

Reasonable living you've seen here
interest. For my part I think that
things should be kept as they are both
for the point of congestion and the
environment and also the customer
services part. I hope this letter
will help you to evaluate the
situation I am in
Yours truly [redacted]



Dear Mr. Marshall,
Thank you for your
letter. My opinion on the regulation is
that we are a comparatively small
city, that the needs of the consumer
is adequately met. It is unfortunate
you designate there are going to
be almost one thousand shopping
centres in your area, for you imagine
the traffic chaos that this will
create. Besides all this, almost
many of the services would be
needed to make achieving all the
demand for all these centres is just
not there. Also the customer
services aspect has to be looked at
as, if you are not making a

RH

(2)

[REDACTED]

Hackney Carriage Proprietor

17-7-07

Your Ref: RH/TL/AR

Dear Sir:

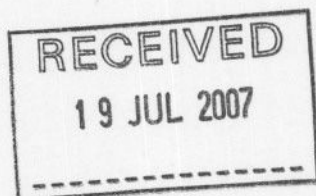
DEREGULATION OF HACKNEY CARRIAGE VEHICLE LICENCES

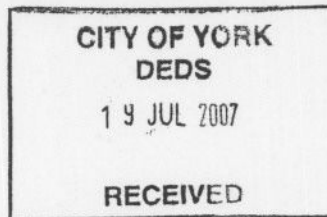
It is my view that deregulation has not improved the service anywhere else and it is very unlikely it would bring any improvement in York.

The most important point to achieve high standards in the trade is that the drivers themselves are of high standards, deregulation will not improve present situation. In my view the best way forward is to issue a limited number of new licences

Yours faithfully

[REDACTED]





[REDACTED] (3)
[REDACTED]
York,
[REDACTED]

Richard Haswell,
Head of Licensing and Bereavement Services,
9 St. Leonard's Place,
York,
YO1 7ET.

119043

16th July, 2007.

Dear Mr Haswell,

DEREGULATION OF HACKNEY CARRIAGE VEHICLE LICENSES.

Thank you for your letter of 11th July, 2007, as requested, I would like give my comments as follows :-

I am a Hackney Carriage owner and drive the car myself, I don't have another driver operating the car under my license.

Late night licensing laws may have cut waiting times down, but I have noticed that people are starting to come out later and stay out later, so we have to work later to make the same amount of money as before.

Work on the taxi ranks may have been completed but one of the main taxi ranks and most popular has been closed from 10.00 pm (the rank near the Minster).

The standard of vehicles is improving which I agree with, but not all old or disabled people can manage to get into a disabled car. I have also observed people stand and wait so that they don't have to get into a disabled vehicle.

Moving onto deregulation, as for the hackney plate being worth £60,000, it is the same as the value of your house and is only worth this if you want to sell it and if someone is prepared to pay this price for it. I personally don't want to sell my plate, it is my livelihood. I do think if taxis are deregulated everybody, hackney and private hire would suffer. As it is, people who share a car i.e. night/day driver pay to use the car, fair enough, but they have nothing else to pay out. The owner has to pay for the car, repairs, insurance and license fees and everything else related to the car. As a lot of them perhaps can't afford to buy a car and pay all the related fees, they would prefer to carry on as before.

If too many cars decide to start as hackney cabs, then there will be too many cars and too few customers. Also, I feel that some private hire drivers might think it's worth going into the hackney trade hoping to pick up off the ranks, thinking there will be enough work, which will make private hire numbers fall. After realising they had made a mistake would probably want to go back to private hire which would take a while, during which time everyone will have suffered.

Customer service is paramount, good quality cars is paramount, but in order to be cost effective, you have to be able to make a living to enable drivers to afford take a loan out to buy them, as many drivers I know have already done so.

Also, I borrowed the money to finance buying my plate as many drivers have done putting in redundancy money or getting a bank loan, hoping that rightly or wrongly, it would be like a pension one day. Everyone else has the same opportunity to buy one if they wish. I would like you to please check if a lot of the drivers who are renting plates and are grumbling and in favour of deregulation, have already sold theirs and want to get another plate free of charge, having made money on their old one!

If you think after your surveys there is an demand somewhere which isn't being met, I would agree to your "GRANT A LIMITED NUMBER OF PLATES" but at some time of the day you could put as many as you want on, but people will still have to wait because of traffic congestion, road works, accidents, etc. The same as at the supermarket, sometimes all the tills are busy!

Finally, if deregulation does happen do we think that York is the correct place to do it because as it is now, the ranks are full sometimes during the day and during the night with cabs and I often have to drive around looking for somewhere to rank up. I don't think that the streets of York are wide enough to do this.

Thank you for giving me the chance to put my points of view forward.

Yours faithfully,



J.

RECEIVED

17 JUL 2007

[REDACTED]

[REDACTED]

(4)

[REDACTED]

[REDACTED]

RATE OWNER [REDACTED]

DEAR Sir's

I write to you regarding

Letter Dated JULY 11th 2007 DEREGULATION

1. To maintain current restrictions keeps the Taxi Business ticking over and a fair living for all drivers such as myself, I currently work approx 16 hours a week morning and evenings on many occasions I sit on the rank a long time waiting for a fair, on weekend it does not get really busy until early hours of the morning and then not always all year round Jan, Feb are quiet times.

PLEASE DON'T flood the town with taxis by deregulating
if other towns people will go out of the trade.

new



5



[REDACTED]

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

CITY OF YORK
DEDS

17 JUL 2007

RECEIVED

16 July 2007

119019

Mr. R. Haswall
Head of Licensing
9 St. Leonard's Place
York YO1 7ET

Dear Sir,

DEREGULATION OF HACKNEY CARRIAGE VEHICLE LICENCES

I acknowledge receipt of your letter of the 11th July, and reply as the proprietor of a Hackney Carriage and Chairman of York Station Taxis.

You state "The new licensing laws have reduced late night waiting time for passengers, however, lack of late night transport remains a real issue for the night time economy". Interestingly you do not define your concept of "late night", but since most night drivers work from 6.0p.m. through to 2.0/3.0 a.m., depending upon the night and the volume of work available, I shall take as a premise for my response, "late night" to mean from 3.0a.m. to 7.0a.m. Neither do you delineate any of the evidence which draws you to your quoted conclusion. Significantly, your silence on the remaining 20 hours of the day, would infer that the supply/demand ratio outside the defined period, must be broadly in balance.

I do not accept that releasing an unlimited number of vehicle onto the already congested streets of York, would significantly address the perceived problem. Every one, even taxi drivers, must sleep. Since there is no provision for a "late night only" license, drivers, who are self employed, have the right to come and go as they please.



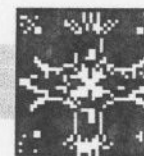
This does not address the issue of late night workers, as opposed to socialisers. However, workers in the main do not depend upon casual taxi use, but pre-book their cars through the private hire radio organisations, which provide 24hour coverage. From this one must conclude that some of the alleged un-met demand is from a section of the public which the drivers would rather not be carrying any way.

I turn now to a more general view of the situation.

A further large scale increase in the number of licenses available would, in my view, create more problems than it would solve. The amount of work available grows slowly with the expansion of the City and its economy, and one could envisage a situation in which an infinite number of taxis chases a finite amount of work. Also a sudden, massive increase in taxi numbers, would put additional strain on current ranking facilities. It is interesting to note that a recent 'photo publication by the Yorkshire Evening Press informs us that in the early 20th Century, York had 17 taxi ranks, at a time when I do not imagine there were in excess of 100 taxis.

A further, and in my view compelling argument against deregulation, are the Health and Safety implications. Drivers would have to work many more hours each day for the work to be viable. This in turn would lead to tiredness, stress and a general diminution of a driver's ability to provide the level of service sought.

Loss of cash turn over, could also result in the inability of many, to adequately maintain their vehicles. This could, of course be met by additional testing, incurring extra costs, creating a viscous circle of reduced income and increased expense.



It is conceivable that there would be some compelled to take up additional part time employment, in order to subsidise their earnings. Or worse, some could turn to taxi driving "part time" to provide additional income, thus increasing the dangers outlined in my previous two paragraphs.


Your ante penultimate paragraph would appear to disregard the fact that, where the Council has any controlling responsibilities, they also have a duty of care to the entire community. They should not, therefore look in isolation at stories quoting substantial sums of money. Proprietors have in fact purchased "businesses" from which they derive their own livelihoods, and use to provide employment opportunities to others less fortunate.

I understand that there is a requirement for a minimum percentage of licenses to be "Wheelchair Accessible". I can find no argument against this, although it is interesting that in practical terms people using non-motorised wheel chairs generally eschew the use of W.A. taxis, preferring to sit in the front seat of a saloon car, presumably symbolically displaying the fact that they perceive themselves to be "normal people".

