

301

RECEIVED

York.

19 JUL 2007

Dear Sir,

.....
By giving our Hackney
drivers a licence, many problems
would be solved.

There would be no increase of numbers
on the road,

no large sums of money exchanging
hands,

no drivers feeling exploited, and retired
plate owners, would not offically
require a licence.

Neither would there be so much
outside interest from investors.

Then it would be a customer service
in the public interest.



302

Haswell, Dick

From: Lacy, John
Sent: 13 July 2007 12:05
To: Haswell, Dick
Subject: FW: York Taxis, Disabled Persons Access

[Redacted]

-----Original Message-----

From: [Redacted]
Sent: 13 July 2007 10:29
To: Lacy, John
Subject: York Taxis, Disabled Persons Access

Dear Mr Lacy,

Further to your email of 21 May.

I would like to express my views in respect of the possibility of an increase in the number of Licensed Taxis available to the public in York. In an article in the Press on 11th July; Council Leader Steve Galloway said the council wanted to hear the public's views.

Because of the difficult I have experienced I feel the removal of the restrictions of the number of taxis currently available would be in the interests of disabled people.

I note in the Press article "A City of York Council spokesperson said " as a "pro" - " the potential for more licences should mean more taxis available;" - "a greater proportion of accessible vehicles." - "There could also be more wheelchair friendly cabs."

I hope if the Council proceeds with the removal of the limitations, in discussions with the trade, encouragement is given for an increase in suitable vehicles for the wheelchair user and that a sufficient number of vehicles are available throughout 24 hours 7 days a week.

Yours sincerely,

[Redacted Signature]

----- Original Message -----

From: Lacy, John
To: [Redacted]
Cc: Haswell, Dick
Sent: Monday, May 21, 2007 1:55 PM
Subject: RE: York Station Taxis, Disabled Persons Access

[Redacted] - Thanks for your support - I will keep you informed of any developments. I have asked the taxi trade to produce the list of contacts re disabled driver and vehicle a copy of which I will forward to you.

Once again thank you taking the trouble to write its only by receiving letters such as yours can we ensure standards are improved.

Dick - authority to use letter from [Redacted] in report re vehicle standards

1 of 2.

[Lacy, John] -----Original Message-----

From: [REDACTED]
Sent: 21 May 2007 10:44
To: Lacy, John
Subject: York Station Taxis, Disabled Persons Access

[REDACTED]

21 May 2007

Ref. JL/LIC

Mr J Lacy,
Licensing Manager,
City of York Council,
9 St Leonard's Place,
York YO1 7ET.

Dear Mr Lacy,

Thank you for your quick response to my letter. I find your suggestion to use my letter as a basis of discussion with the York Taxi Association very acceptable.

I thought it would be helpful to you in your discussions if I set out some additional information about the events which took place on the day concerned.

As mentioned in my previous letter my usual approach is to book in advance for a taxi to meet our arrival at the Station and this has proven to be most reliable. The Taxi I generally use is a two man operation, one driver working days and the other nights. On the day in question our train should have reached York at 17.57 and I had arranged with the day driver to collect us. The plane was considerably delayed arriving in Manchester Airport and I telephoned the night driver when our train eventually set off from Manchester Piccadilly Station to let him know our expected arrival time in York. However we were unable to reach him and left a message on his answer phone.

On arrival at York Station and whilst waiting in the taxi queue several drivers with unsuitable vehicles sympathised with us saying that they were sorry they were unable to take us. None indicated that they had any contact telephone numbers for vehicles with facilities for disabled travellers.

As I have mentioned this is the first occasion that my wife and I have experienced a real problem and of course we will continue to book in advance. I have used my unsatisfactory experience to illustrate that a general difficulty appears to exist for disabled persons arriving at York Station.

I should be pleased if it would be possible for you to advise me of the outcome of your discussions with the York Taxi Association in due course.

Yours sincerely,

2 of 2.

303.

Renumbered.



Moved to Annex 8.

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RECEIVED

- 2 AUG 2007

[REDACTED]
[REDACTED]
[REDACTED]
York
[REDACTED]

25TH July 2007

The Taxi Licensing Department
City of York Council
St Leonard's
York

Dear Sir/Madam,

I write in respect of the current debate on deregulation of taxi plate numbers.

I am a local hotelier within the city and have been a resident of the city for some 60 years.

I have read the views both for and against deregulation and have balanced these with my own experience and always come back to the one question.

