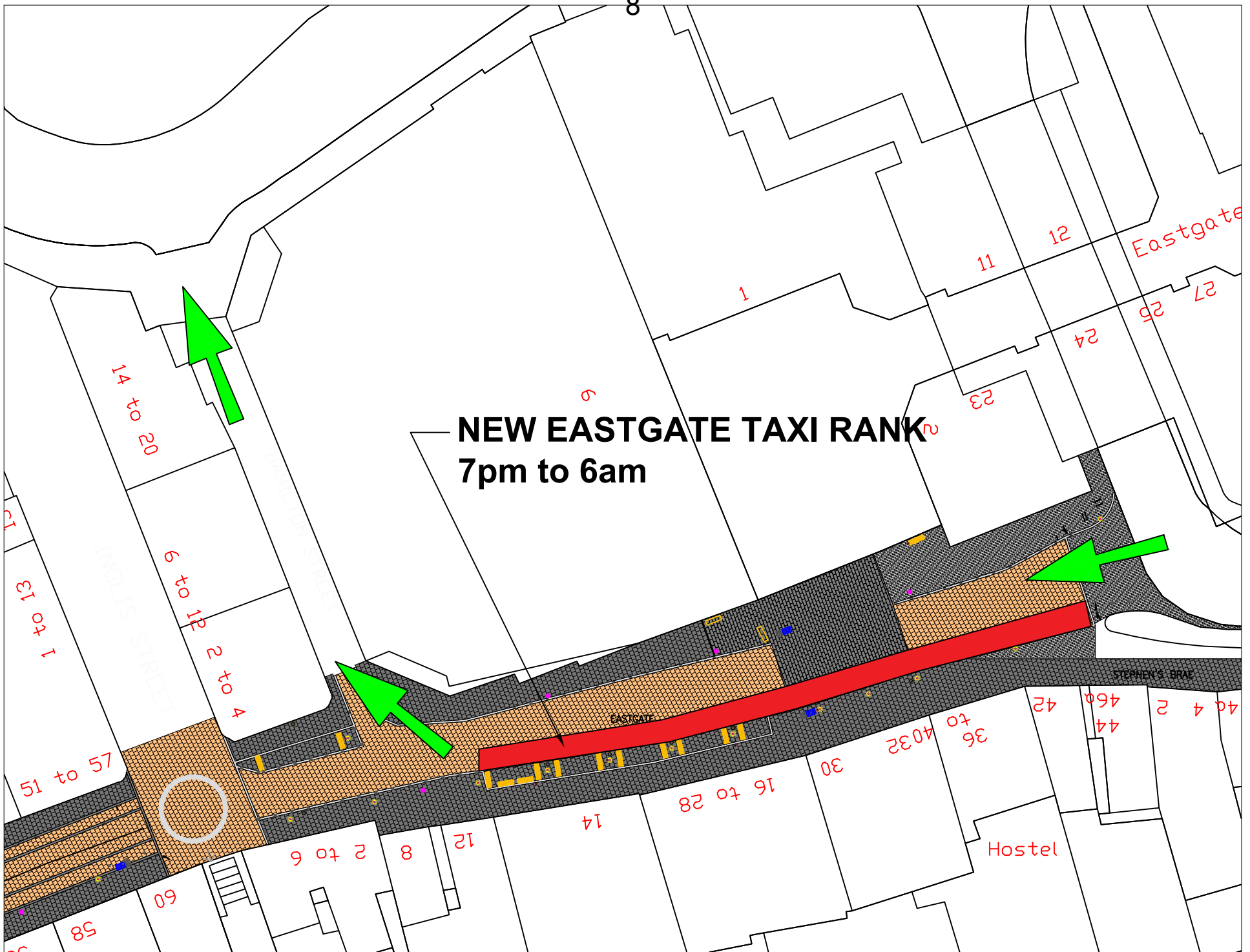
Title
Proposed new layout Bridge Street

Scale
 As Shown (@)

Drawn	AH	Date	18/10/201
Checked	GWS	Date	02/11/201

Project No:
AR1195

Drawing No:	PD_07	Rev:	-
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NEW EASTGATE TAXI RANK
7pm to 6am

Castle Wynd / Bridge Street TAXI Alliance Liaison Meeting Monday 17th October 2016, 16:00 Town House.		
Present		
David Haas (DH)	Inverness City Area Manager	
Jason Kelman (JK)	Principal Project Manager D&I	
Garry Smith (GS)	Principal Engineer D&I	
Shane Manning (SM)	Principal Traffic Officer CS	
Raymond Munro	Taxi company	
Andrea Paul	Taxi company	
Les Steven	Inverness Taxi Alliance	
Duncan Fraser	Inverness Taxi Alliance	
Ref.	Item	Action
1.	Introductions	
1.1.	All parties were introduced.	
2.	Apologies	
2.1.	None	
3.	Decriminalised Parking Order for Inverness and Fort William	
3.1.	<p>SM explained that the order had been published. This has provided a combined order for all restrictions, parking, loading and taxi locations. A Traffic Order can take up to six months to put into place.</p> <p>The order does not include the changes proposed to Church Street; this order is in abeyance due to objections received. The City of Inverness Committee will discuss this on the 1st of December.</p> <p>Duncan Fraser said that the Taxi Alliance were not in favour of a rank in Church Street.</p>	
3.2.	<p>Bridge Street:-</p> <p>Shane has included a taxi rank in Bridge Street 3-4 taxis (westbound lane outside Pound Stretcher). This can now be used on a 24 hr basis. (A sketch PD07 is attached to this minute showing the location and layout)</p> <p>Duncan Fraser said that the location of the loading bay restricted</p>	

	<p>the visibility.</p> <p>GS explained that there was limited road space available and we must make provision for all users within the available space. It is not uncommon in an urban situation to expect vehicles to enter and emerge from laybys adjacent to the road.</p> <p>JK explained that now the principle of a rank in Bridge Street has been established, when the improvement works to renew the paving is carried out; the provision of a taxi rank will be incorporated into the scheme.</p> <p>Taxi alliance asked again about a taxi rank on the east bound lane (Primark side). SM explained that there was a public bus stop and loading bay on that side of the road and that there was no opportunity to provide additional taxi space.</p> <p>Taxi alliance asked if there was an opportunity for a rank outside the SoBar?</p> <p>SM said that this had been looked at before and was previously discounted. There may be still be an opportunity to consider this in the future.</p> <p>SM confirmed that the tour bus has been relocated to Bank Street outside the Mercure.</p>	
3.3.	<p>Castle Carpark (east side of the castle at the Public Toilets)</p> <p>Taxi Alliance again asked if the carpark was available as a rank location. JK confirmed that the carpark area formed part of the overall re-development area for the castle. No firm plans are in place but it can't be considered for use, even as a short term measure.</p>	
3.4.	<p>High Street.</p> <p>Discussion followed around the proposal for the High Street, sketch PD06 was tabled showing the proposal.</p> <p>The Taxi Alliance were pleased with the number of taxis that could be accommodated within the layout but were still unconvinced regarding how it would operate in practice. The High Street can get very busy in the late night period and the atmosphere can be volatile.</p> <p>SM said that a meeting with the Police was being organised to discuss matter regarding how the proposal would work. SM and GS to agree date and organise a discussion. It was agreed that the taxi rank could be run on a trial basis to see how the operation worked if the Police were willing.</p>	SM/GS

3.5.	It is mandatory under the procedure to submit a committee paper when a project is at Gateway 1 and 4. Since the projects are currently at different points in their development. It was agreed that projects which are currently assessed as being beyond gateway 1 should be summarised in a position statement report (see item 5 below)	
3.6.	Bank Lane SM/ DH said that this had been looked at before and was previously discounted.	
3.7.	Castle Wynd JK stressed that the works planned to Castle Wynd can't proceed with the taxi rank in its current position. The arrangements on alternative proposals in Bridge Street and the High Street needed to be agreed so that the work can proceed.	GS/SM/ JK
4.	Date of Next Meeting Monday 14th November 2016 at 4pm	DH

Circulation by e-mail to all present and :-

Castle Wynd / Bridge Street TAXI Alliance Liaison Meeting Monday 21st November 2016, 16:00 Town House.		
Present		
David Haas (DH)	Inverness City Area Manager	
Garry Smith (GS)	Principal Engineer D&I	
Shane Manning (SM)	Principal Traffic Officer CS	
Raymond Munro	Sneckie Taxis	
Andrea Paul	Sneckie Taxis	
Andrew Macdonald	Inverness Taxi Alliance	
Duncan Fraser	Inverness Taxi Alliance	
Ian Graham	Police Scotland, Area Commander, Inverness	
Ref.	Item	Action
1.	Introductions	
1.1.	All parties were introduced.	
2.	Apologies	
2.1.	Jason Kelman	
3.	Matters arising from Meeting held 17th October	
3.1.	<p>Item 3.1 of the meeting note of the 17th had indicated that all of the traffic order for Church Street was in abeyance. Shane Manning clarified that the general Traffic order for Church Street had been published. The only exception was the taxi stand element of the traffic order.</p> <p>Duncan Fraser / Andrew Macdonald stated that the bay outside the Inverness taxi office was being used as a parking space for taxis and drivers were being observed leaving the taxi and parking their vehicles.</p> <p>SM explained that the bay in Church Street was a 'Taxi bay' and that it could be used by any taxi company. The bay was not a 'Taxi Rank' which is a location for taxi's to queue waiting on customers. SM agreed to monitor the use of the bay.</p>	SM
3.2.	Item 3.5 delete, paragraph included in error	

4.	High Street	
4.1.	GS indicated that following a recent meeting with the Police, it was clear that night time taxi operation in the High Street would not be supported by Police Scotland. Alternative locations spread around the City Centre were preferable to one centralised position. The High Street was a potential flash point which was already congested on busy weekend periods.	
5.	Alternative Taxi Rank locations	
5.1.	<p>GS tabled a copy of drawing PD05 rev A (attached to this note) which shows the following locations:-</p> <p>A 24 hr rank for 4 cars is already in place on Bridge Street, this was published in the latest traffic order.</p> <p>A 24 hr rank for 4 cars is proposed on Castle Street. This is subject to comments from adjacent businesses and requires the adjustment of the bus stop location.</p> <p>A night time (9pm until 8am) rank for 10 cars is proposed on Bank Street.</p>	
5.2.	<p>Duncan Fraser said that he considered Bank Street unsuitable for taxis as it cannot be policed. There is a lack of taxi marshals at the weekend.</p> <p>Ian from Police Scotland said that he did not foresee a problem with Policing the area in Bridge Street</p> <p>David Haas indicated that the number of marshals provided by Inverness BID can be reviewed. He could raise this issue in the liaison meetings the Council.</p>	DH
5.3.	<p>Raymond Munro said that without performing a U-turn on Bridge Street, taxis would have a long way round if passengers want to go east. Raymond suggested that space could be provided on Castle Road if it were made into a one way street.</p> <p>GS/SM said that the imposition of a one way street would impact on a much wider range of road users and may create a different set of problems to overcome. It is unlikely that a one-way street would solve the problem.</p>	
5.4.	<p>Andrew Macdonald suggested that other location would have to be considered as the Bank Street proposal was not acceptable as a suitable replacement for Castle Wynd.</p> <p>GS said that there was limited space on the road network and that there were competing demands.</p>	

6.	Taxi Alliance proposal - Union Street	
6.1.	<p>It was proposed that a night-time rank be formed in the existing laybys in Union Street. This is used by Stagecoach during the day but is little used at night.</p> <p>SM said that there may be an opportunity to discuss this with Stagecoach and re-allocate the road space for use by Taxis. SM to arrange discussion and report back to the group.</p> <p>Taxi alliance agreed that this would be a good solution and consideration should be given to providing a 24 hr taxi rank in Union Street. This would be a good long term solution to the removal of the rank in Castle Wynd.</p>	SM
7.	AOCB	
7.1.	<p>The Taxi alliance again suggested that the licencing of taxis in Inverness needed to be addressed.</p> <p>DH said that the licencing issue was not within the remit of this group but was aware of the issue which has been raised a number of times. DH agreed to ask for a review the licencing issue with the officer responsible.</p>	DH
8.	<p>Date of Next Meeting</p> <p>TBC</p>	DH

Circulation by e-mail to all present and :- Jason Kelman

Castle Wynd / Bridge Street TAXI Alliance Liasion Meeting Tuesday 10th January 2017, 15:00 Town House.		
Present		
David Haas (DH)	Inverness City Area Manager	
Jason Kelman (JK)	Principal Project Manager D&I	
Garry Smith (GS)	Principal Engineer D&I	
Shane Manning (SM)	Principal Traffic Officer CS	
Dougie Bolt	Inverness Taxi Alliance	
Andrew Macdonald	Inverness Taxi Alliance	
Duncan Fraser	Inverness Taxi Alliance	
Kevin Macleod	Police Scotland	
Ref.	Item	Action
1.	Introductions	
1.1.	All parties were introduced.	
2.	Apologies	
2.1.	None	
3.	Matters arising from Meeting held 21st November 2016	
3.1.	<p>Union Street Proposal</p> <p>SM stated that Stagecoach are in the process of moving services to Union Street. these services will use the laybys in Union Street until 00:30 and therefore there is no opportunity to use the area for taxi operations.</p> <p>Duncan Fraser commented that the Taxi alliance had discussed this and were not in favour of the Union Street proposal so there was no need to take any further action to pursue this area.</p>	
3.2.	<p>Bank Street</p> <p>The bus companies operating city tours have agreed to the move into Bank Street and are content that the River side drop off and pick up point location will add value to the city tours.</p>	

4.	Castle Wynd					
4.1.	<p>Discussion followed regarding the development proposed for Castle Wynd. The Taxi Alliance representatives again wanted clarification of the plans and the need to move.</p> <p>JK outlined the plans for the road. The objective of the proposal is to make the road suitable for pedestrians as part of the Castle re-development. The road would become 'access only' for vehicles that had a right to use the access. Moving Taxi operations from Castle Wynd was a key factor in the development plans for the Castle DH also stated that the use of Castle Wynd as a Taxi rank will cease as part of the improvement works and retention of the Rank was not an option</p>					
5.	Bridge Street					
5.1.	<p>The taxi alliance commented that the proposal for Bridge Street would have to have a facility for taxis to use both sides of the road. This would give access to both the north and west of the city as well as the south and east. The current proposal of only the westbound layby (24 hr operation) outside Pound Stretcher is not acceptable.</p> <p>Police Scotland have already said that night-time use of the eastbound lane of Bridge Street is not acceptable. The area is too bust at night and would lead to conflict.</p> <p>SM suggested that a compromise might be to provide dual use of the laybys on both sides of the road for daytime use only.</p> <p>This was well received by all. The proposal would therefore be:-</p> <p>An 18m bay (3 taxi or one long vehicle) on each side of Bridge Street.</p> <table border="1" data-bbox="368 1272 1241 1375"> <thead> <tr> <th data-bbox="368 1272 804 1323">Loading / unloading</th> <th data-bbox="804 1272 1241 1323">Taxi Bay</th> </tr> </thead> <tbody> <tr> <td data-bbox="368 1323 804 1375">06:00 until 10:00</td> <td data-bbox="804 1323 1241 1375">10:00 until 19:00</td> </tr> </tbody> </table> <p>Draft layouts are to be prepared showing the proposed laybys in Bridge Street.</p> <p>It was agreed that SM should publish the order for formal approval of the proposal. It was noted that the new order would be strictly enforced and that taxis would not be able to queue outside the designated laybys.</p>	Loading / unloading	Taxi Bay	06:00 until 10:00	10:00 until 19:00	<p>GS/SM</p> <p>SM</p>
Loading / unloading	Taxi Bay					
06:00 until 10:00	10:00 until 19:00					
6.	Eastgate					
6.1.	<p>GS tabled a drawing of the Eastgate area for discussion.</p> <p>This is an area which is currently relatively quiet at night and the Police have indicated that they would not object to a proposal to locate a taxi rank here during the night-time hours 19:00 to 06:00. GS to draw up a layout for taxis outside Eastgate. There is space available of around 13 cars in a single rank, however the road space is wide and a double rank could be established if the demand was demonstrated. Cars would enter the area from Crown</p>					

	<p>Road and exit onto Academy Street via Hamilton Street. It was agreed to proceed with this option in principle. The drawing will be circulated when complete.</p> <p>All agreed that the proposals above were the best option available and noted that they would be advertised as required by law for formal comment</p>	GS
7.	AOCB	
7.1.	<p>The Taxi alliance again suggested that the licencing of taxis in Inverness needed to be addressed.</p> <p>DH said that he would organise a meeting with Stewart Fraser, Susan Blease and the Taxi alliance to discuss</p>	DH
8.	<p>Date of Next Meeting</p> <p>It is anticipated that this meeting is the last meeting of this group</p>	

Circulation by e-mail to all present and:-

Lesley Howie
Legal Manager
Highland Council
Council Offices
Glenurquhart Road
Inverness IV3 5NX



5th January, 2018

The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

Dear Sir/Madam

We would like to take the opportunity to formally object to the above variation in respect to the change of parking on Broadstone Park.