Perversely W.A. taxis, with their greater carrying capacity, are used more by small parties than the disabled themselves. Conceivably a phased increase in the number of W.A. taxis may feed through to the late night economy, where their increased carrying capacity, and added driver safety, could find a natural habitat.

I trust that the above, although lengthy, will be seen as reasoned and intended to be constructive.

Yours faithfully

15-7-07

[REDACTED] (6)
[REDACTED]
[REDACTED]

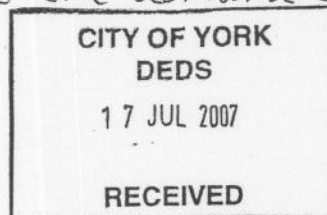
YOUR REF RH/TL/AR

YORK.

Dear Sir,

119021

In response to your letter dated 11-7-07, if it is proved that there is a genuine shortage of Hackney vehicles, I think the more sensible answer regarding vehicle congestion etc would be as you suggest to grant a specific number of wheelchair friendly licences at regular intervals until the demand is met in all respects.



Yours faithfully
[REDACTED]

HACKNEY CARRIAGE PROPRIETOR

CITY OF YORK
DEDS

17 JUL 2007

RECEIVED

7

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

Richard Haswell
Head of Licensing & Bereavement Services
9 St Leonard's Place
York
YO1 7ET

119022

16th July 2007

Dear Sir

DEREGULATION OF HACKNEY CARRIAGE VEHICLE LICENCES

I am an existing Hackney Carriage Proprietor, in response to your letter dated the 11th of July 2007. It is my view that hackney carriages should not be deregulated, it will not be in the public's interest if we have a free for all on licences.

I have noticed there is a few foreign drivers now and I am all for a mixed race society, but on a few occasions we have been overcharged late at night and we are not the only ones. If the public are going to get more of this it definitely is not in their interest.

I agree there is not enough hackney carriages in some areas on a night, but if people are prepared to go to the better ranks i.e. the Station there is usually plenty of vehicles unless a train has just arrived. I do not blame some of the drivers who do not wish to work some of the ranks picking up abusive, drunk, vomiting customers.

As you will be aware during the day there is always an abundance at the railway station with some hackneys waiting quite considerable times to pick up a fare, what good would it do issuing endless amounts of licences. If you feel that there is not enough hackney carriages on an evening maybe there should be a few more introduced, but with restrictions on times when they can and cannot work as it is I feel it is going to be hard enough on car owners having to come in line with the new policies proposed, i.e. black cabs and ages of vehicles etc. I agree we do not want a fleet of shabby, different coloured worn out cars.

I feel that the current regulations work fairly well and it would be in every one's interest for that to continue.

Yours faithfully

[REDACTED]

8

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

Mr Richard Haswell
City of York Council
9 St Leonard's Place
York
YO1 7ET

14 July 2007

Dear Sir,

RE: DEREGULATION OF HACKNEY CARRAGE VEHICLE LICENCES

Regarding your letter sent to me on the subject of Taxi Deregulation as the owner of Plate number 23, I would like to express my concerns on the above subject.

My wife and I have invested our redundancy money in this business venture and currently employ a driver to operate the taxi.

It is our long term plan to run this business between us and to ultimately involve both our son and daughter in the business.

We were both born and raised in the city and want to continue to live in this beautiful city and offer our customer the best transport available and customer service and knowledge of the city but we can only do this if we know there is a future for the business.

The two systems, Hackney and Private Hire work well at the moment so why would we want to flood the City with taxi's all driving around looking to pick up fares and add to the air pollution which everyone wants to reduce?

The council have recently reduced the hours on one Taxi rank and there is not enough space on the existing ranks for both Private and Hackney Carriage's so where would all these taxi's go.

The council wants black cabs and Euro 4 emission engines, no problem if we know there is a future as most owners would look at a 5 year lease deal to put a new taxi on their Plate. With regard to luggage space in the taxi's if we know what is require we can put the correct sized vehicle on the plate, I would look at an estate model anyway as there is little cost difference.

With regard to the disabled customers my personal view is that any additional Licence Plate should be Wheelchair Access only to help provide for their needs fully

From a safety point of view anyone booking a private hire taxi must either book it by phone or go into an office to book it so the operator has a phone number and or an address to pick up from, thus reducing the risk of attack as the customer is known.

With a Hackney Carriage the driver is at greater risk as the customer is unknown, the Hackney driver uses his skill to assess the "pick up" as been safe or un-safe, why make the job more dangerous for novice drivers?

There are currently 158 Hackney and an un-limited number of Private Hire so where is the shortage of Taxi's in York.

Anyone wishing to become a Taxi driver can enter the trade as a Private Hire driver, should they then want to continue in the trade they can either look to buy a plate or rent one.

There would be no benefit to deregulation at York Railway Station as only GNER permit holders can enter the station and these are restricted anyway.

It is my view that Deregulation would be a total disaster for everyone, Private Hire companies such as Streamline, Fleetways and ACE, all long established York companies maybe forced out of business as drivers would no longer need to work off a radio, this may mean that Private Hire vehicles are no longer available 24-7 as drivers could work independently and only work the busy periods such as Friday and Saturday nights leaving little or no cover during other periods.

Most Private Hire companies operate outside the city centre offering a better service for people on the outskirts of the city, most Hackney's operate within the City or from the main tourist entry points to the city.

It is my view that we want to give these people the best impression of the city and I fully support the new livery colours for the Hackney Cabs

Just my view as a worried owner who stands to loose everything !

Kindest Regards



9

Dear Sir,

RE: DEREGULATION OF HACKNEY CARRIAGE VEHICLE LICENCES

In response to the recent letter regarding the deregulation of Hackney Carriage Vehicle Licences in York, I have the following points that I would like to raise. As a recent investor in a Hackney Carriage Vehicle Licence, plate number 15, I have obviously invested a significant amount of money in to this venture. This was not done with the aim of making a short term gain, but was seen as a long term business venture to provide for myself and my family in to my retirement. If we were after making a quick profit, there are other more profitable ventures that would be favourable.

The vehicle that the license is on is due for replacement, and the councils new mandate that all new vehicles by of a regulation colour, carry appropriate signage and meet the required euro4 emissions regulations are all rulings that as a respectable person accept and am willing to comply with, for the benefit of the trade and more importantly the customer. This will obviously require another significant investment from the owners over a period of a number of years. However, there would be little point in doing this if the licenses were to be deregulated, as there would be little chance of ever recovering our costs.

The present scheme of 2 distinct organisations works effectively to provide a suitable service for the customer. There is very rarely a shortage of vehicles in York, with the exception of occasions such as the Horse Racing meets. The present set up provides a system that meets the needs of the local populace. If deregulation was to be enforced, could anyone possibly say we would have a better system?

The present system makes the most of the limited amount of rank space that is available in the city, with the number of Hackney Carriages in operation at present only just been supported by available rank spaces. If deregulation were to come in, there would be endless queues of Carriages waiting for a limited number of customers. This potential increase in the number of vehicles in the city centre will only add to the increasing traffic problem that we presently face. This would only get worse as the Carriages fight for any available pickups, and as regards the environmental impact, increased traffic, longer queues etc, are only going to result in an increase in the carbon footprint of the city, not what we want in this day and age.

The Private Hire and Hackney Carriage are and need to be 2 separate entities. The Private Hire vehicles offer the first step in to the world of taxiing, and enable the drivers to learn and get to know the trade. The Private Hire firms offer a valuable service to the citizens of York, and especially the surrounding areas, as in the outskirts of York, it tends to be the Private Hire taxis that have the monopoly on the trade, as Hackney Carriages tend to trade mainly in city pickups and drop offs. Deregulation would only starve the citizens of York who don't live in the centre of the city of an essential and much needed service. From a safety point of view anyone booking a

Private Hire taxi must either book it by phone or go into an office to book it so the operator has a phone number and or an address to pick up from, thus reducing the risk of attack as the customer is known.

With a Hackney the driver is at greater risk as the customer is unknown, the Hackney driver uses his skill to assess the "pick up" as been safe or un-safe, why make the job more dangerous for novice drivers?

As I hope I have put across, it is my opinion that for the benefit of all the citizens of York, deregulation of the Hackney Carriage Vehicle License is not brought in. I find it hard to believe that there is an actual need for an increase in the number of Hackney Carriages that presently operate in York, as would occur if deregulation was to be brought in. If the council feel that there is a need to increase the number of Licences that can be issued, then a maximum limit needs to be set on this. At present the limit is 158, but it is my opinion that anything over 200 licences would cripple the transport infrastructure of the city, as the rank space would not permit any more vehicles than this, and the increase in city centre traffic would make travel chaos, especially at peak times.