Is York city council there to ensure the citizens of York and visitors to the city have the best possible taxi service or are they there to protect the financial interests of a number of taxi plate owners? Many of whom own more than one plate and treat the system as a business investment with no interest in the service provided.

The answer I would hope is the former.

My personal experience of the taxi industry is one of frustration in attempting to obtain a taxi at peak times. Unless ordered very early in the day it is impossible to get a taxi between the hours of 7:00pm and 9:00pm on a weekend night. In addition trying to get a taxi from town late on a weekend night invariably involves long waits.

I suspect that one of the reasons for this is that whilst the council have issued 158 taxi plates there are no where near this number of cars working at any one particular time.

This could be for a number of reasons: drivers on holiday, drivers sick, and cars off the road. The other major reason of course is owner drivers working hours that suit them.

As the majority are self employed that is certainly their right but surely then to say it is unfair that others are given the right to work and provide a service the public want is hypocritical to say the least.

I would add that the majority of those who have voiced opinions against deregulation are existing taxi drivers. Nothing wrong with that and one would not expect anything less.

The argument though that they have paid large amounts for their plates and their income may be affected should in my opinion have no bearing whatsoever on the Council decision.

The point on the value of taxi plates and the wisdom or otherwise of paying large amounts for in effect the "goodwill" of one is well documented and I do not wish to cover this ground.

I would point out how a similar scenario applies to the Hotel/Guest house trade. One buys a hotel and the purchase price usually consists of value of the property and a goodwill factor based on the amount of turnover. Hotels in York like taxis are usually very busy on a weekend and perhaps not so busy midweek. Have hoteliers claimed that no new hotels be opened in York as this may effect their turnover and hence their investment. No they have not and nor should they. It is a case of non restrictive practise leads to those who wish to survive improving their facilities and service. I am sure the same would apply if the taxi industry was deregulated. The city of York council is not elected to protect the income any one sector of workers be they hoteliers or taxi drivers.

In respect of deregulation leading to large numbers of taxis waiting for space on the ranks and consequently much illegal parking. I am sure this will not happen as very quickly the system becomes self policing and is governed by supply and demand. Taxi drivers will simply not wait around if there is no business.

One point that existing taxi drivers argue is that in a number of cities deregulation has taken place and "has not worked". I would ask not worked for whom? I suspect they mean it has perhaps had a negative effect for a number of taxi plate owners and as usual are not concerned as to the general publics view. Looking at a wider picture if 75% of all local authorities do not restrict the number of taxi plates and the system works well, why should York not follow suit. I would add that my hotel guests are in general critical of the "poor" taxi service offered by our city as compared to that they have encountered elsewhere.

I would conclude by saying do the right thing for the general public and deregulate.

Yours Faithfully

A thick black horizontal bar redacting the signature of the sender.

Taxi 10500 2005

(305)

Taxi 10500

RECEIVED

03 AUG 2007

10500

Dear Sir/Madam.

I am

The correct taxi

with my views on the early situation. After returning after a family affairs of the morning I was pleased


to be abroad, at 6.30am I was pleased to see these station taxis in the station, and only my family of five waiting for their services. Unfortunately

we were ignored whilst they decided who would take us as they had regular customers to pick up. We of which we would of been a taste. As nobody could decide

who could take us promptly they could take us a few red and yellow taxis, leaving a few red taxis within minutes, leaving a few red taxis. I think the monopoly of taxis have had the monopoly of taxis for so long they think

pick and choose who to take
regardless. I was very disappointed
his is not the first time a
situation like this has happened.
One evening a friend and I waited
at a station taxi at Dean Court
and were told he could take me,
at my friend, as she lived at
Lobby and he had someone to
collect and he would miss his
fare. This would mean my friend
standing alone late at night. We
then rang for another taxi from
streacline. I think the time has
come to give all York taxi drivers
equal opportunities and earnings.

Thank-you



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 06 AUG 2007

[REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]

Dear Mr R. Aswell,

I'm writing to you about
 deregulating, I myself for one would not
 vote for it if I was asked to,
 I really really do not think it would not
 work, It didnt in the 1960s when it was
 done, So what makes you think it will
 now, and as for Selby going on about
 them doing it, Well thats a netter kettle
 of fish they are nothing in comparison
 with this city, We have far ^{more} taxis on
 the streets with all the private ones as
 well, and what about the eminent one
 is supposed to be cutting down on & not
 adding to, also their arent enough parking
 spaces at the station any way,

Yours Sincerely
 [REDACTED]