This is listed in the variation document as

5. Inverness Broadstone Park: Reduce the current 7 day Permit restriction to Mon-Sat 8am-6pm

To change this singles out Broadstone Park as a free parking area in the midst of other streets within Crown and unfairly disadvantages residents. All adjacent streets will still have Seven Day parking restrictions and we see no valid reason for Broadstone Park to be singled out as free from these restrictions.

During the time prior to traffic enforcement residents were frequently unable to park on our own street and welcomed the introduction of a return to regulated parking in our residential area. The current practice of Visitor Parking passes works very well and does not require an expansion to free up Sunday parking. We are not adjacent to a church to make this a particular requirement and there are adequate car parks nearby.

We are extremely worried that if this goes ahead we will again be subject to an unfair parking free-for-all. I am aware that the parking permit system does not entitle a resident to a parking space but revoking this system for one street in the midst of others will place Broadstone Park residents at an unfair disadvantage and liable to be overrun with weekend parking for both commercial vehicles from adjacent streets and for weekend shoppers walking into town. This was the problem we faced before parking enforcement and we believe it will be considerably worse now.

We hope you will consider our points as valid and spare Broadstone Park from the changes considered.

Yours sincerely,

Fiona MacBeath

Lesley Howie
Legal Manager,
Highland Council,
Council Offices,
Glenurquhart Road,
Inverness.
IV3 5NX

31 December 2017

Dear Sir,

**The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places)
(Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017**

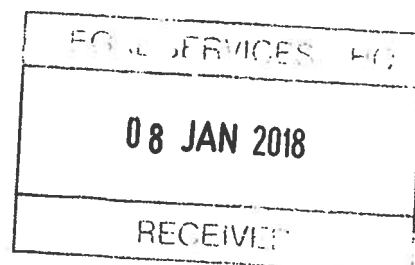
Crown and City Centre Community Council wish to object to the above draft order.

We consider that reducing the current 7 day permit restriction on Broadstone Park and Southside Road to Monday – Saturday 8am – 6pm whilst leaving the remaining roads in the Crown area with a 7 day restriction creates inconsistency and could cause confusion for residents and motorists. If changes are deemed necessary then this should apply to all roads in the Crown area.

As the new permit and traffic warden system has only been in operation for just over a year it may be better to leave it as it is for now and monitor its operation over a longer period. This would also avoid the expense of having to replace the existing traffic signs to reflect the proposed changes.

Yours faithfully,

Leslie Houlker
Crown and City Centre Community Council



Lesley Howie
 Legal Manager
 Council Offices
 Glenurquhart Road
 Inverness IV3 5NX

8 January 2018

Dear Ms Howie

**The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places)
 (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017**

I wish to object to the Castle Wynd and Eastgate proposals and enclose details of what I believe to be inaccuracies in the signage of the pedestrian area in Inverness.

13. INVERNESS CASTLE WYND

I object to the proposal to make this a Restricted Parking ZONE with no waiting and no loading at any time. It is wrong to regard a single small street as a zone – a zone would be a collection of streets that are different from other areas. I think the use of this type of zone should be applied to large areas and using it for small areas will cause confusion. I believe that no waiting and no loading should be permitted and this should be marked by double yellow lines with marking on kerbs on both sides of the road. It will be necessary to retain kerbs on both sides of the road – a help to the visually impaired. I notice that there is no provision for disabled parking at the entrance to the museum – 2 bays were included in the redevelopment proposals in June 2017. There is a space at the Town House side at the bend in the road where vehicles have been known to park and this area is not shaded in the proposal [Google Streetview June 2017 has a white van parked on it]. There should be a proper pavement round this corner for the benefit of pedestrians and to make it clear that it is not a loading area. In rural areas single track roads with passing places can be only 3.0m wide and I think that this would be adequate for Castle Wynd with a passing place at the corner and at the junction with Bridge Street.

On 23 October 2017 I got an acknowledgement of a Freedom of Information Request, Case Ref: HC0226-2449, about the legal status of Castle Wynd. It said that the Council would endeavour to respond within the legislative time scale of 20 working days – I am still waiting.

12. INVERNESS EASTGATE

I think pedestrian areas should be for pedestrians. In the pedestrian area in the centre of Inverness at certain times it is a one way street to allow loading, at all time it may be/is a two way street for cyclists. Adding a taxi rank will add to the traffic. I am not objecting to the principle of a taxi rank in the evening but I do object to its location. If the taxi rank is fully occupied then it will block Stephen's Brae. This is part of the NCN and cyclists will be forced to go along the "pavement" in front of the shops on the south side of Eastgate for a considerable distance. Will vehicles be allowed to stop in the taxi rank to load and unload?

I would agree to the taxi rank being on the north side of Eastgate – the granite sets are laid with a narrower strip on the north side [=loading area?] and a wider strip on the south [=roadway?].

The order is that “Taxis must enter from Crown Road and exit from Hamilton Street” – I am sure that some customers will wish to go towards the south and west and the most direct route will be to use the High Street and I am sure that this will happen. It is unrealistic to expect this restriction to be followed.

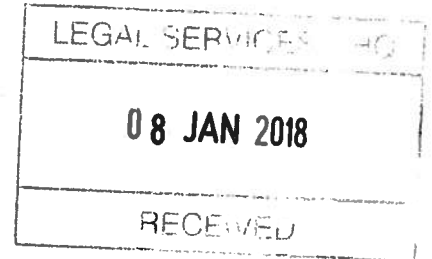
An alternative would be to allow taxi to enter via Hamilton Street and have the taxi rank in Hamilton Street and continue it along Eastgate as far as its junction with Inglis Street. People would enter taxis in Eastgate which could then depart along High Street or Inglis Street [change in regulations needed to allow only taxis to do this]. The exit from Inglis Street would be easier to negotiate than from Hamilton Street. Two seats would have to be moved and perhaps Caithness paving replaced by granite or tarmac [road markings last longer on tarmac than granite setts]. Hamilton Street is unattractive and hardly used by pedestrians and it would be desirable for passengers in taxis to avoid it [I am not bothered by taxis waiting in an unattractive street]. Yellow box junctions at the exit from the pedestrian area would assist the taxis and cyclists. If a taxi rank is to be established then the pedestrian area should have a 10mph limit for motor vehicles AND cyclists.

Is loading permitted in the pedestrian area on Sundays? I believe the order and the signs do not agree. I think there a number of other conflicts in the area which I have tried to summarise in the attached document.

Yours sincerely

Graham Tuley

Ms Lesley Howie
 Legal Manager
 The Highland Council
 Council Offices
 Glenurquhart RD,
 Inverness, IV 35NX



Dear Ms Howie

I would like to formally lodge my objection to the Highland Council Consultation which relates to taxi ranks in Inverness City Center. As an Inverness Taxi driver with more than 12 yrs experience I feel I am qualified to express my objections to Points 11, 12, and 13 of the Highland Council Consultation.

By removing Castle Wynd rank and using Sides of Bridge St. It is not practical, Castle Wynd allows taxis to turn left or right which then allows an overflow of taxis to wait.

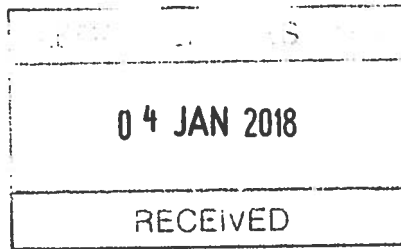
Bridge St. ranks are a threat to public safety due to passengers having to risk getting in and out of the taxi with passing ~~taxi~~ traffic. In addition this would take away the option to choose which way you turn and would therefore potentially cost the customer more money which is highly unnecessary. In conclusion I believe this proposal would be highly Unbeneficial to locals and visitors.

Yours Sincerely,

ARTHUR MCCORQUODALE

(TAXI DRIVER)

Lesley Howie,
 Legal Manager,
 Council Offices,
 Glenurquhart Road
 Inverness
 IV3 5NX



Lesley Howie

I would like to make objections to the following Road Traffic Amendment Notice recently posted on the Taxi sign on Castle Wynd Inverness under the heading

“The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017”

My objections are to the following Amendments 11, 12 and 13

Amendment No 11

The intention is to replace a loading bay and a taxi bay by designating two dual use bays, one on each side of the street. 6am-10am Loading Only, 10am-7pm Taxi Only, 7pm-6am unregulated (One rank outside the Gellions Bar and the other across the road where Poundstretchers used to be)

My Objection to this is: -

- a) This is to be part time ranks which will be Very Unsafe for Taxi drivers and passengers loading shopping, luggage, pushchairs and small children into Taxi's beside busy traffic flow on Bridge Street on both bays
- b) Will cause confusion amongst passengers especially tourists as to which side of the road they should be on to progress their journey
- c) Will cause hardship to get on to opposite rank if one side is full on approach to rank (where can you turn to change direction?)
- d) Will cause hardship if direction of travel required is opposite to that of rank and other rank has no Taxis e.g. (passenger needs to go up Castle street but only Taxis in Rank facing Dalneigh where do you turn?)
- e) Delivery drivers will still use ranks for deliveries if they are running late
- f) Unregulated after 7pm means anyone can park there after that time as they do at the moment, so Taxis will be forced to travel to Academy street or Eastgate to try to find a space causing unnecessary pollution and traffic congestion on Bank Street, Fraser Street, Queensgate and Academy Street
- g) I also question the legality of this amendment order as the Objection closing date on the notice on the Taxi sign (12/01/18) is different from that of the online version which states (07/01/18) adding confusion to members of the public,
- h) Online version of amendment order **ROAD TRAFFIC REGULATION ACT 1984** implementation date has not been applied nor has it been signed and dated.

Amendment No 12

The intention is to Amend the vehicle waiting restriction on Eastgate from Crown Road to Hamilton Street to allow Taxis to wait on any day from 7pm to 6am

My objection to this is: -

- a) This is to be a part time rank which can only be exited by Hamilton Street which has a no left turn sign at its junction with Academy street meaning this rank will be more expensive for the public wishing to travel to the West end of the City e.g. Eden Court, RNI, Highland Hospice, Springfield Gardens, Dalneigh, Bught Drive, Tesco Metro, Holm Mains, New Ness Side Development Merkinch, etc.
- b) This Rank will cause hardship for many old people and mothers with young children having to walk the length of high street to get a Taxi which will cost them more money than previously having to travel around the City centre to get to area's on West end of the City
- c) Will cause an increase of traffic congestion in both directions and pollution to the Crown area of the City which already has a 20mph zone, evening traffic will have to travel through Crown area instead of going up Castle Street to get to area's such as Hilton Culduthel. Slackbuie, Milton of Leys, Asda, Lochardl etc.
- d) May be problematic for Police with so many people in the same area on Friday and Saturday nights looking for Taxis
- e) Additional traffic on Bank Street, Fraser Street, Queensgate, Academy Street and Millburn Road trying to get to Eastgate Rank causing additional pollution and congestion.
- f) I also question the legality of this amendment order as the Objection closing date on the notice on the Taxi sign (12/01/18) is different from that of the online version which states (07/01/18) adding confusion to members of the public,
- g) Online version of amendment order **ROAD TRAFFIC REGULATION ACT 1984** implementation date has not been applied nor has it been signed and dated.

Amendment No 13

The intentions of this amendment are to Designate Castle Wynd as a Restricted Zone – No Waiting or Loading at any time (effectively closing the Taxi Rank)

My objection to this is: -

- a) This full-time rank which has been in place for over forty years is in an ideal situation for Taxis requiring to enter or exit right or left without obstruction to other road users
- b) Is in a safe position for passengers to wait with pushchairs and small children away from busy traffic
- c) Has five pedestrian crossings linking Church street, High street, Castle street, Bank street, Castle road and Bridge street to the Taxi rank
- d) Has cctv security cameras at the top of Church street and Castle Wynd for the safety of Taxi drivers and queuing passengers at all times of day
- e) Is easily manageable for Taxi Marshalls and the Police at peak times whereas there is only one Taxi queue
- f) There has been no survey carried out by Highland Council to measure the public footfall number using this rank all year round.

- g) I also question the legality of this amendment order as the Objection closing date on the notice on the Taxi sign (12/01/18) is different from that of the online version which states (07/01/18) adding confusion to members of the public,
- h) Online version of amendment order **ROAD TRAFFIC REGULATION ACT 1984** implementation date has not been applied nor has it been signed and dated.

Yours sincerely

Andrew MacCallum 03/01/18

Date 05/01/2018

For attn,

Lesley Howie, Legal Manager, Council Offices,

The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

**Objection to the road traffic act.....
Amendments 11,12,13**

I wish to object to the closure of castle Wynd as an individual and as a taxi operator/driver. The situation with the amount of taxis in the City of Inverness is at a critical stage and neither the Council or the police can come up with a solution to the problem. The closure of castle Wynd taxi rank will only add to the ongoing situation. I have not found any City in the world where taxis are only available at one end of the city and this will be the case, other than the part time places on bridge street ,if the closure goes ahead. The proposed alternatives from the highland council are in no way a solution but will only have the opposite effect bringing further disruption to the centre of inverness. Although there is only four official taxi rank spaces on castle Wynd, I, and the council/police are well aware that unofficially,

the numbers using this rank especially in the evening and at the weekends are well in excess of this number, but this has not caused any major problems in the past. This is the busiest rank at the weekends and taxis can turn right or left causing no problems to the oncoming traffic and enables taxis to provide the best service to the people of inverness who are their main source of income as well as providing a first class service to visitors throughout the year. This would not be the case in the spaces now proposed by the council.

The reasons for this are

1. The proposed spaces in bridge street do not allow taxis to turn in either direction and are only available during the day.
2. The distance that the taxi would have to travel in order to turn in the opposite direction is not practical for either the taxi or passengers and will only add to traffic congestion and substantial and additional costs to passengers.
3. The proposed taxi rank at crown drive and down Hamilton street is not workable for taxis. There is no activity at this end of the city and the public will revert to academy street.
4. There is no left turn into academy street from Hamilton street.

SINCERELY,

BILL COWAN

Lesley Howie, Legal Manager, The Highland Council

The Highland Council
 (Prohibition and Restriction of Waiting and Loading and Parking Places)
 (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

I am the convener of Highland Cycle Campaign and wish to submit the following on behalf of HCC members.

These comments relate to the proposed Taxi Rank in Eastgate.
 I am in broad support of the principle but have some concerns.

I am objecting to the location of the proposed Eastgate Taxi Rank.
 I list a number of safety considerations in support of my objection.
 I offer an alternative location that would satisfy my objection.

I can see that the rank extends between numbers 12 and 40 (exclusive).
 But I'm unsure of its location within the road width.
 It appears to be on the south edge of the main (central) lane.