The current system caters adequately for the citizens of York, with both Private Hire and Hackney providing different but both equally valuable service to the people. Deregulation would not bring any benefits to the potential customers and would certainly not increase the quality of service provided. If regulation were to remain, existing licensees would be willing to invest in newer, more luxurious, more efficient and more spacious vehicles that will therefore provide a better experience for the customer. If deregulation were to occur, we would be forced to cut costs to enable the business to make a profit, and so this is one area where savings could be met. The council want is to invest in newer, more efficient vehicles, of set colours and signage. I fully support this move and think it will only improve the image of the city. But what will it look like to visitors of the city to see endless queues of black taxis waiting to pick up the occasional fare.

I fully support the move to regulate the type and quality of vehicles in operation as Hackney Carriages, and would support a slight increase in the number of licenses available if the council finds there is a significant demand for this. However, I wholeheartedly disapprove of any move to bring in deregulation, as I cannot see any benefit that this would bring to the taxi industry in York.

I hope that my thoughts and considerations are taken on board before any decision is made and that an opportunity exists for further correspondence and discussion before any potentially life changing decisions are made.

Kindest Regards

[REDACTED]
[REDACTED] 5)

[REDACTED]

12-01 IL-C-11-D-24

Attention Mr Richard Haswell Re your letter Deregulation

I would like to begin by saying I am in total agreement with the changes the council have made in terms of the vehicle they are long overdue. I personally would not travel in some of the cars we have on the road at the moment.

I do not think that deregulation is the answer for York in my opinion it would be an environmental disaster. We should be following the example of Oxford, which has similar problems to York IE Historic buildings that need protecting and very small narrow streets. They have kept control but have driven up the quality of vehicles.

In my own personal survey on cities that have deregulated I have found the following problems.

- Drivers working too long Hours to make living because there are to many drivers chasing to little business.
- Cutting corners on servicing of the vehicles.
- In one city cars have been used as a cover up for drug selling.
- Price cheating

Some cities have had to bring back some form of regulation. I know that the unions who represent taxi drivers are in favour of deregulation. I find this incredible when does a union ever suggest its member work should work more hours for less money?

I am aware that council are concerned about the rental price of plates. I also disagree with this and feel that investors are doing us the dedicated driver/owner harm. The council should enforce they buy the car and pay for insurance. The present system is a sham.

I think we should look at some controlled introduction of plates over the next 4 years. Stipulation should be attached to those plates.

- Non transfer within 5 years
- The owner should be Licence holder
- Guarantee to have the car on road on a Friday and Saturday evening.
- Tougher rules to be a hackney driver

I would be quite happy for the above condition to apply to all present plate owners. I am not aware of the legalities of my suggestions.

I think the above coupled with the new vehicle regulation will have the effect of driving the price of a plate down and certainly drive plate rentals down. At the same it would improve the quality of driver and vehicle up for the consumer. The most important thing for the consumer is price: which is set by the council.

I have been in business most of my working life and I came into this when I retired two years ago. Yes I paid for a plate because I wanted the freedom of working hours that being a hackney driver gave me. I paid for the plate and put a vehicle on costing £24000 I pay all of the insurance and stand the drivers credits working from the station radio system. I charge £160 for a day driver and £205 for a night driver. I think that is very fair. I rent a plate because I wanted to give a driver a fair price on plate 34 I drive this myself along with a night driver I did this because wanted to keep the price down using the loss of the station permit as a lever. I pay £200 pound per week for this.

I am also the secretary of Station Taxis.

I hope you find my letter honest and forthright.

11

Haswell, Dick

From: [REDACTED]
Sent: 16 July 2007 17:42
To: Haswell, Dick
Subject: deregulation

hello mr haswell my name is andy brickett and i drive plate [REDACTED] badge [REDACTED] and i have a share in [REDACTED] the only way you can sort the hackney plates out is to put 20 plates on all w/a. if you deregulat.were are we going to rank up!IT WILL NOT WORK.it will kill the tade. i am a night driver and i have been a hackney driver for 11 years during the week it is very slow on the ranks. i am thinking of going to 659659 i can not take the risk with plate 67 we paid a lot off money for it we did not get it free.there is going to be a lot of hakney plates being sold before the black taxis come in.we can put a new black car on. then you dereg we have lost a lot of money.can you get back to me on this richard. thankyou . [REDACTED]

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RECEIVED

17 JUL 2007

12

Prop (1)

C/O. PLATE

DEAR Sirs.

LETTER DATED JULY 11th 2007

1. KEEP current restrictions and don't flood the city with unwanted extra taxis and kill the trade
2. DEREGULATION in other towns and cities has not worked I.E. Liverpool over 1000 taxis after deregulation
a) not enough work people going out of trade.
3. POSSIBLY more wheelchair friendly taxis
4. More wheel chair friendly taxis only the rest well catered for.

yours

RECEIVED

20 JUL 2007

13.

York,
N Yorkshire,
16/07/2007

Re: Taxi Licensing
Head of Licensing and Bereavement Services.
9 St Leonard's place,
York,
N Yorkshire,
YO1 7ET.

Dear sir/ madam,

Firstly I would like to thank you for allowing me to write and express my views with regards to the subject of "deregulation of hackney carriage vehicle licenses" I hope you will take into account and consider my views on the subject. It is a very important matter and the wrong decision could dramatically affect both the current private hire and hackney carriage trade and all those who currently work in this industry.

I have done some research and background reading into this subject and I have a copy of an interesting document issued by the "department of transport" (www.dft.gov.uk). I understand it that the office of fair trading report in 2003 was inaccurate in its survey due to the fact they did not actually carry out routine assessment of customer waiting times in every town and city which meant that largely the results and subsequent recommendation was based on guesswork and not facts. The Y T A employed a barrister and carried out accurate and random surveys of its own in our city of York and compiled a report which was handed in to the houses of parliament by hand along with other towns and cities across the UK." The Government's response was published in march 2004. The Government did not accept this recommendation, taking the view that local authorities should continue to be responsible for making decisions about whether or not to control taxi numbers in their respective areas". (Quoted from Department of transport report)

I do not want to see deregulation of hackney's happen in our city of York and I will explain why. My main concern is that of customer benefit, I have always held the customer in the highest regard and utmost importance because without customers there is no taxi industry at all. The quantity controls currently in place allow both the private hire trade and the hackney taxi trade to work together and alongside each other in perfect harmony, this is confirmed by the P H A's response in the press mon jul 16th where it states they oppose any plans for deregulation. The PHA has consulted with Sheffield and Swansea both of which have deregulated and the feedback was negative. I myself am a registered private hire driver and hackney carriage driver and I have done both. The most crucial observation I have made is that largely private hire customers differ from hackney customers in that they tend to prefer a pre-booked vehicle to arrive at their destination on time and a pre-booked car for the return journey again at a specific time. Hackney customers tend not to plan anything and prefer to hail a cab when it suits them and again take a cab for the return when they're ready and not any particular time but for convenience. Therefore if deregulation takes place and there will be far too many taxis over and above that which will be needed ie overmet surplus. Not one driver will be able to earn enough money to sustain the running costs of newer cleaner cars required and most if not all will need to request a radio and pay subs to any oversubscribed private hire firm which will accept them. The result will be that customers will suffer because drivers on the way to collect a customer may well be tempted to accept a fare from someone who hailed them down while on their way to the pre booked job they were meant to collect which puts added pressure on the private hire firm as well as an increase of customer complaints to deal with. I know this to be the case from research I have done in other cities myself. Also due to the lack of work (overmet surplus taxis) drivers will be forced to have a side plate displayed on their car in the same manner as private hire companies with their own name and mobile no. in the hope of a customer contacting them for a job just exactly as is already happening in Scarborough and Whitby.

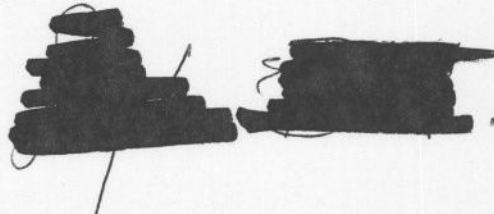
Lets please not forget York is an important historic city and we should be proud to be one of the most visited cities in the UK. It is also a roman city and we have inherited an inner ring road with a roman wall, which results in a traffic system, which makes the best of what we have. York did not have the luxury of planning a road network as some other cities. Our city is quite small and streets are narrow in places. We find it difficult to cope with extra traffic at times eg a race

meeting so to remove the limit on hackney carriage taxis seems a ridiculous suggestion to any York resident. Our city is unique and we share similar problems to other historic cities such as Chester and Oxford or Cambridge. These places have chose to retain restrictions. Tourists are very important to our local economy and often the first person one meets is the taxi driver who collects them from the station and delivers them to their hotel, we get asked about the many attractions and if we can recommend places to visit or eat out and we try our best to project a positive image across. Once the limit is removed we will very quickly have too many taxis and lose the tight knit community which customers benefit from at present. Any bogus taxis or drivers not registered or insured but simply have a plate made up as a copy and come to our city just at busy times such as sat nights or race meetings, will simply slip under the radar and the customers are then at risk of being ripped off, raped, being in an unsafe vehicle not properly tested and inadequate insurance cover. This is actually happening now in other cities I have seen it with my own eyes . We have already suffered taxis coming into York from Leeds and plying for hire during the Royal Ascot meet 2005. The police will struggle with the extra traffic as they did in 1950-1960. The customer will come off badly from deregulation, which will result in an inadequate public service from an overmet surplus which in time will become impossible to police consistently I fear for public safety and am very concerned that the customer will suffer.

I myself have used OUR city of York hackney carriage services and I have found it to be excellent, my wife and I have never needed to wait very long at all for a taxi and I'm more than happy to stand at the taxi rank with everyone else until its my turn. York's ranks work extremely well and I've found them to be fast and efficient unlike when I've experienced evenings out in Nottingham or Derby. We should all be proud of our excellent run private hire community and hackney carriage fleet, which works very well. Many hackney cabs are double and triple driven on each car this results in the taxi plying for hire round the clock, which is good for the customer.

I hope I have raised some interesting arguments and hope you will consider these and hopefully make the right decision. Perhaps we should return to a "cottage" industry where the proprietor should be a York resident and employ one or more driver on each car as well as him/her self to share the costs of running it. I do think, at the least ALL proprietors need to be licensed hackney carriage drivers and this will go a long way to prevent prospectors from investing in our industry when they have no involvement or interest in our consumers/customers. This would also ensure all proprietors will be checked with a C R B.

Yours faithfully,

A large, dark, irregular redacted area covering the signature and name of the sender.A small, dark, irregular redacted area, likely covering the address of the sender.

CITY OF YORK
DEDS
20 JUL 2007
RECEIVED

14

119050 019043

I Dear Sir
I obtained my hackney licence in 1956, between 1956 and 1960 York Hackney Carriages were deregulated. Hackney cabs and holgate car parks were full of taxis parked up whilst the drivers were doing a shift. After work the driver came out onto the streets and worked the taxis, you could see a living driving a taxi. The police informed the council that too many accidents were occurring which involved taxis driven by drivers tired to drive, as they had been shift at Hackney as where ever. The council meeting was held and the members decided to limit the number of taxis and to do a V.H.L.

You had to do it full time. The 100 limit was attained very quickly as those with jobs at Hackney, forget handed their taxi plates in, the parking pay was better. The 100 taxi drivers left could make a living wage and passengers arrived safely in taxis driven by drivers who had not done a days work before they started. If you have public safety in mind don't deregulate.

Yours faithfully

~~XXXXXXXXXX~~
~~XXXXXXXXXX~~
~~XXXXXXXXXX~~
~~XXXXXXXXXX~~
~~XXXXXXXXXX~~

CITY OF YORK
DEDS

20 JUL 2007

RECEIVED

15

17th July 2007

Richard Haswell
Head of Licensing & Bereavement Services,
9 St Leonard's Place,
York
YO1 7ET

119056

Dear Richard,

Your reference Plates

Thank you for your letter dated 11th July 2007, concerning deregulation of hackney carriage vehicle licenses. [redacted] response is from her position as existing hackney carriage proprietor and experience as a past hackney carriage driver. Thoughts expressed here also include [redacted] views from the position of 20 years as a hackney carriage proprietor / driver and a further 3 years as a private hire driver.

Private hire vehicle licenses have been unrestricted for over twenty years, maybe they always have been. It means that private hire companies increase their team size to suit the amount of work they are attracting. These companies charge their drivers a weekly fee for the use of their office, to pay staff to work the radios and drivers are provided with parking if possible, while they wait for work.

The hackney carriage drivers are independent, and trade from the street. This is an advantage to consumers because they don't need to pre-book their journey in advance. If it rains the rank has more customers wanting to use the service. The service is used more in the run up to Christmas and on race days. During January and February there is little or no work during the day, meaning drivers need to stay out on the rank for much longer hours to meet their costs and make a profit.

For the consumers to be able to find hackney carriage vehicles, two things are required. One there needs to be plenty of rank space to park the vehicles while waiting and two the rank needs to be easy to find and visible to all residents and visitors. We have no objection to a consistent livery which will help customers recognise the hackney carriage. Newer vehicle requirements will be good for consumers and safer for the city and the environment. The new vehicle license conditions being brought in will add a high level of cost to the taxi trade, which needs to be reflected in the fares.

The bus service operating in the city is extremely efficient and replaces taxis for great numbers of consumers and this includes late night buses which operate until midnight in many areas. Night rate charges for travelling in a hackney carriage need to be reviewed to encourage more drivers to work at night. Driving during the night is not compensated enough for drivers' loss of sleep and dealing with customers who have usually had too much to drink and behave differently at this time. There is always the threat of someone being sick in the car. To clean the vehicle and have dry seats for the next customers could mean losing hours of work, probably the rest of the shift.

There's a drastic shortage of rank spaces for the number of vehicles already with a licence. The station rank is not a public rank and is controlled by GNER and Station Taxis - a private hire company which charges a fee to drivers who want to use the rank and limits the number of vehicles

which are allowed a permit. The public rank outside the station has been removed which is good for the safety of the public, but in any case it was only being used as an over flow for the station rank.

York is a wonderful historic city which still has problems with traffic at peak times, but the easier it is for taxi drivers to get back to the rank after finishing a job the sooner a queue can be worked, getting consumers to their destination quickly. If there is not enough rank space drivers are required to drive around until they either find a customer or a rank place. This will only increase traffic congestion, pollution and increase the possibility of road accidents, which is not to the benefit of anyone.

York's population has grown since the last release of vehicle licenses, so there is probably an increased demand to be met. In the best interests of customers, the taxi industry in York needs to be stable. To grant more hackney carriage licenses in a controlled way would seem to be the most sensible way forward. Releasing a limited number of hackney carriage vehicle licenses to meet proven unmet demand would ensure that consumer demands are addressed without depriving proprietors, drivers or private hire companies of their livelihood. Getting these numbers right will help stabilise the "transfer value" of hackney carriage licenses and stabilise the rents charged to drivers.

When the Council considered its position in November 2005, it didn't write to hackney carriage proprietors and drivers to inform them that they had deferred their decision until later. This has had an impact on the taxi trade.

A personal note - the rent charged to our drivers is all being reinvested in the business loans taken out to pay the "street value" for the licenses. We are not profiteering with the rents charged since we want continuity and stability for both our drivers and ourselves. Deregulation would force us into bankruptcy since we don't have enough wages or other funds to pay these loans.

Yours Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

(16)

18-7-07

Dear D. Haswell

In response to your letter dated 11th July 2007.

The result of recent surveys concluded there was no un-met demand for taxis.

This in itself reflects on how bizarre the proposals for deregulation are. In the interest of public safety (drivers not having to work excessive hours to provide an income for their families) I hope common sense prevails, and the current restrictions are left in place. The reason why they exist!

Yours faithfully

CITY OF YORK DEDS 20 JUL 2007 RECEIVED

[Redacted Signature] [Redacted Name]
[Redacted Address] OWNER/DRIVER

(17)

Haswell, Dick

From: [REDACTED]
Sent: 26 July 2007 20:50
To: Haswell, Dick
Subject: Deregulation of Hackney Carriage Vehicle Licences.

Mr. R. Haswell,

After careful consideration I would like to offer my opinion .
5000 Black Cabs in London cannot have got it wrong so Black must be the
right colour. for Hackney Cabs.

White on the other hand would make Private Hire cabs stand out against
the black Hackney Cabs so as not to have any confusion .

Age limit 10 years would seem very fair, on cars of up to £25K but
surely quality cars over £25K must be good for 12 years. EG. Mercedes
ETC.

To offer more plates on the Wheelchair friendly will be a good move 10
to 15 plates will bring the fleet up to about 25% a good mix.

With the extra plates must come more ranks , as even now with 158
plates most days on the ranks that are worth sitting at , spill out in
to the streets.

Deregulation in York . as the City is so small to have up to 500 cabs
there would be no where to park them , as they would be entitled to
rank , can you or

your committee imagine what it would be like. so for that alone says
to me NO.

Thanking you for the chance to state my opinion.