I appreciate that the proposal covers the period 7pm to 6am.
 * I'm admitting the possibility that, in future, these hours may be extended.
 * Some part of this period will include hours of darkness.
 * Most of the shops will be closed but there will still be a few cyclists and pedestrians mainly following a route along Eastgate and Stephen's Brae (in either direction).

The natural route for cyclists on Eastgate is along the main central lane and this is in the interest of everybody's safety and should be retained.
 * From the map, a possible route for cyclists connecting with Stephen's Brae appears to be along the south side of Eastgate. But there are fixed bollards, bins and benches that are not shown on the map. (I would not like to see the benches removed.)
 * Consequently cyclists would be left with the option of using the (nominal) pavement in front of the shops on the south side. This may lead to cycling there during the day also. This is potentially dangerous and should not be encouraged.

I am concerned about taxis being parked at the foot of Stephen's Brae.
 (Scaffolding at the corner is currently an added complication.)
 * This junction is on established desire lines for cyclists and pedestrians.
 * The tail of the taxi rank would be a serious obstruction for cyclists wanting to move between Stephen's Brae and Eastgate or Crown Road (in either direction).

There is a (0.3+1.7+0.3)m wide lane on the north side between number 12 and the entrance to Eastgate Centre. The lane edges are black with fixed bollards along the north edge.
 * This would seem a more natural location for the taxi rank.
 * It is away from the pedestrian area and the benches on the south side.
 * It would leave the central lane clear for any through traffic.
 * The taxi rank tail would not block the foot of Stephen's Brae.

Brian MacKenzie 11 Jan 2018

4th January 2018

Ms Lesley Howie
Legal Manager
The Highland Council
Council Offices
Glenurquhart Road
INVERNESS
IV3 5NX

Dear Ms Howie

PARKING CONSULTATION INVERNESS AND FORT WILLIAM

I wish to formally lodge my objection to points 11, 12 and 13 of the above Highland Council Consultation which relates to Bridge Street, Castle Wynd and Eastgate, Inverness.

My reasons for my objections are as follows:

1. Currently Castle Wynd enables in excess of 25 taxi vehicles to sit on a rotational basis and pick up customers. Your proposal does not take into consideration the loss of this number of vehicles.

No Surveys appear to have been conducted to determine the importance of this current facility to both visitors and Invernessians who routinely use this facility to secure a taxi. One of the busiest taxi ranks at all times of the day and night. This will also be a great discrimination against persons with a disability or mobility difficulties as quoted by the "Equalities Act 2010".

2. Your Consultation does not detail the number of taxi rank spaces to be created both on Bridge Street and in Eastgate to compensate for the loss of the Castle Wynd spaces. Taxi vehicles are constantly being harassed and intimidated by Police and Traffic Enforcement Officers due to the current lack of adequate rank spaces in Inverness. With an excess of 300 taxis licence holders working from Inverness town centre, considerable additional spaces require to be created. This would prevent the increase engine pollution which is created by the constant requests by enforcement officers to move while waiting for a rank space to become available.

Has an Infrastructure and Environmental Impact Assessment been carried out with regard to the proposals and if so can you please supply me with a copy. My understanding is that pollution within any city should be a major consideration.

3. I understand that as part of the Transport Strategy Guidelines from the Scottish Government, it states that Transport and Licensing Authorities should consult on the number of Rank Spaces in regard to the number of Taxis licensed. Can you please advise when this will be carried out?

Has any consultation been conducted on the number of people using the existing rank at Castle Wynd during the early hours of the morning when leaving nightclubs and public houses which are predominately located within the area?

4. Has consideration been given to the extra cost which the public will incur while using the new rank space proposed for Eastgate? Currently any member of the public using the Castle Wynd rank to access the Hilton, Slackbuie, Wester Inshes, Lochardil, Holm Mills or the west of Inverness will now incur significant additional cost due to the additional distance a taxi will require to travel if you proceed to eliminate the Castle Wynd spaces.

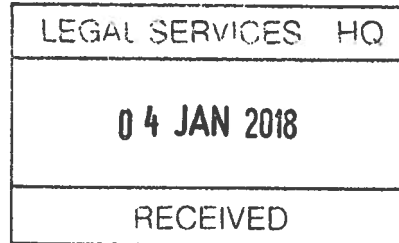
Can you also explain why your website requests objects to be submitted by Sunday 7th January, 2018 yet your posters which have been erected around Inverness state that objections are to be submitted by the 12th January?

I shall look forward to receiving your response in due course.

Yours sincerely

Donald Philip (Taxi Operator)

Mr Lesley Howie
Legal Offices
Glenurquart Road
Inverness
IV3 5NX



Dear Sir

I am writing to object to proposals no 11, 12, & 13, items on your notice posted to the taxi rank pole at Castle Wynd on 24th December 2017.

No 11: The provision of "part time" taxi rank spaces either side of Bridge Street would be unacceptable and unusable to both the taxi drivers and taxi users alike. There is insufficient spaces proposed and crucially there will be no provision for taxis to be able to wait and filter onto the back of said ranks. In restricting the Bank Street ranks to 19:00 there will be no provision of taxis whatever in this vital area of the city at night.

No 12: providing a taxi rank on the Eastgate walking precinct between Crown Road and Hamilton Street will be a complete waste of time and money for the following reasons; passengers especially the old, infirm and disabled will not walk the extra distance from the Bridge Street area to Eastgate (some will not be able to) simply to get a taxi which will, because of the proposed exit having to be via Hamilton Street, take them a much further route than previously required to get them to their destination, therefore costing them much more money and time than it previously would. In turn taxi drivers will simply not go to this rank to ply for hire because there will be insufficient use my members of the public, rendering it obsolete and ultimately a "White elephant". Every single taxi run from a rank in Eastgate will cost more money. It is illogical to suggest that people will frequent this taxi rank.

No 13: Closing down the Taxi rank at Castle Wynd will result in chaos and confusion in this area of the city. I am a long term user of this rank and I can honestly say that I make 98% of my living from there, I believe many hundreds of locals and visitors alike will be badly let down if the closure of the rank goes ahead.

When I first heard rumours of this proposal I embarked on a verbal survey of taxi drivers and passengers who regularly use Castle Wynd taxi rank and I have not met one single person who thinks that this is a good and viable idea. In fact most were shocked and dismayed as to why on earth the Highland Council would take this rank away.

As a taxi driver this rank allows me to do things important to trade, and safety that the proposed alternative taxi ranks do not.

I can happily wait in a queue (with no obstruction to tourists accessing the castle or to vehicles seeking to go about their business) and filter down to the front of the rank without causing obstruction. Additionally I can access every area of Inverness easily from this rank without having to make any U turns.

It is cheaper and easier for passengers from the Castle Wynd rank to get to the whole of the west side, south side, Culduthel, Holm Mains, Lochardil, Hilton, and Slackbuie areas of Inverness.

Passengers (who in very large numbers at times , throughout the weekend can queue up in a safe orderly fashion on the pavement of the Castle Wynd hill, keeping them off the main street and away from passers-by which can cause obstruction, friction and potential conflict.

Castle Wynd taxi rank has been proven over many years in operation that it has an important part to play in delivering a safe, timely & cost effective service to both locals and visitors in Inverness and meets the needs of all who work from this rank and the passengers who use it.

I have examined the proposed ideas put forward over the last year or so and have concluded that none of them offer a reasonable solution to closing Castle Wynd taxi rank.

I therefore propose that the "Status Quo" be maintained. and keep Castle Wynd taxi rank opened.

Yours sincerely

David Coutts

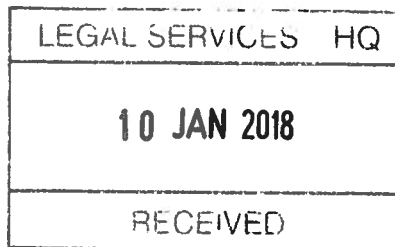
Legal Dept

Council Offices

Glenurquhart Rd

Inverness

Dear Sir/Madam,



I am writing to object to the closing/moving of the Castle Wynd taxi rank item no. 13 also items numbered 11, and 12 on the enclosed order.

I have operated from this rank for over 10 years and have taken many customers who use this rank on a regular basis, for journeys both West and East of the river and they have all asked, 'why is the rank closing' ? I cannot give them a good reason for it's closure. I understand the need to streetscape the area, but why not move the rank on a temporary basis, until the work is completed and then return.

The proposed ranks on either side of Bridge St. will not be able to cope with the number of taxis who currently use this rank, and will cause a traffic hazard as they try to join the rank. If customers are traveling in the other direction from the ranks that are proposed, then where can the taxi turn legally and safely, without passing on extra cost to the customer?

Safety aspects for customers do not seem to be on the agenda as they will now be opening car doors on to a busy street which will also be a hazard to other traffic. The Castle Wynd was a very safe area to enter a taxi, as it was a dead end and used only for access.

The ranks being proposed are unregulated from 7pm until 6am which will make working these ranks very difficult if other vehicles are parked there. This will not be viable to work from on a regular basis and will perplex customers if they can not get a taxi because other vehicles are parked there.

The rank proposed in Eastgate will be useful but only if customers are going East and South, as Hamilton St. has a no left turn, on to Academy St. Any journeys North and West will become much more expensive and taxi drivers will find difficulty in turning to go back in the right direction as Millburn Rd is very busy and does not have a convenient or safe area to turn. This will also result in extra cost to the customer.

I am also worried about my ability to earn a living with the proposed changes, as with the number of

taxis we have & with these numbers rising yearly, i feel that just gettin on a rank will prove difficult.

Yours sincerely, David MacDonald

The Highland Council

The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

Notice is hereby given that The Highland Council ("the Council") in exercise of its powers under Sections 1(1), 2(1) to (3), 4, 19, 32, 35, 45, 46,47 and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as "the Act of 1984") and the Road Traffic Act 1991 (hereinafter referred to as "the 1991 Act") and of all other enabling powers proposes to make an Order entitled as above the general effect of which is as described in the Schedule below.

Full details of the proposals, a copy of the proposed Order, Statement of Reasons and Plans may be inspected at the Council's Service Point at the Town House, Castle St, Inverness and at Council headquarters, Glenurquhart Road, Inverness, IV35NX during normal office hours. All documents may also be viewed online at www.highland.gov.uk/parking - and select "Consultation". Any objection you may have to this proposal must be submitted to the undernoted in writing by 7th January 2018 and must contain the grounds upon which you object.

1st December 2017 Lesley Howie, Legal Manager, Council Offices, Glenurquhart Road Inverness IV3 5NX

SCHEDULE

This order affects the following roads:

Inverness

Portland Place, Duncraig Street, Balnain Street, Queen Street, Muirton Street, Broadstone Park, Ness Bank, Greig Street, Bank Street, Bridge Street, Castle Wynd, Fraser Street, Railway Terrace, Church Street, King Duncans Road, Shore Street and Eastgate

Fort William

Belford Road, Linnhe Road

This order will amend the following Maps:

SCHEDULE 1

On Street Plans with the following Map Numbers thereon are deleted from The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016:

Delete Map Numbers; LF530, LF531, LG527, LG528, LG530, LG531, LG532, LG533, LG534, LH529, LH530, LH531, LH533, LH535, LI531, LI532, LI533, GT813, GT814, GU812, GU813, GV811, GV812, GW811 - dated 4/10/2016

SCHEDULE 2

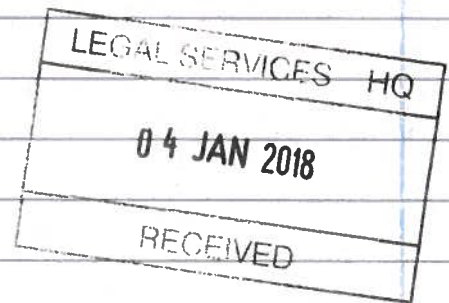
Substitute On Street Plans attached with the following Map Numbers thereon are added and incorporated into schedule 1 to The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016

Inset Map Numbers; LF530a, LF531a, LG527a, LG528a, LG530a, LG531a, LG532a, LG533a, LG534a, LH529a, LH530a, LH531a, LH533a, LH535a, LI531a, LI532a, LI533a, GT813a, GT814a, GU812a, GU813a, GV811a, GV812a, GW811a - dated 1/8/17

This order will have the following practical effects:

1. Inverness Portland Place: reduce the amount of permit parking, transferring some 25m of existing permit bays to free parking - 2hours max stay - 8am to 6pm Mon - Sat. Also Introduce a Disabled Bay - 3hour max Stay all on the North side of the road.
2. Inverness Duncraig St – Eastern Length Reduce the current 7 day Permit restriction to Mon-Sat 8am-6pm.
3. Inverness Queen St: Reduce the current 7 day Permit restriction to Mon-Sat 8am-6pm.
4. Inverness Muirton St: Reduce the current 7 day Permit restriction to Mon-Sat 8am-6pm.
5. Inverness Broadstone Park: Reduce the current 7 day Permit restriction to Mon-Sat 8am-6pm.
6. Inverness Southside Road: Reduce the current 7 day Permit restriction to Mon-Sat 8am-6pm
7. Inverness Celt Street: Reduce the current 7 day Permit restriction to Mon-Sat 8am-6pm.
8. Inverness Ness Bank: Reduce the current 7 day Permit restriction to Mon-Sat 8am-6pm.
9. Inverness Greig Street: Reduce the current 7 day Permit restriction to Mon-Sat 10am-5pm.
10. Inverness Cavell Gardens: Reduce length of Permit Bay by 6m, changing to No waiting at any time.
11. Inverness Bridge St: Replace a loading bay and a taxi bay by designating two dual use bays, one on each side of the street. 6am-10am Loading Only, 10am-7pm Taxi Only, 7pm-6am unregulated.
12. Inverness Eastgate: Amend the vehicle waiting restriction on Eastgate from Crown Road to Hamilton Street to allow Taxis to wait on any day from 7pm to 6am within the pedestrian zone. Taxis must enter from Crown Road and exit from Hamilton Street (amendment of Access restriction separate). Establish a Taxi Rank in Eastgate Inverness between the hours of 7pm and 6am located between No.12 & No.40 Eastgate on the South side of the street.
13. Inverness Castle Wynd: Designate as a Restricted Zone – No Waiting or Loading at any time.
14. Inverness Railway Terrace: Designate No waiting and No Loading at any time on both sides of the carriageway between Strothers Lane exit and the entrance to the Car Hire Premises on the outside of the bend.
15. Inverness Bank St: Partially Re-Designate two existing loading bays as Tour Bus pick up and drop off locations, one outside Doctor Blacks Hall 7-10am Buses, 10am – 6pm Loading Only. One outside the Mercure Hotel, Bus Only all day from 1st April to 30th Sept. Loading Only 1st October to 31st March.
16. Inverness Academy Street: Amend locations of Disabled bay outside 84 Academy St transposing with a length of Loading Bay on the opposite side of the Car Club Bays.
17. Inverness Fraser Street: Designate a length of the eastern end of the loading bay as a 7 Day loading bay.
18. Inverness Castle Road: No Loading at Any time for 40m back from its junction with Bridge Street.
19. Inverness Highland Council HQ & Eden Court dual access road: Introduce Permit Bays on west side and No waiting at any time on the east side for its full length from Bishops Road.
20. Inverness Sunnybank Road: No waiting at any time for a distance of 40m back from Culduthel Road.
21. Inverness Church Street: Introduce a 10m loading bay adjacent to Hootenanny's Bar, 8am-6pm Mon – Sat.
22. Inverness King Duncan's Road: Introduce a loading ban for a distance of 30m back from its junction with Millburn Road.
23. Inverness Shore Street – Introduce No waiting at any time between its Junction with Lotland Street & Harbour Road
24. Fort William Belford Road: formalise waiting and loading restrictions between the A82 Transport Centre roundabout and the eastern A82 Glen Nevis roundabout.
25. Fort William Linnhe Road - restrict on-street waiting to Permit Holders Only 8am to 6pm Mon – Sat

LESLEY HOWIE
 LEGAL MANAGER
 COUNCIL OFFICES
 GLENURQUHART ROAD,
 INVERNESS,
 IV3 5NX.