[REDACTED]
[REDACTED]

(18)

Haswell, Dick

From: [REDACTED]
Sent: 26 July 2007 16:12
To: Haswell, Dick
Subject: J [REDACTED]

[REDACTED] k
[REDACTED]
[REDACTED]
[REDACTED]

Dear Sir

Today in our ever changing society women are finding it harder to be safe.

As a female Hackney Carriage licence proprietor and regular taxi user deregulation could make it confusing and unsafe with so many different taxis formats aloud to pick up off streets and ranks.

The proposal of a uniformed and livery for Hackney Carriages fleet would make things much clearer and safer to all, there for to deregulate would seem to undermined this proposal. There for I am against deregulation.

The proposal to grant new licences should be limited to vehicles providing transport for the disabled and other green options as there is more than enough regular transport for customers in York.

Yours Sincerely

30/07/2007

(19)

Haswell, Dick

From: [REDACTED]
Sent: 26 July 2007 16:10
To: Haswell, Dick
Subject: Mike Taxi

[REDACTED]
[REDACTED] k
[REDACTED]
[REDACTED]
[REDACTED]

Dear Sir

As an exciting Hackney Carriage proprietor I think to deregulate in York would cause chaos on the roads in town and would not benefit the customer. There are already too many cars chasing too few fares and it is only for short periods at peak times (Saturday night, race days) that demand outstrips supply. The rest of the time there are long periods when cars are sat waiting for fares. As regards new licences there seems to be a need for more wheelchair plates, Possibly five to ten more phased in over the next three years would help. I personally welcome the proposals on colour and emissions and think the customers would benefit from a up-to-date well maintained uniformed Hackney fleet rather than hundreds of cheap mini cabs driven by part time weekend drivers.

Yours Sincerely

30/07/2007

RECEIVED

26 JUL 2007

20

Richard Haswell
City of York Council
9, St Leonard's Place
York
YO1 7ET

24th July 2007

PLATE NUMBER

Ref: DEREGULATION

Dear Mr Haswell

I am a hackney carriage proprietor and my son drives it. I am against deregulation and strongly believe the council should maintain the current restrictions. ✓

From the customer's point of view, and yes, the customer does come first. It isn't broke so don't try to fix it! On average there are only two or three busy hours in a day (less mid week) this leaves twenty-one hours a day when there is more than an adequate amount of taxis available. Over loading the system with more cars to cover three hours simply does not make sense. Even at busy periods the waiting times are not very long. Also most customers these days have a mobile phone and can, and do phone a private hire car. I cannot see any benefit to the customer in deregulating.

From a personal point of view, I have paid a substantial amount of money for my hackney plate and had to re-mortgage my house to do so. I thought of it as buying a business just like you would buy any other business, as such I have a vested interest in making sure the customer is happy (just like any other business). If deregulation was to take place it would be a financial disaster for me, and I dare not even think about the consequences.

From the council point of view, I believe the council does not want to deregulate, but is under pressure from the government. I am sure by now you will have heard all the reasons not to deregulate - York is a special historic city which is already congested, - not enough room on the ranks - there will be many more cars chasing too little business - congestion and pollution - each driver will have to work more hours for less money. etc.etc.

Please do not deregulate, keep York special, and keep control at the council.

Yours faithfully

[Redacted signature]

(21)

Haswell, Dick

From: [REDACTED]
Sent: 30 July 2007 12:16
To: Haswell, Dick
Subject: Deregulation Of Hackney Carriage Vehicle Licences

Dear Mr Haswell,

I am currently the proprietor of Hackney Plate [REDACTED] for the City Of York area, and reply to your letter of 11th July 2007.

I can see no benefit of full deregulation whatsoever & feel this would be disastrous for the city of York. From the choices listed my preferred choice would be option C, to grant a limited number of new licences. This would be to New wheelchair access vehicles and with drivers who are willing to do this work, rather than driving by. Also might I suggest a charge to anyone serious enough to consider taxi driving made payable to York council. This would enable York council to receive some revenue along with original value of taxi plates not being totally crashed.

I personally do not see any evidence of an unmet demand for Taxis in York other than perhaps the pub rush on a Friday and Saturday evening for 1 or 2 hours which is national. All other times taxi drivers sit sometimes for up to 30 minutes waiting for their next fare.

There is not enough rank space in York and I see no evidence of work being carried out on ranks.

At the moment York station has a limit of 110 permits with no council rank there. Work has been carried out at the station with no consideration for taxi drivers just the FTR bus. So now it takes longer to service York station costing the customer more, and the road layout is an "accident waiting to happen".

St Saviourgate rank and Duncombe place rank in the centre are both well serviced but unless you are local are very hard to find. So why not put more visible ranks in the centre and clear signs to distinguish private hire from hackney?

If deregulation were to happen all the private hire drivers would want to work on the ranks after 11pm, therefore customers inside pubs and restaurants would not be able to phone for a phv and would have to walk to the ranks. Again another disaster for single women and customers who prefer a door to door service in poor weather. The ranks would be more congested and drivers would have to be mobile until they eventually found an empty rank space, therefore causing more pollution and pushing up running costs.

I also choose option C as this will not flood the Hackney trade with new drivers who have no idea about Taxi driving and rely on their satellite navigation for directions, pushing customer costs up once again. The original serious taxi drivers will be unable to make a successful living and may be pushed out of their known trade.

This resulting in customers waiting again as the full circle of destruction has been reached,

[REDACTED]

Haswell, Dick

22

From: [REDACTED]

Sent: 30 July 2007 12:17

To: Haswell, Dick

[REDACTED]

Dear Mr Haswell

I am writing to you regarding deregulation of taxis in York.

You do not need to deregulate to reduce taxi queues at peak times, just issue more Hackney licences to solve this problem.

Deregulation will ruin the taxi drivers livelihood. There is not enough rank spaces now and I think you would grind to a halt if deregulation went ahead.

I have owned a placement plate for a number of years and I think the present system is very good.

So I would urge you not to spoil the city of York by deregulating.

Yours sincerely

[REDACTED]

RECEIVED

30 JUL 2007

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

(23)

30 July 07

Taxi Licensing
CITY OF YORK Council
YORK.

Dear Sir,

Re: Deregulation of H.C.V.L.

I am totally opposed to deregulation, and would like to see the Council maintain current restrictions.

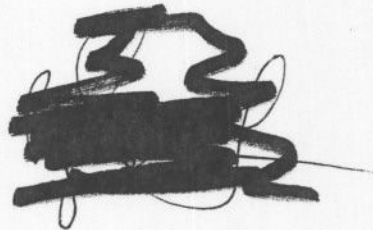
I have been a Hackney Carriage Driver for over 35 years, and a Proprietor for over 25 of them. As many others I have worked every hour God send along with every weather condition you could imagine, I therefore do not feel as if I am profiteering if I choose to sell my Plate after serving the Public of York and area for half my life.

I am concerned about people who have put their life savings, redundancy, or re mortgaged their homes to buy into the Hackney Carriage Business. People who have served this City working at Nestle, Terry's, Railway, British Sugar Etc, who want to carry on working in our city could become victims for a second time if deregulation becomes a fact.

Traffic Congestion is self explanatory. Taxi Ranks another impossible solution to solve. 30 years ago in St Sampson's SQ 22 cars waiting to get onto an 8 car Rank, then only 100 cabs, not much has changed.

Then there is the Question of Horse
Drawn Hackney Carriage Cabs,
What would the Councils View be on
these Licences? we all come under
the same title. HACKNEY CARRIAGES

Yours faithfully



RECEIVED

30 JUL 2007

(24)

TAXI licensing
CITY of York Council
YORK.

Dear Sir,

Re: Deregulation.

Regarding your letter, My Husband is a Taxi Proprietor, I am a Driver + Partner.

I am not in favour of Deregulation and do not think it would do much for York, I believe it was tried many years ago without success. Quite Regularly trying to get back on the ST Saviourgate Rank is impossible and many times start queuing at the Tax Office.

I think it would cause a lot of unnecessary idling round looking for work, wasting fuel making traffic conditions and pollution worse

We could end up with more than a 1,000 Hackney Carriages at present most Drivers know each other, sometimes, just by sight & name with Private Hire.

What is to stop Rogue drivers coming out black Car & Sign when there is so many how can you know them all.

I think it is important to maintain the

Current restrictions but to grant
a limited number of new licences.

Yours faithfully

[REDACTED]

25
RECEIVED
30 JUL 2007

To whom it may concern.

Deregulation is surely a bad thing for customers. If it was to happen there would be many more taxis driving the streets of York causing more congestions and traffic jams which in turn makes journeys last longer for the customer which makes the fare cost more and puts the customer off using taxis, so they then get back in their own cars which of course repeats the cycle of more traffic so taxis and buses take even longer to get to their destinations. The whole situation brings York to a grinding halt leaving tourists and locals exasperated.

It just takes a ripple to turn into a huge wave and cause chaos.

Customers now wait less then ever due to the change of licensing hours which, you yourselves, have done a survey confirming this situation. and also mentioning that there are enough taxis.!! So why would you want more taxis out there causing more traffic jams and more emissions. Part of everything you are wanting to do is make emissions less so better for the environment. !!! The other reason why customers wait less is because there is actually less work out there. Year on year it gets quieter. !!

Tourists come to York to enjoy the historical sites and entertainments available, restaurants, pubs and shops, not the traffic jams chucking out harmful emissions. York's image is a good lovely place to come, not a smelly compact noisy city.

Taxis already struggle daily to park up on the few small taxi ranks available. Some of the taxi ranks we have are actually pointless, unfortunately, as there is zero work from them. E.g. Queens street, Haxby, New earswick, the Crescent, Piccadilly and Clifford street. Where would we all go. Duncan place we have lost on a night time.!! It would put to much pressure on the couple of taxi ranks we have. We would all drive to those few taxi ranks, so when there are no people queuing up, it would be mayhem with us either trying to park up or give up, and just drive around and around. York is a small but important busy place, with very few small compact roads for us all to try our best and get about. It would become mayhem, taxis trying to park up everywhere. The taxis drivers might then just give up and go home, as firstly, there wouldn't be enough work, and only work at peak times leaving the quiet times alone, (which is most of the time) and in turn means longer waiting times for the customers.

You are wanting us to have newer more expensive vehicles with a York crest on them so that we look smarter and uniformed. Yes it would look good for the city and people would notice us better. But we have to be able to afford it!! We need to be able to make a living to be able to give customers a good service. It will become very difficult.

At the moment people, especially the old, get in our cars feeling safe and secure knowing we have had all the necessary checks. They don't want to think that any tom dick and harry is driving them around.

Restrictions actually means that all the cars are double driven so providing a service to our customers all day and night so covering the quiet times as well as the busy times. IT also means that 2 people are working and not on the dole.

Private hire has no restrictions. It continues to grow bigger and bigger They have an advantage as they can park up at their offices. I find it incredible how many more new ph companies spring up meaning more cars again on the streets. These companies can charge as they like. Customers have a wide range to choose from. If there were to be more taxis, it would be an unfair advantage as you set our fares, meaning with less work and more taxis and more over heads it would be very difficult to give the customer a good service.

People who work in the industry know how it works. The PH don't want you to deregulate. Oxford which is a city like ours have not deregulated. 30% of local authorities have not. The ones that have wished they hadn't. There must be a reason. There is. Its because its bad for the city bad for the image bad for the tourist and locals and unfair on the taxi drivers. You are in control at the moment of taxis not getting out of control. Ph you are not, and all you see are more and more ph cars on the streets. You need to keep the streets of York moving so fares keep as low as possible keeping people out of their own cars. In fact, you are at the moment trying to get the 1237 by pass turned into a dual carriageway as it has been said, it is putting people off from coming to York as they know they will just be stuck in a traffic jam.

If more taxi plates are required to meet demand then yes of course give the required number of plates out making sure they are wheel chair plates and that they are none transferable for say 5 years, so that the person who comes into the trade actually wants to be in the trade so giving the customer a good service.

RECEIVED

30 JUL 2007

26

30 July 2007

Dear Sir

Deregulation of Hackney Carriage Vehicle Licences

Having been a hackney carriage proprietor for fourteen years I would like to make the following points against deregulation.

1. Lack of rank space and further vehicles picking up will endanger passenger and pedestrian safety in the unique narrow streets of York.
2. Further hackney cabs lead to greater pollution, more traffic congestion and ultimately higher fares due to stopped time on meters.
3. As York is very much a tourist venue their safety and those of residents depends on keeping a tight control on vehicles plying for hire, greater numbers will make monitoring and policing more difficult.
4. If the Council state that York has an unmet demand then to grant a limited number of licences would be the sensible thing to do. However, this leads to the question of whether new hackney proprietors/drivers would be able to meet the Council's high standards regarding livery, emissions, cleanliness and maintenance of vehicles demanded by consumers.

I would suggest therefore not to deregulate and to grant a limited number of new licences.

Yours faithfully

[Redacted signature]

[Redacted signature]
For the attention of Richard Haswell
City of York Council
Taxi Licensing Office
9 St Leonard's Place
YORK
YO1 7ET



(27)

[REDACTED]

[REDACTED]

[REDACTED]

York

[REDACTED]

Telephone :

[REDACTED]

Mr R Haswell
City of York Council
Taxi Licensing

25th July 2007

Dear Sir

York is unique and steeped in history. It has developed into a Major Tourist City and with an expanding population and University. With its narrow streets, one way systems and limited parking facilities, the roads in and around York are congested to say the least. With the ever increasing car numbers this just gets worse.

The vast majority of the Hackney Trade is in agreement with the council on emission standards and uniform colour. Dress codes have been self imposed for all vehicles working from York Station.

Unfortunately the number of useable hackney stands not to mention viable ones has decreased ie (station stand for 6 cars removed and not replaced).

The balance between Private Hire and Hackney Cabs is except for very short periods sufficient to convey the public in a safe manner to their destinations. This is achieved by the trade being regulated by the council's Taxi Licensing Officers who are stringent in upholding not only the vehicle standards but the personnel who drive the taxis. The public cannot be served better by de regulation and I fear that standards would drop and the creation of part time taxi drivers would appear. This will also not maximise the potential of the existing plates (double driven).

I feel that the council should take this opportunity to bring the fleet up to the government guidelines in regard to disabled accessible vehicles. To achieve this and not disrupt the balance within the trade at 5 per year until the next government review. This will also start to reduce the waiting list.

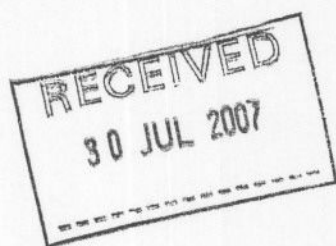
More cabs means more pollution, longer journey times and increased fares for the public (standing waiting time). I hope that the people responsible for putting the presentation to the council's officers regarding de regulation take into account the chaos that has happened in other cities which are in no way anywhere like York. They do not have the tourism or the narrow streets of this ancient city.

I feel that York is best served by a regulated trade, as we in the trade basically work for the council and represent York. Without these safeguards the taxi trade in York will be in chaos for both ourselves and the council.

Why mend something that is not broken (it just needs consultation and a bit of alteration)

Yours Sincerely

[REDACTED]



YORK

27/7/07.

Dear sir,

Having given this a lot of thought, I think the best option for everyone would be to grant a number of licenses at regular intervals until the demand is met.

My reasons being that it is a proven fact that deregulation creates a bigger unmet situation as the taxi trade becomes a part-time job.

York is a unique place to live and work, but could not cope with over a 1000 taxis plying for trade with not enough ranks to park up. it can't cope with the traffic as it is now.

I also think that it would open up a can of worms in respect of the Turks trying to take over the taxi trade in York, I don't want that to sound racist because I am not a racist but I can see what happened in Leeds happening in York.

We are also lucky in York that we don't

have any bogus mini cabs but I do think that would change with deregulation.

Waiting times have reduced at the weekend but the unmet situation isn't just in York but I would say in every city and town in the country. in York this is due to the buses finishing at 12.00 midnight because drivers will not work later. so you can't lay it on the taxi trades shoulders. also you have got a deregulated situation on a Friday and Saturday nights outside Salt + Pepper where the Private Hire have a rank.

I am an existing hackney carriage proprietor and I don't have another driver I do think that a late owner should drive the car.

Yours faithfully

[REDACTED]

[REDACTED]



29

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

DEREGULATION OF HACKNEY CARRIAGE LICENCES

Dear Mr Haswell

I personally think this is a bad idea you just have to see the volume of traffic on the roads, and is getting worse week by week. You just have to look outside your office to witness first hand what I'm talking about. This is just going to make the matter worse as for emissions and pollution obviously this will have adverse long term effect's globally.

At the station if a disabled customer is unable to get in to a saloon car a wheel chair friendly vehicle is called to the front of the rank as a matter of urgency.

On the street value of plates I had a big decision to make after been made redundant for the 4th time and that was to re mortgage my home and put my redundancy money towards buying a plate or as I saw it buying a job.. If the council deregulate myself and many other drivers who are in the same boat will find it even harder to earn a living in the future. Most of the cars are double driven and the driver's I have spoken to have said they would have to dismiss the second driver as they would have to increase their hours to make up a reasonable wage, and also having no choice in neglecting our families to make end's meet financially, and these redundant driver's have said they would not take on the responsibility of loans to purchase new vehicles which will be between £10,000-£20,000 and insurance of between £1,000-£2,000 so what will happen to these drivers and what added strain would it cause to the steadily increasing job seeker's? Correct me if I'm wrong but did this not happen in the late 60's leading to 2 fatalities.