DEAR SIR,

THE HIGHLAND COUNCIL (PROHIBITION AND RESTRICTION OF
 WAITING AND LOADING AND PARKING PLACES)
 (DECRIMINALISED PARKING ENFORCEMENT AND CONSOLIDATION)
 VARIATION ONE ORDER 2017.

I WRITE TO GIVE OBJECTION TO POINTS
 11, 12, 13 IN THE ABOVE ORDER.

POINT 11 - INVERNESS BRIDGE STREET: REPLACE A LOADING
 BAY AND A TAXI BAY BY DESIGNATING TWO DUAL BAYS,
 ONE ON EACH SIDE OF THE STREET. 6AM TO 10AM LOADING
 ONLY, 10AM TO 7PM TAXI ONLY, 7PM TO 6AM UNREGULATED.

- TO RELOCATE TAXI RANK TO THESE BAYS WILL
 RESULT IN DIFFICULT ENTRY/EXIT MANOEUVRES OFTEN
 IMPEDING TRAFFIC FLOW AND IF THE TAXI CUSTOMER
 REQUIRES TO GO IN THE OPPOSITE DIRECTION
CONTINUED OVER LEAF

WILL LEAD TO EITHER A 'DANGEROUS' U TURN MANOEUVRE OR INCREASED COST BY TAKING A LONGER ROUTE.

POINT 12

INVERNESS EASTGATE: AMEND THE VEHICLE WAITING RESTRICTION ON EASTGATE FROM CROWN ROAD TO HAMILTON STREET TO ALLOW TAXIS TO WAIT ON ANY DAY FROM 7AM TO 6PM WITHIN THE PEDESTRIAN ZONE.

- TO POSITION A TAXI RANK TO COMPENSATE(?) FOR THE LOSS OF CASTLE WYND RANK IN MY OPINION WILL RESULT IN INCREASED CONGESTION ON ACADEMY STREET AND INCREASED COST FOR THE GENERAL PUBLIC I.E. CASTLE WYND TO DALNEIGH AVERAGE COST - £4.50 PROPOSED EASTGATE TO DALNEIGH IF THIS ROUTE IS NOT CONGESTED - £6.00 - MORE IF THE TAXI IS ON WAITING TIME WITH CONGESTION. THERE IS NO LEFT TURN PERMITTED FROM HAMILTON STREET ONTO ACADEMY STREET

POINT 13

INVERNESS CASTLE WYND: DESIGNATE AS A RESTRICTED ZONE - NO WAITING OR LOADING AT ANY TIME.

CASTLE WYND CURRENTLY USED AS A TAXI RANK IS A 'CONTAINED' RANK OUT OF THE WAY OF ANY TRAFFIC FLOW AND IS A SAFE RANK TO EXIT IN EITHER DIRECTION (NO U TURNS) BY MY RECORDS 80% OF TRADE FROM THIS RANK IS LOCAL/REPEAT ALL YEAR ROUND.

CONTINUED OVER LEAF

IF A FOOTFALL SURVEY (PUBLIC CONSULTATION) LOCAL POLICE CONSULTATION WERE TO BE IMPLEMENTED HIGHLAND COUNCIL WOULD DISCOVER CASTLE WYND TAXI RANK HAS THE HIGHEST NIGHTTIME USAGE OUT OF ALL TAXI RANKS.

TO EXPECT THE GENERAL PUBLIC TO USE THE OTHER SIDE OF INVERNESS WILL RESULT IN INCREASED COST FOR TAXIS.

REGARDS

(DOUGLAS GRAIG)

Date: 4TH January 2018

**L Howie
Legal Management
Highland Council
Glenurquhart Road
Inverness**

To whom it may concern

As a taxi driver of over 37 years in Inverness I wish to voice my concerns about the closure of Castle Wynd rank. As an independent operator I am solely reliant on the taxi ranks and am finding it extremely difficult to get a space on the taxi rank as it is. With the huge rise in taxi numbers and also influx of private hire licences being issued there is grave concern about the livelihoods of our trade. The proposed part time ranks are in no way going to make up for the loss of the extremely busy Wynd rank. I have also been approached from members of the public expressing concerns about increased costs to them when heading to Culduthel Mains etc. if this rank was to close. I urge the planning department to rethink this decision for the taxi trade and also the general public.

Sincerely,

Fred Butcher

LEGAL SERVICES HQ
05 JAN 2018
RECEIVED

TO HESLEY HOWIE COUNCIL OFFICES
LEGAL MANAGER
GLENARQUHART RD
IV3 5NX -

MY NAME IS GEORGE A RITCHIE TAXI LIC NO 11646
I WOULD LIKE TO OBJECT TO THE COUNCIL'S INTENTION
OF REMOVING THE CASTLE WYND RANK, AS A TAXI
LICENCE HOLDER OF 18 YEARS I KNOW HOW BUSY THIS RANK
IS, AS AT NIGHT TIME WHEN THE RANKS ARE AT THERE BUSIEST
AS MUCH AS 20-30 CARS WORK A LOOP SYSTEM TO COVER
THE DEMAND, WHICH IS GOING TO BE REPLACED BY WHAT
PART TIME RANKS SHARED WITH LOADING SPACES AT CERTAIN
TIME, WHICH IS TOTALLY UNACCEPTABLE -

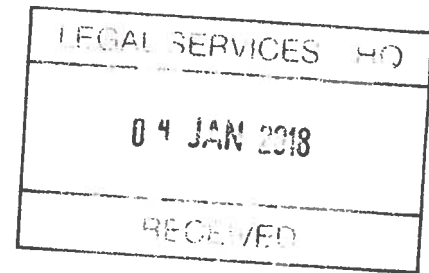
NO SURVEYS HAVE BEEN CONDUCTED TO SEE HOW IMPORTANT
THIS RANK IS TO THE TOWN CENTRE, SO IF REMOVED WHERE
DO THE TAXIS GO, THE REAL PROBLEM IS THE COUNCIL HAVE
FAILED TO PROVIDE ENOUGH TAXI RANKS IN THE CITY CENTRE
BUT THEY CONTINUE TO GIVE OUT TAXI LICENCES TO ALL
THAT REQUESTS ONE.

THERE IS ALSO MORE AND MORE PRIVATE HIRE CARS WORKING
THE CITY CENTRE, OPERATING OUT WITH THE RULES OF PRIVATE HIRE
I.E. NOT GOING BACK TO BASE, USING METERS, PRIVATE HIRE IS
SUPPOSED TO BE A AGREED FARE, LEAVING BASE AND COLLECTING THERE
HIRE, BUT THEY ARE PARKING AT THE FRONT OR AT THE
REAR OF THE TAXI RANKS, AND PICKING UP OFF THE STREET
SO ALL IN ALL I STRONGLY OBJECT TO
THE REMOVING OF THE CASTLE WYND
RANK, AS THERE DOES NOT SEEM TO
BE ANY WORTH WHILE ALTERNATIVES

George Ritchie -



**Lesley Howie, Legal Manager, Council Offices,
Glenurquhart Road
Inverness IV3 5NX**



Dear Lesley Howie,

**On behalf of the Inverness Taxi Alliance, (The only representative body for the
Taxi trade) we**

**wish to formally lodge the following objections to the proposed closure of the
Castle Wynd**

**Rank. N.B. Contrary to the remarks by David Hass in the Press and Journal of
Thursday**

**December 28th, the Taxi Alliance had at no time agreed to the closure of the
Castle Wynd Rank.**

- 1. The failure of Highland Council to acknowledge the guidelines of
Scottish Government Legislation.**
- 2. No surveys have been conducted to determine the importance of the
City's busiest rank for the benefit of the public.**
- 3. No consideration has been given to the "Equalities Act 2010" for those
with disability or mobility difficulties thereby discriminating against
these groups.**
- 4. No Infrastructure and Environment impact Assessment has been
conducted on the inevitable effect of traffic moving through Queensgate
onto Academy Street. This area has already been identified as an area
of excessive air pollution, classed as a "Red Zone" for many years,
notably by Highland Council surveys.**

5. **As part of the Transport Strategy Guidelines from the Scottish Government, it is stated that Transport and Licensing Authorities should consult on the number of Rank Spaces in regard to the number of Taxis licensed. There has been a signal failure to consult in this regard. The situation has long since reached critical proportions.**
6. **Failure to consult with the public.**
7. **The proposed substitute rank spaces are wholly inadequate and greatly reduce the provision of the service to the public.**
8. **No survey has been conducted on the likely impact of up to 3,000 revellers and the probability of increased public order issues on Friday and Saturday nights and early Sunday mornings.**

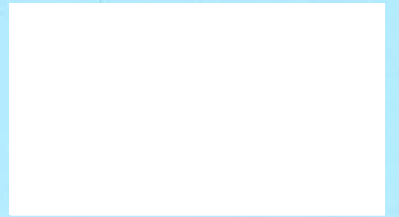
Yours Faithfully,

**Andrew MacDonald
Chairman**

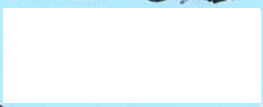
**Duncan Fraser
Vice Chairman**

Inverness

⁴⁵Taxi Cars LTD



FAO WESLEY HOWIE,
COUNCIL OFFICER
GLENURQUHART RD
INVERNESS
IV3 5NX

I AM JAMES MACNEIL TAXI DRIVER (No ~~XXXX~~)


I WOULD LIKE TO OBJECT TO INVERNESS COUNCIL
REMOVING THE RANK CURRENTLY SITUATED @ CASTLE
WYND. AS A TAXI DRIVER SINCE AUGUST 2004
AND HAVING USED THIS RANK AT NIGHTS, I KNOW
JUST HOW BUSY THIS RANK IS. THIS RANK ALSO
ALLOWS US TO TURN BOTH WAYS OUT OF CASTLE
WYND. I AM ALSO CONCERNED ABOUT THE NUMBER
OF P.H.C. LICENCES BEING ISSUED TO DRIVERS WHO
HAVE LITTLE OR NO KNOWLEDGE OF WHERE THEY ARE
GOING. (COMMENTS BY MEMBERS OF THE PUBLIC)

George Ritchie
James MacNeil



Dear Lesley Howie,

Removal of Castle Wynd Taxi Rank

Having been a taxi driver in Inverness for over two decades and earned my living at the above rank for over six years I wish to object to the removal of the above rank. The Castle Wynd rank is the busiest and is in an ideal location accommodating a large number of taxis which clear the streets of revellers very quickly. Exiting the Rank in either direction is both safe for taxi and other road users.

The rumoured allocation of spaces on Bridge Street is a danger to both passengers and other road users as taxi drivers will have to do three point turns across four lanes of traffic to take passengers in the opposite direction. This manouvre will cause hold ups to traffic on an already very busy road.

Joining the proposed rank would again be very dangerous if coming from the opposite direction as taxi drivers will again have to do dangerous manoeuvres across the four lanes of Bridge Street.

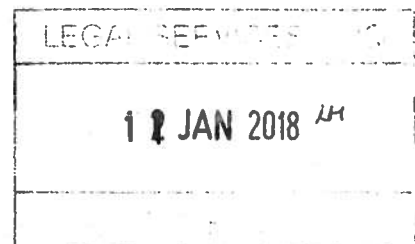
The proposed evening/night time rank at Eastgate is so far away from the centre of night time activity that it would be just as well situated on Harbour Road. Passengers who wish to go to the opposite side of town will incur considerable increases to their fare because of the distance down round the centre.

The removal of the Castle Wynd rank will have drastic affect on the earnings of drivers, location of a taxi rank is of paramount importance to both the drivers and their passengers.

Drivers who choose not to use the proposed Eastgate or Bridge Street ranks will just clog up the Academy Street side of town which is already under considerable strain.

Yours faithfully,

Norman Allan



Date: 4TH January 2018

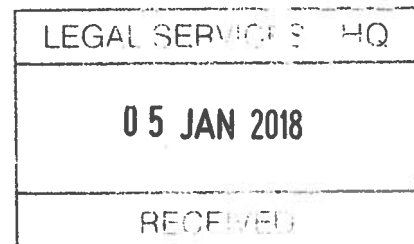
**L Howie
Legal Management
Highland Council
Glenurquhart Road
Inverness**

To whom it may concern

As a taxi driver of over 30 years in Inverness I wish to voice my concerns about the closure of Castle Wynd rank . With the huge rise in taxi numbers and also influx of private hire licences being issued there is grave concern about the livelihoods of our trade . We have very little rank space at the moment and the proposed part time ranks are in no way going to make up for the loss of the extremely busy Wynd rank . I have also been approached from members of the public expressing concerns about increased costs to them when heading to slackbuie etc. if this rank was to close. I urge the planning department to rethink this decision for the taxi trade and also the general public.

Sincerely,

Susan Butcher





Arthur McCorquodale

Please ask for: **Shane Manning**

Email: shane.manning@highland.gov.uk

Date: 5/3/2018

Dear Mr McCorquodale

The Highland Council (Prohibition and Restriction of Waiting & Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

In response to your objections to elements of the above Variation Order, we would reply as follows:

11. Inverness Bridge St: Replace a loading bay and a taxi bay by designating two dual use bays, one on each side of the street. 6am-10am Loading Only, 10am-7pm Taxi Only, 7pm-6am unregulated.
13. Inverness Castle Wynd: Designate as a Restricted Zone – No Waiting or Loading at any time.

The positioning of Taxi Ranks adjacent to live carriageways is the norm in most locations both within Inverness and other townships in Scotland therefore the proposal to supply 2 ranks from 10am to 7pm on both sides of Bridge Street is not contrary to normal practice and any more hazardous to use by the public than the Academy Street Rank for example. If your objection is upheld to these provisions and the Taxi rank is removed from Castle Wynd then there will be No daytime Rank provision available on this side of the City.

These locations were proposed as a result of lengthy negotiations with Taxi representatives over the course of 2017 at multiple meetings. We would also ask you to note that there is no legal TAXI rank on Castle Wynd this location is not designated in any Traffic Regulation Order but has been "adopted" by Taxi drivers through custom and practice.

Community Services

The Highland Council, Glenurquhart Road, Inverness, IV3 5NX

Tel: 01349 886606 e-mail:communityservices@highland.gov.uk www.highland.gov.uk

12. Inverness Eastgate: Amend the vehicle waiting restriction on Eastgate from Crown Road to Hamilton Street to allow Taxis to wait on any day from 7pm to 6am within the pedestrian zone. Taxis must enter from Crown Road and exit from Hamilton Street (amendment of Access restriction separate). Establish a Taxi Rank in Eastgate Inverness between the hours of 7pm and 6am located between No.12 & No.40 Eastgate on the South side of the street.

You state in your letter that you are objecting to items 11, 12 and 13. As you do not qualify your objections to items 12 we cannot consider a formal objection has been placed to this item.

In light of our responses would you be willing to formally withdraw your objections to the proposed Variation Order. If we are unable to resolve any objections the matter will be referred to the City of Inverness Area Committee at which the Committee will consider your written objection and the services proposal and make a final decision on the matter.