And driver's working too many hours and maybe even taking on a second job's to subsidise their income. I can see this happening again with so many cars on the road speeding against fellow taxi driver over so few fares. There are few times during the day when customers are waiting for a taxi and when this occasionally does happen this is down to the increased volume of traffic on the roads.

Where are all the cars going to park there is a shortage of ranks now the one outside fleetways is always used by buses parked there the one on Piccadilly is always full of parked cars so I have not got a clue where every one is going to park.

I think the introduction of all hackney vehicles been black with the city crest on the side is a very good idea this will look good and look professional

Regards [REDACTED]

York

RECEIVED
30 JUL 2007

26th July 07

Richard Haswell
Neighbourhood Services
9 St Leonards Place
York
YO1 7ET

City of York
Council
30 JUL 2007
RECEIVED

Dear Richard,

Re. Deregulation of Hackney Carriage Vehicle Licences

I am the proprietor of a hackney licence which I have owned for approximately 28 years. I would like to put my views forward to maintain the current restrictions on hackney carriages in York.

I do not agree that there is a demand or need for more taxis in York, the only times when there are queues at the ranks is a peak times of the day i.e. 'rush hours' and late evenings and York races, when there are sufficient taxis but they are generally stuck in traffic as is the nature of 'rush hours', and evenings which, as you rightly point out, waiting times have been reduced already since the introduction of new licensing laws. If there was an unlimited amount of taxis in York they would be stuck in traffic and causing more congestion during peak periods, however at other times there are not enough usable taxi ranks to accommodate them, thus causing parking and cruising problems as taxis block through traffic on ranks such as St. Saviourgate.

Public Houses , Sex shops, Betting offices and Game Dealers are all licensed and controlled. The Taxi trade must also be controlled in York. As with these other licensed businesses we in the cab trade have a right to earn a reasonable living via the control of the Council.

I do not believe that there is an unmet demand for taxis in York, it is a respectable business and if deregulated it will become reduced to part time bottom drawer operators, only working at peak periods and this will reflect on the city tourism and the credibility of the council.

Yours sincerely,

John D. [REDACTED]

31



[Redacted]

26th July 2007

Mr R Haswell
Neighbourhood Services
York City Council
9 St Leonards Place
York
YO1 7ET

Dear Sir

DEREGULATION OF HACKNEY CARRIAGE VEHICLE LICENCES

Thank you for your letter dated 11th July.

I currently own a hackney carriage licence and, up until recently, a drivers licence of which I decided not to renew due to a recent heart attack. If the Hackney taxis are deregulated I would lose my income but there are many reasons why I feel deregulation should not happen to name a few. York is an historic town and the roads struggle with the volume of traffic as it is now, increasing the number of taxis on the roads would add to the City's gridlocked traffic, especially at busy times such as rush hour, race days and peak season for tourists.

The roads in York cannot be adapted to increase the size of taxi ranks and drivers waiting for jobs would bung the roads up, or else drive around looking for a job, increasing the City's congestion and pollution.

There seems to be the right number of taxis on the roads at the moment, people in need of a taxi barely have to wait for one to arrive.

Taxi drivers earn an adequate living at the moment but increasing numbers of taxis on the roads by deregulation would make it unachievable for any driver to earn a decent living at all.

There is a good balance of Hackney and private hire taxis in York at the moment, why try and fix something that isn't broken?

Bearing in mind the point of customer benefit, I feel the answer would be to keep them regulated and go for option a) and c) in your letter:

- a) To maintain the current restrictions
- c) To grant a limited number of new licences.

I thank you for the opportunity to give my comments on the matter.

Yours faithfully

[Redacted signature]

Andy Hudson
Assistant Director
(Neighbourhood Services)
9 St Leonard's Place
York
YO1 7ET



32

Dear Mr Haswell,

Deregulation of Hackney Carriage Vehicles

In response to your letter asking for my views on the above subject I would like to make the following points.

My personal view is to maintain the present number of licenses.

Most of my personal finances are invested in my 2 Hackney plates, this has been my income for many years and is to be my retirement income as well.

My plates have been owned by myself for approximately 10 years and prior to that had been in the Family since the 50's when they were purchased, neither was ever given to me.

Issuing more Licenses will merely add to the congestion in our already overcrowded city, increasing Pollution when sitting around waiting for work.

Issuing more plates would undoubtedly result in a drop in the income of existing drivers and owners.

The majority of times a Vehicle can wait up to an hour for a fare, increasing this would seriously undermine the viability of driving one at all.

It also is by no means certain that issuing more plates would reduce peak waiting times late at night, as it would reduce the number of double driven cars, and any car which can make a living by working a long day shift will undoubtedly not choose to work the dangerous hours when the worst passenger waiting times occur. Recent events such as the attack on a night driver merely make drivers less likely to work this time of early morning.

The problem of limited ranking space at quiet times would be exacerbated as it already has been by the night time closure of Duncombe Place.

Added to this is the fact that the Station rank should not be considered when counting rank space as it is a closed number and new plates could not access it. There is also the very real possibility of the new Franchisees of The London line choosing to not provide a rank there at all, which is totally out of the Council's control.

Yours Faithfully



7/29/2007

Dear Sir,

Rather than discussing my £60,000 investment, because you know how every Hackney carriage proprietor feels; I will try and explain my thoughts on deregulation. I do agree that benefits to the fare paying customer are very important but equally, getting the balance right is not easily done. If York goes the "Selby" way, and virtually doubles the York taxi fleet, not only will York become grid locked, but the service to the York inhabitants will suffer. The majority of taxi drivers will only work when the money is there, and now, with the extra licensing laws in operation, it has become apparent that unmet demand has been reduced and that queues are only evident during the tourist season. Therefore for 8 or 9 months of the year, out of the 168 hours in one week, only about 8 hours of each Saturday and Sunday morning i.e. between midnight and 4 am would be a problem. Deregulation may help in removing the weekend hen parties, but what about the other 160 hours in the week?

This year, a few individuals from the private hire side of the business, have decided, that because more non British have come into private hire, their income has fallen and deregulation will help them earn more.

Being a plate owner, I have spoken to drivers who are renting their plates, and everyone of them has said that they would rather carry on renting, because they feel that they would be worse off financially, if they were working a deregulated system. The word on the rank is that most owners and drivers will, after deregulation, work only when the easy money is to be made -that is Friday and Saturday nights and the rush hour periods. I believe that the current restrictions are appropriate and should be maintained.

I have been a taxi proprietor for about 7 years and over that period of time, I have always worked from the St. Saviorgate rank, every day serving members of the public with invalidity problems. There are only a handful of these customers who wish to remain in their wheelchairs and therefore needing to travel in a wheelchair accessible vehicle. The majority of less able bodied passengers would rather travel in the comfort of a saloon car. With the European emissions directive, shortly coming into force, a large proportion of luxury cars in the taxi fleet are expected to disappear, and deregulation would just about remove them completely, so instead of a fleet of black Mercedes, impressing the public, they will have to put up with being squashed into black Astras or other small affordable models. The double driven luxury cars will disappear. In fact there will be no double driven cars at all.

The issue of licensing pedicabs is, in my opinion, a non starter. York roads are grim enough as it is to drive in, and congestion is only going to get worse. The passengers of pedicabs would permanently be in traffic fumes so surely this would be a question of health and safety?

Now for a more controversial but very important point- do the public want the cream of the taxi trade to speak English as a first language or pidgin English as their second language?

I am in no way a racist, in fact I deplore racism of any kind, but we must be realistic and realise what is going to happen. It has taken 15 years for the hot food takeaway industry in York to be taken over itself by a large part of the ethnic community, most of the great British institution, fish and chips, have been taken over and many have completely disappeared or changed into another foreign fast food outlet.

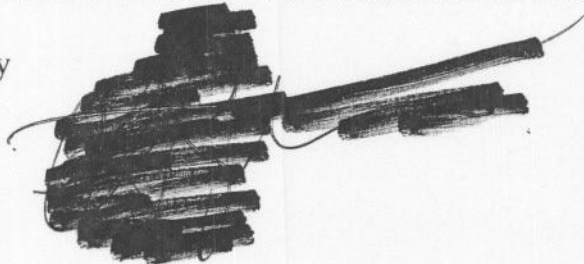
In the last 5 years, or so, they have moved into the taxi trade ; if a 30 year old British born citizen wishes to become a taxi driver, they will require a police check, which covers 30 years. If a 30 year old immigrant wishes to become a taxi driver and have only been in this country for 2 years, I do not believe that they will have the same 30 year police check- is this a case of double standards?