Yours sincerely

Shane Manning

Principal Officer, Traffic & Parking

Traffic Management & Control Team

Community Services

Community Services

The Highland Council, Glenurquhart Road, Inverness, IV3 5NX

Tel: 01349 886606 e-mail:communityservices@highland.gov.uk www.highland.gov.uk

Andrew McCallum

Please ask for: **Shane Manning**

Email: shane.manning@highland.gov.uk

Date: 5/3/2018

Dear Mr McCallum

The Highland Council (Prohibition and Restriction of Waiting & Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

In response to your objections to elements of the above Variation Order, we would reply as follows:

11. Inverness Bridge St: Replace a loading bay and a taxi bay by designating two dual use bays, one on each side of the street. 6am-10am Loading Only, 10am-7pm Taxi Only, 7pm-6am unregulated.

a,b,c,d) The positioning of Taxi Ranks adjacent to live carriageways is the norm in most locations both within Inverness and other townships in Scotland therefore the proposal to supply 2 ranks from 10am to 7pm on both sides of Bridge Street is not contrary to normal practice and no more hazardous in use by the public than the Academy Street Rank for example. If your objection is upheld to these provisions and the Taxi rank is removed from Castle Wynd then there will be No daytime Rank provision available on this side of the City. These locations were proposed as a result of lengthy negotiations with Taxi representatives over the course of 2017 at multiple meetings.

- e) Any delivery drivers using the rank between 10am and 7pm will be penalised by Enforcement Officers
- f) Taxis will not be permitted to use these ranks after 7pm and that is why we are providing additional rank space in Eastgate. Police Scotland have objected to the Bridge St ranks being in operation after 7pm.

Community Services

The Highland Council, Glenurquhart Road, Inverness, IV3 5NX

Tel: 01349 886606 e-mail:communityservices@highland.gov.uk www.highland.gov.uk

- g) The issue of the dates published for objections is not relevant as we have accepted all objections up to and including the 12th of January and the dates on the street notices are the relevant ones.
- h) Proposed Traffic Orders do not get dated or signed until they are formally brought into operation after consultation etc.

12. Inverness Eastgate: Amend the vehicle waiting restriction on Eastgate from Crown Road to Hamilton Street to allow Taxis to wait on any day from 7pm to 6am within the pedestrian zone. Taxis must enter from Crown Road and exit from Hamilton Street (amendment of Access restriction separate). Establish a Taxi Rank in Eastgate Inverness between the hours of 7pm and 6am located between No.12 & No.40 Eastgate on the South side of the street.

- a) Taxis will be permitted to turn left from Hamilton Street after 7pm.
- b) Customers will obviously use the ranks where taxis are available and will plan their visits to the city relative to this.
- c) We acknowledge that Southbound Taxis will use the Crown area but as this will be out with traffic peaks will have no impact on traffic congestion.
- d) Police Scotland support the location proposed on Eastgate.
- e) As these journeys will be a displacement of vehicles previously leaving from Castle Wynd and out with peak hours this will not increase congestion or pollution levels.
- f) The issue of the dates published for objections is not relevant as we have accepted all objections up to and including the 12th of January and the dates on the street notices are the relevant ones.
- g) Proposed Traffic Orders do not get dated or signed until they are formally brought into operation after consultation etc.

13. Inverness Castle Wynd: Designate as a Restricted Zone – No Waiting or Loading at any time.

- a) Though seen as beneficial to Taxi drivers the site does cause issues of congestion during the day with drivers waiting to turn right into Castle Wynd. Taxis waiting in Castle Wynd during the day can cause issues with vehicles requiring access to premises within the Museum complex. In evenings excessive vehicles snaking on the incline to use the rank completely block the access to these premises. The Highland Council is investing considerable sums

Community Services

to develop the Castle and its approaches to further encourage and service visitors to Inverness. This major investment will include a complete facelift and repurposing of Castle Wynd to the greater benefit of the city.

- b) All locations proposed as alternatives offer full footpath provision to cater for the safety of waiting pedestrians.
- c) The alternative provisions also benefit from all the crossings currently available. Indeed Eastgate has the least risk to pedestrians due to its design and use.
- d) The CCTV coverage is identical at alternative locations.
- e) This will be fully replicated at the Eastgate Rank proposed.
- h) We are unaware of any footfall surveys but are content that the alternative provisions offered will be fully capable of servicing all demand.
- i) The issue of the dates published for objections is not relevant as we have accepted all objections up to and including the 12th of January and the dates on the street notices are the relevant ones.
- j) Proposed Traffic Orders do not get dated or signed until they are formally brought into operation after consultation etc.

We would also ask you to note that there is no legal TAXI rank on Castle Wynd this location is not designated in any Traffic Regulation Order but has been "adopted" by Taxi drivers through custom and practice.

In light of our responses would you be willing to formally withdraw your objections to the proposed Variation Order. If we are unable to resolve any objections the matter will be referred to the City of Inverness Area Committee at which the Committee will consider your written objection and the services proposal and make a final decision on the matter.

Yours sincerely

Shane Manning

Principal Officer, Traffic & Parking

Traffic Management & Control Team

Community Services

Community Services

The Highland Council, Glenurquhart Road, Inverness, IV3 5NX

Tel: 01349 886606 e-mail:communityservices@highland.gov.uk www.highland.gov.uk

Bill Cowan

Please ask for: **Shane Manning**

Email: shane.manning@highland.gov.uk

Date: 5/3/2018

Dear Mr Cowan

The Highland Council (Prohibition and Restriction of Waiting & Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

In response to your objections to elements 11,12,13 of the above Variation Order, we would reply as follows:

Though seen as beneficial to Taxi drivers the site does cause issues of congestion during the day with drivers waiting to turn right into Castle Wynd and coming out of Castle Wynd. Taxis waiting in Castle Wynd during the day can cause issues with vehicles requiring access to premises within the Museum complex. In evenings excessive vehicles snaking on the incline to use the rank completely block the access to these premises. The Highland Council is investing considerable sums to develop the Castle and its approaches to further encourage and service visitors to Inverness. This major investment will include a complete facelift and repurposing of Castle Wynd to the greater benefit of the city.

We would also ask you to note that there is no legal taxi rank on Castle Wynd, this location is not designated in any Traffic Regulation Order but has been "adopted" by Taxi drivers through custom and practice.

1. The proposed daytime ranks on Bridge St have been included as a result of discussions with taxi representatives at several meetings prior to the formal consultation you are responding to. We would expect drivers to manage their routes safely to accommodate their passenger's needs. Police Scotland have expressed concerns regarding night time provision on the North side of Bridge St, we would consider maintaining the Taxi rank on the Southside of Bridge Street as a 24 hour rank.

Community Services

The Highland Council, Glenurquhart Road, Inverness, IV3 5NX

Tel: 01349 886606 e-mail:communityservices@highland.gov.uk www.highland.gov.uk

2. We are content that passengers can access a Taxi based on their direction of travel by providing ranks on both sides of Bridge St as requested by Taxi representatives.
3. The lack of activity would be rectified if the Eastgate rank is established and customers new this as a place to get a taxi. People will go to the location where taxis are available.
4. The Left turn will be permitted for Taxis from Hamilton Street between 7pm and 6am.

In light of our responses would you be willing to formally withdraw your objections to the proposed Variation Order. If we are unable to resolve any objections the matter will be referred to the City of Inverness Area Committee at which the Committee will consider your written objection and the services proposal and make a final decision on the matter.

Yours sincerely

Shane Manning

Principal Officer, Traffic & Parking

Traffic Management & Control Team

Community Services

Brian Mackenzie
Highland Cycle Campaign

Please ask for: **Shane Manning**
Email: shane.manning@highland.gov.uk
Date: 5/3/2018

Dear Mr Mackenzie

The Highland Council (Prohibition and Restriction of Waiting & Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

In response to your objections to elements of the above Variation Order, we would reply as follows:

- We concede that the Rank should be located on the North side of Eastgate and will amend the proposal accordingly.

In light of our responses would you be willing to formally withdraw your objections to the proposed Variation Order. If we are unable to resolve any objections the matter will be referred to the City of Inverness Area Committee at which the Committee will arbitrate and consider a decision.

Yours sincerely

Shane Manning

Principal Officer, Traffic & Parking

Traffic Management & Control Team

Community Services

Community Services

Donald Philip

Please ask for: **Shane Manning**

Email: shane.manning@highland.gov.uk

Date: 6/3/2018

Dear Mr Philip

The Highland Council (Prohibition and Restriction of Waiting & Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

In response to your objections to elements of the above Variation Order, we would reply as follows:

1. Castle Wynd

We would ask you to note that there is no legal TAXI rank on Castle Wynd this location is not designated in any Traffic Regulation Order but has been "adopted" by Taxi drivers through custom and practice.

Though seen as beneficial to Taxi drivers the site does cause issues of congestion during the day with drivers waiting to turn right into Castle Wynd. Taxis waiting in Castle Wynd during the day can cause issues with vehicles requiring access to premises within the Museum complex. In evenings excessive vehicles snaking on the incline to use the rank completely block the access to these premises. The Highland Council is investing considerable sums to develop the Castle and its approaches to further encourage and service visitors to Inverness. This major investment will include a complete facelift and repurposing of Castle Wynd to the greater benefit of the city.

During the day there is on average 3 TAXI's sitting at this location with larger numbers being present late evening to accommodate the night time economy and the number quoted of 25 is in itself a worrying figure with so many vehicle moving in such a confined space.

Our proposals would maintain a daytime presence on Bridge Street for at least 6 TAXI's providing for easier access for customers with disability needs as there is less of a gradient.

Community Services

The Highland Council, Glenurquhart Road, Inverness, IV3 5NX

Tel: 01349 886606 e-mail:communityservices@highland.gov.uk www.highland.gov.uk

2. Numbers

There will be space for 6 vehicles minimum on Bridge St for daytime operations Neither Police Scotland nor The Highland Council harass or intimidate the public or TAXI drivers, we simply enforce the Law and waiting restrictions equally for all road users.

The lengthy discussions held with TAXI representatives failed to identify additional space within the City Centre to accommodate more Rank space other than that proposed.

As we are proposing to amend the location of RANK space we do not see the need to undertake a full EIA as this will have a little or no impact on the environment.

3. Consultation

The Highland Council undertook advance open consultation for some 12 months with representatives of TAXI providers. These meetings were recorded and all aspects of RANK provision were discussed at length. This was additional to the formal consultation you are responding to now.

Castle Wynd is relatively recent in providing for the night time economy and evolved when a curfew existed in Inverness. This has changed dramatically with much less pressure and spread throughout the early hours rather than the "big bang" that used to occur around 3am.

4. Cost

There is no avoiding a potential increase in cost to service provision from Eastgate but this will be nominal.

The Notices posted on Street are the statutory dates for consultation and the date shown on the website was corrected and is only additional information.

In light of our responses would you be willing to formally withdraw your objections to the proposed Variation Order. If we are unable to resolve any objections the matter will be referred to the City of Inverness Area Committee at which the Committee will consider your written objection and the services proposal and make a final decision on the matter.

Yours sincerely

Shane Manning
Principal Officer, Traffic & Parking
Traffic Management & Control Team
Community Services

David Coutts

Please ask for: **Shane Manning**

Email: shane.manning@highland.gov.uk

Date: 2/2/2018

Dear Mr Coutts

The Highland Council (Prohibition and Restriction of Waiting & Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

In response to your objections to elements 11, 12 & 13 of the above Variation Order, we would reply as follows:

Item 11

The positioning of Taxi Ranks adjacent to live carriageways is the norm in most locations both within Inverness and other townships in Scotland therefore the proposal to supply 2 ranks from 10am to 7pm on both sides of Bridge Street is not contrary to normal practice and no more hazardous in use by the public than the Academy Street Rank for example. If your objection is upheld to these provisions and the Taxi rank is removed from Castle Wynd then there will be No daytime Rank provision available on this side of the City. These locations were proposed as a result of lengthy negotiations with Taxi representatives over the course of 2017 at multiple meetings.

We are not proposing any Rank space on "Bank Street"

Item 12

Taxis will be permitted to turn left from Hamilton Street after 7pm and though not ideal will not be prevented from exiting from the High St onto Bridge Street. Customers will obviously use the ranks where taxis are available and will plan their exit from the city relative to this. We acknowledge that there may be increased costs incurred by using this rank.

Community Services

The Highland Council, Glenurquhart Road, Inverness, IV3 5NX

Tel: 01349 886606 e-mail:communityservices@highland.gov.uk www.highland.gov.uk

Item 13

We would ask you to note that there is no legal TAXI rank on Castle Wynd this location is not designated in any Traffic Regulation Order but has been "adopted" by Taxi drivers through custom and practice.

Though seen as beneficial to Taxi drivers the site does cause issues of congestion during the day with drivers waiting to turn right into Castle Wynd. Taxis waiting in Castle Wynd during the day can cause issues with vehicles requiring access to premises within the Museum complex. In evenings excessive vehicles snaking on the incline to use the rank completely block the access to these premises. The Highland Council is investing considerable sums to develop the Castle and its approaches to further encourage and service visitors to Inverness. This major investment will include a complete facelift and repurposing of Castle Wynd to the greater benefit of the city.

This will entail a de-facto closure during the construction process of many months thus passengers will be forced to use different locations for Taxi's. Therefore the Status Quo is not an option available to us.

As the completed refurbishment of Castle Wynd will not cater for any vehicles being allowed to wait in the area alternatives must be provided.

In light of our responses would you be willing to formally withdraw your objections to the proposed Variation Order. If we are unable to resolve any objections the matter will be referred to the City of Inverness Area Committee at which the Committee will consider your written objection and the services proposal and make a final decision on the matter.

Yours sincerely

Shane Manning

Principal Officer, Traffic & Parking

Traffic Management & Control Team

Community Services

Community Services

The Highland Council, Glenurquhart Road, Inverness, IV3 5NX
Tel: 01349 886606 e-mail:communityservices@highland.gov.uk www.highland.gov.uk

Please ask for: **Shane Manning**
Email: shane.manning@highland.gov.uk
Date: 5/3/2018

Dear Mr MacDonald

The Highland Council (Prohibition and Restriction of Waiting & Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

In response to your objections to elements 11, 12 and 13 of the above Variation Order, we would reply as follows:

Castle Wynd

We would ask you to note that there is no legal TAXI rank on Castle Wynd this location is not designated in any Traffic Regulation Order but has been "adopted" by Taxi drivers through custom and practice.

Though seen as beneficial to Taxi drivers the site does cause issues of congestion during the day with drivers waiting to turn right into and turning out of Castle Wynd. Taxis waiting in Castle Wynd during the day can cause issues with vehicles requiring access to premises within the Museum complex. In evenings excessive vehicles snaking on the incline to use the rank completely block the access to these premises.

The Highland Council is investing considerable sums to develop the Castle and its approaches to further encourage and service visitors to Inverness. This major investment will include a complete facelift and repurposing of Castle Wynd to the greater benefit of the city.

During the day there is on average 3 TAXI's sitting at this location with larger numbers being present late evening to accommodate the night time economy. Our proposals would maintain a daytime presence on Bridge Street for at least 6 TAXI's providing for easier access for customers with disability needs as there is less of a gradient.

Community Services

Bridge Street

The proposed daytime ranks on Bridge St have been included as a result of discussions with taxi representatives at several meetings prior to the formal consultation you are responding to. We would expect drivers to manage their routes safely to accommodate their passenger's needs. Police Scotland have expressed concerns regarding night time provision on the North side of Bridge St, however we would consider maintaining the Taxi rank on the Southside of Bridge Street as a 24 hour rank. We would also expect passengers to choose taxis based on their direction of travel.

Eastgate

The current proposal closes the Bridge St ranks after 7pm and we open the Eastgate Rank from 7pm to 6am. Any vehicle parking here during these hours would be subject to enforcement action.

Taxis will be permitted to turn left after 7pm from Hamilton Street.

In light of our responses would you be willing to formally withdraw your objections to the proposed Variation Order. If we are unable to resolve any objections the matter will be referred to the City of Inverness Area Committee at which the Committee will consider your written objection and the services proposal and make a final decision on the matter.

Yours sincerely

Shane Manning

Principal Officer, Traffic & Parking

Traffic Management & Control Team

Community Services

Community Services

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Tel: 01349 886606 e-mail:communityservices@highland.gov.uk www.highland.gov.uk

Douglas Creig

Please ask for: **Shane Manning**

Email: shane.manning@highland.gov.uk

Date: 5/3/2018

Dear Mr Creig

The Highland Council (Prohibition and Restriction of Waiting & Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

In response to your objections to elements 11, 12 & 13 of the above Variation Order, we would reply as follows:

Bridge Street

The proposed daytime ranks on Bridge St have been included as a result of discussions with taxi representatives at several meetings prior to the formal consultation you are responding to. We would expect drivers to manage their routes safely to accommodate their passenger's needs, and we would also expect passengers to choose taxis based on their direction of travel.

The positioning of Taxi Ranks adjacent to live carriageways is the norm in most locations both within Inverness and other townships in Scotland therefore the proposal to supply 2 ranks from 10am to 7pm on both sides of Bridge Street is not contrary to normal practice and no more hazardous in use by the public than the Academy Street Rank for example. If your objection is upheld to these provisions and the Taxi rank is removed from Castle Wynd then there will be No daytime Rank provision available on this side of the City. These locations were proposed as a result of lengthy negotiations with Taxi representatives over the course of 2017 at multiple meetings.

Eastgate

The current proposal closes the Bridge St ranks after 7pm and we open the Eastgate Rank from 7pm to 6am. Taxis will be permitted to turn left after 7pm from Hamilton Street. As traffic levels reduce significantly after 7pm we do not envisage any impact

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on congestion levels. The matter of potential increased fares is not a direct issue we can consider when locating ranks.

Castle Wynd

We would ask you to note that there is no legal TAXI rank on Castle Wynd this location is not designated in any Traffic Regulation Order but has been "adopted" by Taxi drivers through custom and practice.

Though seen as beneficial to Taxi drivers the site does cause issues of congestion during the day with drivers waiting to turn right into and turning out of Castle Wynd. Taxis waiting in Castle Wynd during the day can cause issues with vehicles requiring access to premises within the Museum complex. In evenings excessive vehicles snaking on the incline to use the rank completely block the access to these premises.

The Highland Council is investing considerable sums to develop the Castle and its approaches to further encourage and service visitors to Inverness. This major investment will include a complete facelift and repurposing of Castle Wynd to the greater benefit of the city. This will entail a de-facto closure during the construction process of many months thus passengers will be forced to use different locations for Taxi's. Therefore the Status Quo is not an option available to us.

As the completed refurbishment of Castle Wynd will not cater for any vehicles being allowed to wait in the area alternatives must be provided.

During the day there is on average 3 TAXI's sitting at this location with larger numbers being present late evening to accommodate the night time economy. Our proposals would maintain a daytime presence on Bridge Street for at least 6 TAXI's providing for easier access for customers with disability needs as there is less of a gradient.

Community Services

In light of our responses would you be willing to formally withdraw your objections to the proposed Variation Order. If we are unable to resolve any objections the matter will be referred to the City of Inverness Area Committee at which the Committee will consider your written objection and the services proposal and make a final decision on the matter.

Yours sincerely

Shane Manning

Principal Officer, Traffic & Parking

Traffic Management & Control Team

Community Services

Frederick Butcher

Please ask for: **Shane Manning**

Email: shane.manning@highland.gov.uk

Date: 5/3/2018

Dear Mr Butcher

The Highland Council (Prohibition and Restriction of Waiting & Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

In response to your objections to elements of the above Variation Order, we would reply as follows:

Castle Wynd

We would ask you to note that there is no legal TAXI rank on Castle Wynd this location is not designated in any Traffic Regulation Order but has been "adopted" by Taxi drivers through custom and practice.

Though seen as beneficial to Taxi drivers the site does cause issues of congestion during the day with drivers waiting to turn right into and turning out of Castle Wynd. Taxis waiting in Castle Wynd during the day can cause issues with vehicles requiring access to premises within the Museum complex. In evenings excessive vehicles snaking on the incline to use the rank completely block the access to these premises.

The Highland Council is investing considerable sums to develop the Castle and its approaches to further encourage and service visitors to Inverness. This major investment will include a complete facelift and repurposing of Castle Wynd to the greater benefit of the city. This will entail a de-facto closure during the construction process of many months thus passengers will be forced to use different locations for Taxi's. Therefore the Status Quo is not an option available to us.

As the completed refurbishment of Castle Wynd will not cater for any vehicles being allowed to wait in the area alternatives must be provided.

During the day there is on average 3 TAXI's sitting at this location with larger numbers being present late evening to accommodate the night time economy. Our

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proposals would maintain a daytime presence on Bridge Street for at least 6 TAXI's providing for easier access for customers with disability needs as there is less of a gradient.

Castle Wynd is relatively recent in providing for the night time economy and evolved when a curfew existed in Inverness. This has changed dramatically with much less pressure and spread throughout the early hours rather than the "big bang" that used to occur at closing times.

Bridge Street

The proposed daytime ranks on Bridge St have been included as a result of discussions with taxi representatives at several meetings prior to the formal consultation you are responding to. We would expect drivers to manage their routes safely to accommodate their passenger's needs, and we would also expect passengers to choose taxis based on their direction of travel.

The positioning of Taxi Ranks adjacent to live carriageways is the norm in most locations both within Inverness and other townships in Scotland therefore the proposal to supply 2 ranks from 10am to 7pm on both sides of Bridge Street is not contrary to normal practice and no more hazardous in use by the public than the Academy Street Rank for example. If your objection is upheld to these provisions and the Taxi rank is removed from Castle Wynd then there will be No daytime Rank provision available on this side of the City. These locations were proposed as a result of lengthy negotiations with Taxi representatives over the course of 2017 at multiple meetings.

Eastgate

The current proposal closes the Bridge St ranks after 7pm and we open the Eastgate Rank from 7pm to 6am. Taxis will be permitted to turn left after 7pm from Hamilton Street. This proposal is no further than the Academy Street rank and we are content that customers will go to the location where they can find a Taxi rank.

The matters you raise relating to behaviour and number of Taxi Licenses cannot be considered as part of your objection to this proposal.

Community Services

In light of our responses would you be willing to formally withdraw your objections to the proposed Variation Order. If we are unable to resolve any objections the matter will be referred to the City of Inverness Area Committee at which the Committee will consider your written objection and the services proposal and make a final decision on the matter.

Yours sincerely

Shane Manning

Principal Officer, Traffic & Parking

Traffic Management & Control Team

Community Services

George Ritchie

Please ask for: **Shane Manning**

Email: shane.manning@highland.gov.uk

Date: 5/3/2018

Dear Mr Ritchie

The Highland Council (Prohibition and Restriction of Waiting & Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

In response to your objections to elements of the above Variation Order, we would reply as follows:

Castle Wynd

We would ask you to note that there is no legal TAXI rank on Castle Wynd this location is not designated in any Traffic Regulation Order but has been "adopted" by Taxi drivers through custom and practice.

Though seen as beneficial to Taxi drivers the site does cause issues of congestion during the day with drivers waiting to turn right into and turning out of Castle Wynd. Taxis waiting in Castle Wynd during the day can cause issues with vehicles requiring access to premises within the Museum complex. In evenings excessive vehicles snaking on the incline to use the rank completely block the access to these premises.

The Highland Council is investing considerable sums to develop the Castle and its approaches to further encourage and service visitors to Inverness. This major investment will include a complete facelift and repurposing of Castle Wynd to the greater benefit of the city. This will entail a de-facto closure during the construction process of many months thus passengers will be forced to use different locations for Taxi's. Therefore the Status Quo is not an option available to us.

As the completed refurbishment of Castle Wynd will not cater for any vehicles being allowed to wait in the area alternatives must be provided.

During the day there is on average 3 TAXI's sitting at this location with larger numbers being present late evening to accommodate the night time economy. Our

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proposals would maintain a daytime presence on Bridge Street for at least 6 TAXI's providing for easier access for customers with disability needs as there is less of a gradient.

Castle Wynd is relatively recent in providing for the night time economy and evolved when a curfew existed in Inverness. This has changed dramatically with much less pressure and spread throughout the early hours rather than the "big bang" that used to occur around 3am.

Eastgate

The current proposal closes the Bridge St ranks after 7pm and we open the Eastgate Rank from 7pm to 6am. Taxis will be permitted to turn left after 7pm from Hamilton Street.

The matters you raise relating to behaviour and number of Taxi Licenses cannot be considered as part of your objection to this proposal.

In light of our responses would you be willing to formally withdraw your objections to the proposed Variation Order. If we are unable to resolve any objections the matter will be referred to the City of Inverness Area Committee at which the Committee will consider your written objection and the services proposal and make a final decision on the matter.

Yours sincerely

Shane Manning

Principal Officer, Traffic & Parking

Traffic Management & Control Team

Community Services

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Tel: 01349 886606 e-mail:communityservices@highland.gov.uk www.highland.gov.uk

The Inverness Taxi
Alliance

Please ask for: **Shane Manning**
Email: shane.manning@highland.gov.uk
Date: 5/3/2018

Dear

The Highland Council (Prohibition and Restriction of Waiting & Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

In response to your objections to elements of the above Variation Order, we would reply as follows:

1. The Highland Council has followed the Statutory process for the amendment or introduction of a Traffic Regulation Order
2. Your claim that this is the busiest rank in Inverness must be disputed due to the observations of the near 100% rank occupancy on Academy St, whereas Castle Wynd has an average of 3 vehicles present during the day.
3. Every consideration has been given within our proposals.
4. There is no requirement under Traffic Order legislation to undertake an EIA when promoting a minor change that may affect traffic patterns.
5. The Highland Council has engaged with Taxi representatives over a year in advance of this formal consultation and it is as a direct result of those meetings that the compromise proposals are being formally presented.
6. You are responding to the formal public consultation.
7. The rank on Castle Wynd does not legally exist and has never been defined as a Taxi rank in any Traffic Regulation Order. Our proposals provide for up to 6 vehicles daytime on Bridge St and 12 vehicles on Eastgate at night.
8. We would dispute your arbitrary figures relating to the numbers of people who attend Castle Wynd at night as you state, no surveys have been carried out. We are proposing suitable alternatives which customers will use.

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Castle Wynd

We would ask you to note that there is no legal TAXI rank on Castle Wynd this location is not designated in any Traffic Regulation Order but has been "adopted" by Taxi drivers through custom and practice.

Though seen as beneficial to Taxi drivers the site does cause issues of congestion during the day with drivers waiting to turn right into and turning out of Castle Wynd. Taxis waiting in Castle Wynd during the day can cause issues with vehicles requiring access to premises within the Museum complex. In evenings excessive vehicles snaking on the incline to use the rank completely block the access to these premises.

The Highland Council is investing considerable sums to develop the Castle and its approaches to further encourage and service visitors to Inverness. This major investment will include a complete facelift and repurposing of Castle Wynd to the greater benefit of the city. This will entail a de-facto closure during the construction process of many months thus passengers will be forced to use different locations for Taxi's. Therefore the Status Quo is not an option available to us.

As the completed refurbishment of Castle Wynd will not cater for any vehicles being allowed to wait in the area alternatives must be provided.

During the day there is on average 3 TAXI's sitting at this location with larger numbers being present late evening to accommodate the night time economy. Our proposals would maintain a daytime presence on Bridge Street for at least 6 TAXI's providing for easier access for customers with disability needs as there is less of a gradient.

Castle Wynd is relatively recent in providing for the night time economy and evolved when a curfew existed in Inverness. This has changed dramatically with much less pressure and spread throughout the early hours rather than the "big bang" that used to occur at closing times.

Bridge Street

The proposed daytime ranks on Bridge St have been included as a result of discussions with taxi representatives at several meetings prior to the formal consultation you are responding to. We would expect drivers to manage their routes safely to accommodate their passenger's needs. Police Scotland have expressed concerns regarding night time provision on the North side of Bridge St, however we

Community Services

would consider maintaining the Taxi rank on the Southside of Bridge Street as a 24 hour rank. We would also expect passengers to choose taxis based on their direction of travel.

Eastgate

The current proposal closes the Bridge St ranks after 7pm and we open the Eastgate Rank from 7pm to 6am. Any vehicle parking here during these hours would be subject to enforcement action.

Taxis will be permitted to turn left after 7pm from Hamilton Street.

In light of our responses would you be willing to formally withdraw your objections to the proposed Variation Order. If we are unable to resolve any objections the matter will be referred to the City of Inverness Area Committee at which the Committee will consider your written objection and the services proposal and make a final decision on the matter.

Yours sincerely

Shane Manning

Principal Officer, Traffic & Parking

Traffic Management & Control Team

Community Services

Community Services

James MacNeil

Please ask for: **Shane Manning**

Email: shane.manning@highland.gov.uk

Date: 5/3/2018

Dear Mr MacNeil

The Highland Council (Prohibition and Restriction of Waiting & Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

In response to your objections to elements of the above Variation Order, we would reply as follows:

Castle Wynd

We would ask you to note that there is no legal TAXI rank on Castle Wynd this location is not designated in any Traffic Regulation Order but has been "adopted" by Taxi drivers through custom and practice.

Though seen as beneficial to Taxi drivers the site does cause issues of congestion during the day with drivers waiting to turn right into and turning out of Castle Wynd. Taxis waiting in Castle Wynd during the day can cause issues with vehicles requiring access to premises within the Museum complex. In evenings excessive vehicles snaking on the incline to use the rank completely block the access to these premises.

The Highland Council is investing considerable sums to develop the Castle and its approaches to further encourage and service visitors to Inverness. This major investment will include a complete facelift and repurposing of Castle Wynd to the greater benefit of the city. This will entail a de-facto closure during the construction process of many months thus passengers will be forced to use different locations for Taxi's. Therefore the Status Quo is not an option available to us. As the completed refurbishment of Castle Wynd will not cater for any vehicles being allowed to wait in the area alternatives must be provided.

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During the day there is on average 3 TAXI's sitting at this location with larger numbers being present late evening to accommodate the night time economy. Our proposals would maintain a daytime presence on Bridge Street for at least 6 TAXI's providing for easier access for customers with disability needs as there is less of a gradient.

Castle Wynd is relatively recent in providing for the night time economy and evolved when a curfew existed in Inverness. This has changed dramatically with much less pressure and spread throughout the early hours rather than the "big bang" that used to occur around closing times.

Eastgate

The current proposal closes the Bridge St ranks after 7pm and we open the Eastgate Rank from 7pm to 6am. Taxis will be permitted to turn left after 7pm from Hamilton Street.

The matters you raise relating to behaviour and number of Taxi Licenses cannot be considered as part of your objection to this proposal.

In light of our responses would you be willing to formally withdraw your objections to the proposed Variation Order. If we are unable to resolve any objections the matter will be referred to the City of Inverness Area Committee at which the Committee will consider your written objection and the services proposal and make a final decision on the matter.

Yours sincerely

Shane Manning

Principal Officer, Traffic & Parking

Traffic Management & Control Team

Community Services

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Tel: 01349 886606 e-mail:communityservices@highland.gov.uk www.highland.gov.uk

Norman Allan

Please ask for: **Shane Manning**

Email: shane.manning@highland.gov.uk

Date: 5/3/2018

Dear Mr Allan

The Highland Council (Prohibition and Restriction of Waiting & Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

In response to your objections to elements of the above Variation Order, we would reply as follows:

Castle Wynd

We would ask you to note that there is no legal TAXI rank on Castle Wynd this location is not designated in any Traffic Regulation Order but has been "adopted" by Taxi drivers through custom and practice.

Though seen as beneficial to Taxi drivers the site does cause issues of congestion during the day with drivers waiting to turn right into and turning out of Castle Wynd. Taxis waiting in Castle Wynd during the day can cause issues with vehicles requiring access to premises within the Museum complex. In evenings excessive vehicles snaking on the incline to use the rank completely block the access to these premises.

The Highland Council is investing considerable sums to develop the Castle and its approaches to further encourage and service visitors to Inverness. This major investment will include a complete facelift and repurposing of Castle Wynd to the greater benefit of the city. This will entail a de-facto closure during the construction process of many months thus passengers will be forced to use different locations for Taxi's. Therefore the Status Quo is not an option available to us.

As the completed refurbishment of Castle Wynd will not cater for any vehicles being allowed to wait in the area alternatives must be provided.

Community Services

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During the day there is on average 3 TAXI's sitting at this location with larger numbers being present late evening to accommodate the night time economy. Our proposals would maintain a daytime presence on Bridge Street for at least 6 TAXI's providing for easier access for customers with disability needs as there is less of a gradient.

Castle Wynd is relatively recent in providing for the night time economy and evolved when a curfew existed in Inverness. This has changed dramatically with much less pressure and spread throughout the early hours rather than the "big bang" that used to occur at closing times.

Bridge Street

The proposed daytime ranks on Bridge St have been included as a result of discussions with taxi representatives at several meetings prior to the formal consultation you are responding to. We would expect drivers to manage their routes safely to accommodate their passenger's needs, and we would also expect passengers to choose taxis based on their direction of travel.

The positioning of Taxi Ranks adjacent to live carriageways is the norm in most locations both within Inverness and other townships in Scotland therefore the proposal to supply 2 ranks from 10am to 7pm on both sides of Bridge Street is not contrary to normal practice and no more hazardous in use by the public than the Academy Street Rank for example. If your objection is upheld to these provisions and the Taxi rank is removed from Castle Wynd then there will be No daytime Rank provision available on this side of the City. These locations were proposed as a result of lengthy negotiations with Taxi representatives over the course of 2017 at multiple meetings.

Eastgate

The current proposal closes the Bridge St ranks after 7pm and we open the Eastgate Rank from 7pm to 6am. Any vehicle parking here during these hours would be subject to enforcement action. Taxis will be permitted to turn left after 7pm from Hamilton Street. This proposal is no further than the Academy Street rank and we are content that customers will go to the location where they can find a Taxi rank.

Community Services

In light of our responses would you be willing to formally withdraw your objections to the proposed Variation Order. If we are unable to resolve any objections the matter will be referred to the City of Inverness Area Committee at which the Committee will consider your written objection and the services proposal and make a final decision on the matter.

Yours sincerely

Shane Manning

Principal Officer, Traffic & Parking

Traffic Management & Control Team

Community Services

Community Services

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Susan Butcher

Please ask for: **Shane Manning**

Email: shane.manning@highland.gov.uk

Date: 5/3/2018

Dear Ms Butcher

The Highland Council (Prohibition and Restriction of Waiting & Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

In response to your objections to elements of the above Variation Order, we would reply as follows:

Castle Wynd

We would ask you to note that there is no legal TAXI rank on Castle Wynd this location is not designated in any Traffic Regulation Order but has been "adopted" by Taxi drivers through custom and practice.

Though seen as beneficial to Taxi drivers the site does cause issues of congestion during the day with drivers waiting to turn right into and turning out of Castle Wynd. Taxis waiting in Castle Wynd during the day can cause issues with vehicles requiring access to premises within the Museum complex. In evenings excessive vehicles snaking on the incline to use the rank completely block the access to these premises.

The Highland Council is investing considerable sums to develop the Castle and its approaches to further encourage and service visitors to Inverness. This major investment will include a complete facelift and repurposing of Castle Wynd to the greater benefit of the city. This will entail a de-facto closure during the construction process of many months thus passengers will be forced to use different locations for Taxi's. Therefore the Status Quo is not an option available to us.

As the completed refurbishment of Castle Wynd will not cater for any vehicles being allowed to wait in the area alternatives must be provided.

During the day there is on average 3 TAXI's sitting at this location with larger numbers being present late evening to accommodate the night time economy. Our

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proposals would maintain a daytime presence on Bridge Street for at least 6 TAXI's providing for easier access for customers with disability needs as there is less of a gradient.

Castle Wynd is relatively recent in providing for the night time economy and evolved when a curfew existed in Inverness. This has changed dramatically with much less pressure and spread throughout the early hours rather than the "big bang" that used to occur at closing times.

Bridge Street

The proposed daytime ranks on Bridge St have been included as a result of discussions with taxi representatives at several meetings prior to the formal consultation you are responding to. We would expect drivers to manage their routes safely to accommodate their passenger's needs, and we would also expect passengers to choose taxis based on their direction of travel.

The positioning of Taxi Ranks adjacent to live carriageways is the norm in most locations both within Inverness and other townships in Scotland therefore the proposal to supply 2 ranks from 10am to 7pm on both sides of Bridge Street is not contrary to normal practice and no more hazardous in use by the public than the Academy Street Rank for example. If your objection is upheld to these provisions and the Taxi rank is removed from Castle Wynd then there will be No daytime Rank provision available on this side of the City. These locations were proposed as a result of lengthy negotiations with Taxi representatives over the course of 2017 at multiple meetings.

Eastgate

The current proposal closes the Bridge St ranks after 7pm and we open the Eastgate Rank from 7pm to 6am. Taxis will be permitted to turn left after 7pm from Hamilton Street. This proposal is no further than the Academy Street rank and we are content that customers will go to the location where they can find a Taxi rank.

The matters you raise relating to behaviour and number of Taxi Licenses cannot be considered as part of your objection to this proposal.

Community Services

In light of our responses would you be willing to formally withdraw your objections to the proposed Variation Order. If we are unable to resolve any objections the matter will be referred to the City of Inverness Area Committee at which the Committee will consider your written objection and the services proposal and make a final decision on the matter.

Yours sincerely

Shane Manning

Principal Officer, Traffic & Parking

Traffic Management & Control Team

Community Services

**Castle Wynd Taxi Rank
4pm Thursday 8th March 2018,
The Chamber, Town House, Inverness**

PRESENT: David Haas (Inverness City Manager) (DH); Shane Manning (Principal Traffic Support Officer) (SM); Jason Kelman (Principal Project Manager) (JK); Lucy Melville (Senior Technician) (LM); Chief Inspector Colin Gough (CG); Donald Philip (DP); Duncan Fraser (Inverness Taxi Alliance); Andrew MacDonald (Inverness Taxi Alliance) (AMac); Arthur McCorquodale (AMc); George Ritchie (GR); David Coutts (DC); Susan Butcher (SB); Fred Butcher (FB); Hilary Tolmie (Business Support) (HT).

APOLOGIES: Gary Smith (Principal Engineer); Douglas Greig

ITEM		
		A request was made to record the meeting. This request was declined as DH confirmed that a note of the meeting will be circulated to all present and everyone would get a chance to comment on its accuracy. The request to record the meeting was denied
1.	Introductions	<p>DH confirmed that this was an official meeting in line with the Council's Policy when objections are lodged to change or create a Traffic Order. The Traffic Order to restrict the use of Castle Wynd so preventing its use as a Taxi Rank was published last year and all present had objected to the Order either in their own right or on behalf of an organisation. The purpose of this meeting is to discuss these objections.</p> <p>SM advised that he was the Officer who promoted the Order and it would be he who would report to the City of Inverness Area Committee if he were unable to resolve the objections. He would supply the Member with all the comments made today or in written format in order that the Members can make the ultimate decision.</p> <p>Following this the rest of the group introduced themselves.</p>
2.	Meeting Objectives	Private Meeting which will appraise the objectors of the proposals that have been lodged and to note concerns and if not resolved will be decided at the City of Inverness Area Committee on the 31 st May 2018.
3.	Briefing on Proposals	<p>It is a result of the major re-development of the Castle that the proposal to move the Castle Wynd Taxi Rank came about. It is proposed that Castle Wynd becomes the major entry point to the Castle and therefore all stationary vehicles will be banned from the area. It will mainly be a pedestrian area but with some access for vehicles to get up to the loading bay.</p> <p>Over the course of 12 months several meetings were held with the Taxi Representatives where the situation was explained and suggestions were given to relocate the rank to various other locations and to increase rank space in the City. Every suggestion was considered and SM even had talks with Stagecoach</p>

		<p>to use the Bus Stops in Union Street but this was rejected. Police Scotland were present at a lot of the meetings and gave their objections at the time.</p> <p>DH Confirmed that after all these meetings a proposal was finalised which included alternative Ranks in Bridge Street and at the top end of the High Street outside Eastgate. At no time was it claimed that this proposal was agreed but it was the best resolution that could be found after all the discussions. Following this there was a formal Public Consultation which included adverts in the Press and formal notices displayed on every street that the Traffic Order will affect. Sixteen objections have been received to the Traffic Orders and 14 of these relate to Castle Wynd.</p> <p>SM confirmed that the elected Members of Inverness agreed to develop Castle Wynd which meant that Officers had look at the situation from the point of view that the Castle Wynd Taxi Rank was closing and had to find alternative ranks for the taxis. SM circulated the proposals to all present which show minor adjustments following feedback from some of the objections. The following is proposed:</p> <ul style="list-style-type: none"> • 24/7 Rank outside the old Poundstreichers Building on Bridge Street • Daytime Rank only outside the Gellions • At present in the City there are 31 daytime spaces and 31 night-time spaces • If the proposals go ahead there will be 30 daytime spaces and 39 night time spaces • There is a proposal for an extra 15 spaces at the station but waiting to confirm this with the Eastgate Centre and Debenhams • Permanent 7 space rank outside Ash this is an increase of 3 spaces • Public Taxi rank at Falcon Square again need to confirm with the Eastgate Centre <p>SM confirmed that if the objections are withdrawn these proposals will go ahead if the objections are not withdrawn the Members will decide where the ranks will be placed.</p> <p>JK confirmed that the Castle Wynd works are on hold until this issue is resolved and work is likely to commence in January 2019.</p> <p>CG confirmed that Police Scotland happy to discuss any safety issues.</p>
4/5.	Objectors Comments/ Officers Response	<p><u>Donald Philip</u></p> <ul style="list-style-type: none"> • Asked if the public can attend and speak at the CIAC in May. DH confirmed they can attend but cannot speak. Letters will not be read out but any concerns will be brought up by the Officer leading the report at the meeting. . DH also confirmed that they could also make representation to their elected Members. • DP enquired if the Taxi Companies and Operators were informed before the Traffic Order was published. SM confirmed that no they were not but six meetings were held which they were all invited to and at the end of the last meeting they were advised that the Order would be published. Individuals were not written to but notices were published in the Press and on lampposts.

- Is it safe to have cars exiting out of High Street when there are pedestrians also using it? Could be dangerous especially at night as people congregated around McDonalds. CG confirmed there is always a risk when alcohol is involved.
- Fares will go up if the rank is put in Eastgate. SM disagreed as there will still be rank in Bridge Street. DP had concerns to how Bridge Street would cope with a crowd of people waiting for a taxi.
- DP also had concerns about £50 fines for drivers outside Rohan.
- Could 4 spaces be put in at Rohan as the pavement is wider there? SM does not think this is achievable but will look into it.

ACTION

SM to investigate the possibility of 4 spaces outside Rohan on Academy Street

Duncan Fraser

- The whole situation is due to a lack of consultation built up over the years
- Would like a structured policy with the same rules for everyone. In the past alot was agreed verbally but goodwill should be shown to all these decisions.
- Would it possible to have the whole side of outside Poundstreichers. Six spaces there would mean that the Equalities Act would be covered by allowing for the disabled.
- What the public needs the taxi drivers have to serve and the Council should be there to help them meet these needs.
- SM happy to adjust the proposal outside Poundstreichers to allow for six spaces westbound by removing the loading bay but will need to take this up with Freight Scotland. They will object though and the Council will need to find another loading bay.
- LM confirmed that they could look at widening the pavement to allow for wheelchairs.

ACTION

SM and LM to look at extending the westbound rank on Bridge Street

Andrew MacDonald

- At the last Alliance Meeting there was differing views expressed
- Castle Wynd is really well used and up to 28-30 vehicles can be lined up at any one time. AM then asked how many extra spaces were being proposed? SM confirmed that if the proposals go ahead there will be an extra 15 during the day and 23 at night. If the go ahead is given today there will be an extra 8. This is based on 4 at Castle Wynd.
- There is an average of 3-4 vehicles there during the day any more and this can cause problems with HGVs.
- AMac does not think a rank in Bridge Street is a good idea because of the exit possibilities – potential for cars doing a U-Turn through 3 lanes of traffic. There is no exit from Bridge Street for traffic going to Hilton.
- Castle Wynd operates safely and the proposal for High Street is an accident waiting to happen.

- Disability/Mobility Access has not been considered
- In 2011 there were 300 vehicles with 30 spaces there are now 450 vehicles and this has created a need on ranks that didn't formally exist.
- DH confirmed that it had been noted how many vehicles use Castle Wynd but officially it is a rank for 4 vehicles and the overall number of Rank spaces will be increased if the proposals go ahead.
- PHCs are sitting in illegal spaces and SM noted the enforcement of the PHCs.
- SM agreed that a lot of taxis use Castle Wynd and although it solves a problem at night it can cause issues during the day.
- SM did not think it is illegal to do a U-Turn safely in Bridge Street CG confirmed this.
- A concession was made in the past by the Police to use the space at Rohan during the day but not at night but it was not used properly so Police Scotland intervened.
- CG confirmed that the Taxi Industry provide a valuable service and it is a case of working together and stated that he was not against reviewing earlier decisions regarding the Bridge Street ranks.
- DF enquired about the use of the lay-by on Castle Street outside Mr Gs and Vinyl as since the previous meeting they have both closed so could this be used? JK advised that the building has been bought over so this may not be an option.

ACTION

CG to review previous decisions regarding the Bridge Street Ranks

SM to look at the viability of using the lay-by outside Mrs Gs

Arthur McCorquodale

- AMc expressed concerns about opening car doors on Bridge Street but SM noted his concern but if did not feel it was any more hazardous than opening doors on Academy Street.
- Castle Wynd meets all the needs of the Taxi Drivers and the public but SM confirmed the Rank will need to close for six months anyway while the work takes place

George Ritchie

- Same concerns as AMc and feels that the Castle Wynd Rank is a very safe Rank.
- Queried what works will be going on that will require the rank to be shut.
- The Public will need to be educated on which side of Bridge Street to use depending on where they are going.
- Suggested moving the Bus Stop to nearer Primark and the Gellions so the new rank could be moved away from the Gellions. SM agreed to look into this.
- Concerns about using the layby at McDonalds if Mr Gs is to become a night club again.
- GR queried why DH stated in the Press that having Taxi in Castle Wynd will be putting cars in amongst the public and the same applies to the High Street. DH responded that High Street is safer as it is wider, brighter and has CCTV coverage. In the past Taxi Marshals have had to be put in, in Castle Wynd, it is also narrower and darker.
- DH also stated that there is only a certain amount of space available within the City. The Council is

trying to improve the City with open easy access. Having vehicles sitting on Castle Wynd doesn't make the area inviting for the public. By improving the footfall to the City will improve their business. What is being recommended is for the benefit of the community.

- DF commented that the locals should be considered more important than tourists. Research should have been carried out before these plans were put in place.
- GR commented that the two spaces outside Duncan Fraser Butchers in Queensgate are not used. When new ranks are created they are very seldom used.
- The Bus Stops in Union Street are very seldom used by buses could they be used by taxis. SM has asked Stagecoach about these in the past and been told that their timetables do not allow for a gap to be created for taxis.
- GR queried the circulated plan for Station Square. SM confirmed that due to a lease agreement 9 parking spaces plus 1 disabled space must be provided for the hotel. The 5 spaces in the middle are a private agreement between the Arbellio and the operator.
- Two spaces were lost in Eastgate when the bus routes were extended.

ACTION

SM to look into moving the bus stop on Bridge Street to nearer Primark to enable the proposed taxi rank to be moved away from the Gellions.

David Coutts

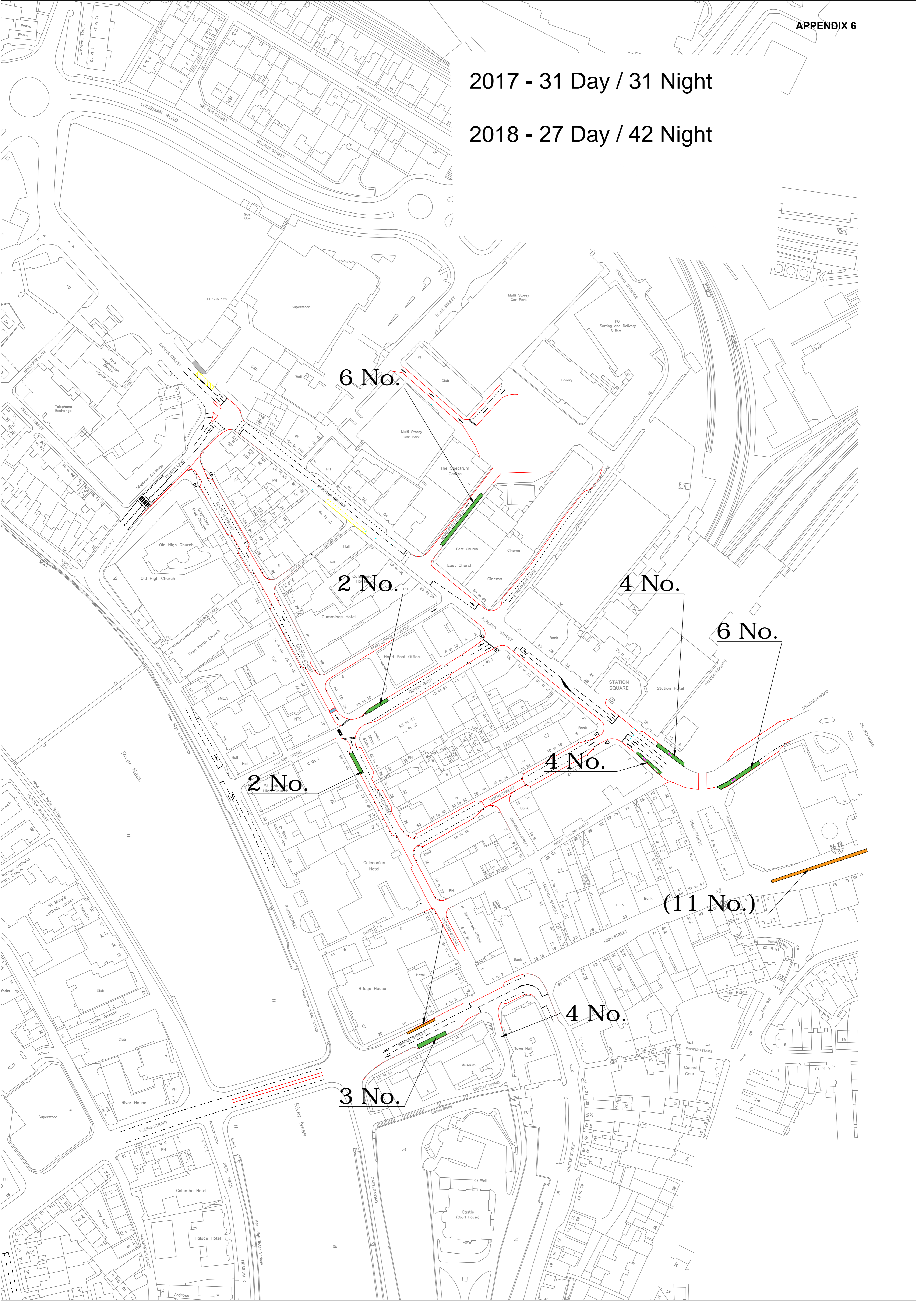
- Enquired if his objection letter would be shown to the Committee as most of his concerns were included in it. SM confirmed that it would be.
- Agrees with AMc does not think a rank in Eastgate is a good idea. How do you get customers to Dalneigh from Eastgate? No-one will use it.
- Castle Wynd best rank in Inverness makes 98% of his earnings from that rank.
- No objections from Operators – why is this?
- Feels very strongly about Castle Wynd closing.
- Need a feeding on system – where do taxis go if there is already 4 taxis sitting in the rank?
- Has not spoken to one person who thinks it is a good idea to move Castle Wynd.
- Taking away Castle Wynd will result in an under provision.
- Everywhere in the City easy to get to from Castle Wynd apart for Raigmore Estate.
- DH confirmed that the Council have agreed to go ahead with these works.
- SM agreed that serving the public is fundamental to what the taxi drivers do. Agreed that Eastgate is not an ideal solution but no one could come up with a better idea.
- He went on to say the proposed Bridge Street rank will be to service customers heading to the west side of Inverness. If the Council uphold their objections there will be no provision for a rank to service the west-side. We need to keep a presence on the west-side and that is why Bridge Street has been proposed for a day-time rank. The contention is when it is really busy at night time.
- SM confirmed that we can provide stationery rank space but we are not obliged to provide feed on space. By chance we have this in Castle Wynd but it's not ideal during the day.

		<ul style="list-style-type: none"> • AMac commented that there is an overprovision of taxis in Inverness – more taxis per head of population that New York has. On average there are 3-4 taxis sitting on Castle Wynd during the day this is disputed by the Taxi drivers but SM confirmed that the Council were making a commitment to maintain 4 spaces during the day on Bridge Street. <p><u>Susan Butcher</u></p> <ul style="list-style-type: none"> • If the works go ahead on the Eastgate Hostel how will this affect the proposed Eastgate rank? SM agreed that this is something we will need to manage. He is proposing moving the rank to the Marks & Spencer side due to these works and the National Cycle Route which comes down Stephen's Brae. • SB asked if the rank was lost due to the works would it be returned? SM and DH agreed that this is something that would need to be managed. DH confirmed that we are aware of the problems that may arise and there will be discussions with the Business Community and Inverness BID before any works commence. <p><u>Fred Butcher</u></p> <ul style="list-style-type: none"> • Originally the rank used to be on Bridge Street but it was moved to Castle Wynd when the tour buses stopped there. • SM confirmed that a stopping place for the mini buses has been created on Bank Street and if any stop on Bridge Street they are liable to be ticketed. From an enforcement point of view PHCs will also be looked at and although the wardens do not have the jurisdiction to ticket them they will record any evidence and report to the licencing authority. It is a statutory offence for them to be sitting in the ranks. • No right turn when leaving Station Square. SM confirmed that Station Square will shortly be closed to vehicles apart from the 9 parking spaces belonging to the Hotel. • All taxi drivers received a letter from the police advising them not to do a U-Turn in Academy Street. CG confirmed that U-Turns could be done provided they were undertaken safely. • Marshals should direct pedestrians to the correct rank DH to pick up with Inverness BID <p>ACTION DH to speak to Inverness BID regarding the Taxi Marshals</p>
6.	Objectors – Opportunity to respond/Other Comments	<p>AMac asked if the objections stand will the proposals still be available? SM responded that he will present his case at the CIAC on the 31st May outlining his proposals along with their objections to it and the Members will make the decision. SM made it clear that some of the objections received state that it is too dangerous to have rank on Bridge Street and if the Members agree with this there will be no rank on Bridge Street which may mean that there will be no rank to service the West Side of the River.</p> <p>DP queried the police involvement at Rohan. Drivers are getting ticketed during the day for obstruction and at 6.20pm and 8.30pm on a Saturday. DH asked that these matters be brought up with the police and SM</p>

		<p>at another time. DP also stated that the letter he received from SM was wrong as it should state that Castle Wynd is a Council promoted taxi rank and the Council should take responsibility for their actions in taking away Castle Wynd. SM agreed that taking away Castle Wynd has consequences and that is why this meeting is being held. The decision to take away Castle Wynd is not a foregone conclusion and nothing has been decided yet. The Members will decide on the 31st May.</p> <p>There is guidance on good practice from the Government that Transport and Licencing should consult with the Trade on the amount of ranks and the number of licences that are approved – this does not happen at present. Susan Blease preparing a report which will be published in March about zoning and overprovision. DH and SM noted these comments.</p> <p>AMac advised on behalf of the Taxi Alliance that they will be holding a meeting in a week's time and the decision on whether to withdraw their objection will be discussed.</p> <p>GC felt it would be silly not to accept the proposals in the meantime if the rank has to close for six months anyway but be open to getting Castle Wynd back once the works are complete.</p> <p>GC also asked about the new rank proposed at the back of the station. SM confirmed that once he has permission from the Eastgate Centre it will be proposed as public rank and he will seek written permission from Scotrail/Arbellio.</p>
7.	Summary	<p>The Council have already agreed the programme of works proposed for Castle Wynd which is part of bigger plans for the area. JK confirmed that Objections remain and if the Members agree at the City Area Committee that the taxis remain in Castle Wynd, that the planned works may need to be reconsidered.</p> <p>DH confirmed that more consultation will be undertaken as further plans become available as appropriate.</p> <p>AMac stated that there is a general malaise within the taxi business and taxi drivers are finding it harder and harder to make a living.</p> <p>DH sated that if the Media ask for a statement he will state that a very constructive meeting was held with many helpful suggestions proposed. The minute will stay private.</p> <p>Ultimately however it will be for the Members decide unless everyone withdraws their objections.</p>

2017 - 31 Day / 31 Night

2018 - 27 Day / 42 Night



6 No.

2 No.

4 No.

6 No.

2 No.

4 No.

(11 No.)

4 No.

3 No.





Non exhaustive summary of objections and responses to:

The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation One Order 2017

Ref	Unresolved OBJECTIONS to TAXI amendments.	Quantity
1	Do not close Castle Wynd TAXI rank as it allows vehicles to wait off street and turn left or right from the rank and is a safe site.	8
2	Closure of Castle Wynd will excessively impact on drivers income	3
3	Closure of Castle Wynd TAXI rank will reduce provision on the West side of Inverness	1
4	Castle Wynd allows many more TAXIs to queue off street than the notional 4 spaces provided	3
5	Bridge Street ranks would be a threat to public safety getting in and out of vehicles	4
6	Bridge Street ranks will limit the direction of travel for drivers	5
7	Bridge Street ranks would increase cost to customers	3
8	Bridge Street ranks do not have the capacity for the demand	2
9	Bridge Street Eastbound Rank will cause traffic issues during the day	3
10	Bridge Street Eastbound Rank will be blocked by delivery vehicles	1
11	Eastgate rank will cause hardship to users in getting to the rank	2
12	Eastgate rank will increase cost to customers	5
13	Eastgate rank will increase traffic congestion	3
14	Eastgate rank will create public order issues	1
15	Eastgate rank will not be used as too far away	2
16	Eastgate rank exit from Hamilton Street not viable as no left turn.	5
17	General lack of survey data on current usage	5
18	Part time nature of proposed ranks not adequate	4
19	The status quo is a better option	2

Ref	Responses
1	<ul style="list-style-type: none"> Though seen as beneficial to Taxi drivers the site does cause issues of congestion during the day with drivers waiting to turn right into Castle Wynd. Taxis waiting in Castle Wynd during the day can cause issues with vehicles requiring access to premises within the Museum complex. In evenings excessive vehicles snaking on the incline to use the rank completely block the access to these premises. The Highland Council is investing considerable sums to develop the Castle and its approaches to further encourage and service visitors to Inverness. This major investment will include a complete facelift and repurposing of Castle Wynd to the greater benefit of the city. Castle Wynd is relatively recent in providing for the night time economy and evolved when a curfew existed in Inverness. This has changed dramatically with much less pressure and spread throughout the early hours rather than the “big bang” that used to occur around 3am.

2	
3	Our proposals would maintain a daytime presence on Bridge Street for at least 6 TAXI's providing for easier access for customers with disability needs as there is less of a gradient
4	During the day there is on average 3 TAXI's sitting at this location with larger numbers being present late evening to accommodate the night time economy and the number quoted of 25 is in itself a worrying figure with so many vehicle moving in such a confined space.
5	<ul style="list-style-type: none"> • The positioning of Taxi Ranks adjacent to live carriageways is the norm in most locations both within Inverness and other townships in Scotland therefore the proposal to supply 2 ranks from 10am to 7pm on both sides of Bridge Street is not contrary to normal practice and any more hazardous to use by the public than the Academy Street Rank for example. • All locations proposed as alternatives offer full footpath provision to cater for the safety of waiting pedestrians.
6	<ul style="list-style-type: none"> • We would expect drivers to manage their routes safely to accommodate their passenger's needs. • We are content that passengers can access a Taxi based on their direction of travel by providing ranks on both sides of Bridge St as requested by Taxi representatives.
7	We acknowledge that there may be increased costs incurred
8	During the day there is on average 3 TAXI's sitting on Castle Wynd with larger numbers being present late evening to accommodate the night time economy. Our proposals would maintain a daytime presence on Bridge Street for at least 6 TAXI's providing for easier access for customers with disability needs as there is less of a gradient.
9	We would expect drivers to manage their routes safely to accommodate their passenger's needs
10	Any delivery drivers using the rank between 10am and 7pm will be penalised by Enforcement Officers
11	The alternative provisions also benefit from all the crossings currently available. Indeed Eastgate has the least risk to pedestrians due to its design and use.
12	We acknowledge that there may be increased costs incurred
13	<ul style="list-style-type: none"> • As these journeys will be a displacement of vehicles previously leaving from Castle Wynd and out with peak hours this will not increase congestion or pollution levels. • We acknowledge that Southbound Taxis will use the Crown area but as this will be out with traffic peaks will have no impact on traffic congestion.
14	Police Scotland support the location proposed on Eastgate.
15	<ul style="list-style-type: none"> • Customers will use the ranks where taxis are available and will plan their visits to the city relative to this. • Taxis will not be permitted to use these ranks after 7pm and that is why we are providing additional rank space in Eastgate. Police Scotland have objected to the Bridge St ranks being in operation after 7pm.
16	Taxis will be permitted to turn left after 7pm from Hamilton Street.
17	<ul style="list-style-type: none"> • We are content that the alternative provisions offered will be fully

	<p>capable of servicing all demand.</p> <ul style="list-style-type: none"> • There is no requirement under Traffic Order legislation to undertake an EIA when promoting a minor change that may affect traffic patterns.
18	<p>Police Scotland have expressed concerns regarding night time provision on the North side of Bridge St, we would consider maintaining the Taxi rank on the Southside of Bridge Street as a 24 hour rank.</p>
19	<ul style="list-style-type: none"> • The upgrade to Castle Wynd will create a de-facto closure during the construction process - of many months - thus passengers will be forced to use different locations for Taxi's. Therefore the Status Quo is not an option available to us. • As the completed refurbishment of Castle Wynd will not cater for any vehicles being allowed to wait in the area alternatives must be provided.

APPENDIX 9



No TAXI provision
LOADING ONLY
8am to 6pm

Bridge House

PH
14
16

4 to 8 2

18

BRIDGE STREET

Access to first floor premises

Private Car Park

Museum

TAXI ONLY

Loading Only
8am to 6pm
TAXI ONLY
8pm to 6am

No Loading
At any time

Proposed new layout- Bridge Street

1:500

94

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The Highland Council 2014 100023369
- Key**
- Pedestrian Barrier
 - Barrier
 - Bike Stand
 - New sign
 - Carriageway
 - Footway
 - Cycle lane

Revision Details			
Drawn By	Check By	Check Date	



DEVELOPMENT & INFRASTRUCTURE

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KW10

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Project
**Bridge Street,
Castle Wynd and
Castle Steps,
Inverness**

Title
**Proposed new layout
Bridge Street**

Scale
As Shown (@)

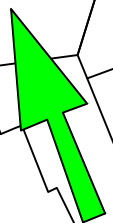
Drawn	AH	Date	18/10/201
Checked	GWS	Date	02/11/201

Project No:
AR1195

Drawing No:	PD_07	Rev:	-
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95

LEFT & RIGHT Turn after 7pm for TAXI's



NEW EASTGATE TAXI RANK
7pm to 6am 11 No.