It is common knowledge that the largest network of criminal gangs in this country are from a particular ethnic community, the York Chief of police can confirm their nationality and that they use their work as their chosen way of laundering money. The taxi trade is an ideal way for them to launder their drug and prostitution money- staying regulated means that the majority of drivers working the streets and the ranks will have had a full police check.

We, as Hackney carriage drivers, do police the trade and if York becomes a free for all, I and many other Hackney carriage drivers feel that the problem of overcharging and the use of tariff 2 will soar.

In last month's edition of the Taxi news magazine, it was reported that drivers are being recruited from EEC countries to work in the taxi trade in the south of England. Do we really want up to 500 drivers from other EEC countries cruising the streets of York? Whenever we hear of complaints about over charging on a previous journey, invariably the description of the driver is of someone who spoke with a foreign accent. If these drivers are trying to over charge local customers, who possibly know what their fare should approximately be, then Heaven only knows what these drivers will be charging to York's ever important tourists. Private hire companies police their own drivers- if a member of the public complains then because the fare has been pre booked, the company has a record of the journey and the driver and staying regulated means that the problem can be contained - deregulate and I think the abuse of the Tariff 2 and overcharging will rocket

Yours faithfully



34



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

28 July 2007

Mr R Haswell
Head of Licensing and Bereavement Services
City of York Council
9 St Leonard's Place
York
YO1 7ET

Dear Mr Haswell

Hackney Carriage Licensing

Thank you for your letter of 11 July 2007 asking for my views on the issue of Hackney Carriage Vehicle licences.

I am an existing Hackney Carriage Proprietor, with one vehicle, an owner-driver who drives the vehicle full time. My Father purchased his first taxi and licence in 1954, so I have been 'involved' one way or another with the Hackney Carriage trade all my life.

I will respond to your letter point by point.

1. As I recall, the LA's that continue to restrict the number of Hackney Carriages cover Towns and Cities, and those that don't have restrictions cover mainly rural areas.

Where de-restriction has been tried in urban areas, many problems have been experienced, and some have had to re-impose restrictions (after the damage has been done.)

2. The 2003 OFT report, costing £250K, failed to make the case for de-restriction of Hackney Carriage licences and has now left Local Authorities with the job of deciding whether restrictions are required or not. (Some Local Authorities have washed their hands of their responsibilities and have derestricted with disastrous effects)

As you state it is customer benefit that is most important
If we consider the statement "restrictions should only be retained where there is shown to be a clear benefit to the consumer".

The OFT answered this question in their own report ie:

Section 5.15 of main report – *“Our survey showed that passengers rate the quality and safety of the driver and vehicle as the most important features.”*

Annex C para 3.27 – *“Passengers wait an average of five minutes in restricted authorities for a taxi at a rank. However, in derestricted authorities the average wait time for a hackney at a rank is 7.24 minutes.”* (ie 45% longer)

Annex C para 3.31 – *“satisfaction levels for rank hirers are greater in restricted authorities than derestricted ones by a substantial margin.”*

Annex C para 4.33 – *“de-restriction does not appear to stimulate demand for rank based hirings”*

You only have to read the trade publications to see the mayhem caused in areas that have derestricted, fares have not reduced, many have had to increase. Also to try and make a living, some owners have skimped on maintenance – not in consumer interest. Using the OFT’s own report – some Local Authorities had to re-introduce limits because of:

Traffic congestion (taxis plying the streets)

Pollution

Overcharging

Lack of rank space

Lack of income for drivers

This would not be of any benefit to taxi consumers and would be detrimental to York with its narrow, congested streets and limited river crossings. Of course once the HC licences are issued and you then realise a mistake has been made, you are stuck with the problem for many years, as you cannot simply revoke the licences because there are too many. There would be many part-timers with no commitment to the job.

3. The council deferred a review of Taxi numbers mostly to assess the impact of licensing hours changes.

Following these changes there are now no demand peaks at 11 pm and 2am (old pub/club closing) only at around 4am on a Sunday morning (club closing time). On this evidence there is no case for increasing taxi numbers

However, many taxi owners would support the issue of extra licences only if proved by a survey that they were needed, or to accommodate legislation covering the needs of the disabled.

In this way any demand could be met in a controlled and logical manner.

There is no evidence that de-limitation results in benefits for the consumer such as reduced fares, reduced waiting times etc.

4. If de-limitation were adopted by the COYC it would be a disaster for existing taxi owners and a major headache for York, as the city would be swamped with

uncontrolled numbers of taxis cruising the streets seeking work. Owner-drivers would suffer, drivers incomes would be slashed, pollution increased and experienced drivers would leave or lose their jobs. Experienced, knowledgeable taxi drivers are an asset to a tourist city such as York.

York's taxi trade consists of many self employed people working hard to support their families. Some owners have taken out loans or have invested their redundancy money to purchase a taxi and licence to start again as a small business. Purchasing a taxi and licence has been custom and practice for many years, and most of the current proprietors will have purchased their licence. The vast majority of owners obtained their taxi licence to work the vehicle and not to speculate on it's 'street value'.

It is unfortunate that a few businessmen purchasing licences have pushed the 'value' of licences to ridiculous levels. They do not have hackney carriage driving licences and have no interest in the trade. I and many other working owners and drivers despise these practices but hard-working owners and drivers shouldn't be penalised for the actions of this minority.

In conclusion, maintaining restrictions on taxi numbers gives the following benefits to the consumer and the wider population of York and it's tourists.

- a) Fares generally lower (in de-restricted areas fares have had to rise)
- b) Waiting times lower (in de-restricted areas waiting times were higher)
- c) Not increasing traffic congestion
- d) Not increasing pollution
- e) Not overcrowding taxi ranks
- f) Minimising instances of overcharging consumers
- g) Having a well-maintained taxi fleet
- h) The City of York Council can control taxi numbers to suit it's own local needs and cater for the needs of the disabled in a controlled and logical way.

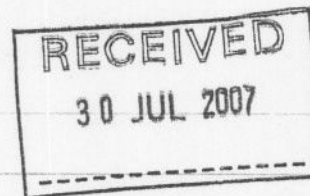
I hope your recommendation to council members will be -

- i) To maintain the current restrictions, and
- ii) To grant a limited number of new licenses (as shown to be necessary by survey and/or legislation for the disabled passenger).

I trust this has been of assistance to you.

Yours sincerely

A large, dark, irregular redacted area covering the signature of the sender.A small, dark, horizontal redacted line, likely covering the sender's name.



35

TO MR HASWELL

FROM [REDACTED] — REPLY IN CONFIDENCE.

IN REPLY TO YOUR LETTER RE. HACKNEY LICENCES
I WOULD LIKE TO MAKE THE FOLLOWING POINTS.

IF DEREGULATION OCCURS THERE WOULD BE LITTLE
LONGTERM CUSTOMER BENEFIT. A FLOODING OF CARS AT
PEAK TIMES WOULD NOT NECESSARILY MEAN EFFICIENT
PICKING UP OF CUSTOMERS AND WOULD INCREASE THE TRAFFIC
DRAMATICALLY, AND THIS WOULD NOT NECESSARILY
ROLLOVER INTO PLENTY OF CARS AT OBSCURE TIMES FOR
THE FOLLOWING REASONS: HACKNEY'S ARE ESSENTIALLY A
SELF-EMPLOYED BUSINESS WHICH MUST BE VIABLE AND IN
BASIC TERMS, TOO MANY CARS MEANS A LOT LESS MONEY
(THE CAKE CAN ONLY BE SPLIT SO MANY WAYS). YOU CAP THE
AMOUNT WE CAN CHARGE AND THEREFORE THAT IS NOT
FLEXIBLE, EXPENCES CONTINUE TO RISE AND THE ONLY
WAY WE CAN EARN THE SAME MONEY IS TO WORK LONGER
HOURS. THIS IS NOT A BENEFIT TO THE CUSTOMER AS
DRIVERS WILL BE MORE TIRED. THIS HAS ALREADY OCCURED
IN THE PRIVATE HIRE SECTOR WHERE COMPANIES HAVE DRAMATICALLY
INCREASED THEIR CAR NUMBERS, FOREVER CHASING THE
HOLY GRAIL — TO BE ABLE TO SERVICE ALL CUSTOMERS AT
ALL TIMES, RESULTING IN MOST DRIVERS SPENDING MORE
TIME SITTING AND WAITING FOR TRADE AND RESULTING IN
DRIVERS HAVING TO INCREASE THEIR WORK HOURS JUST TO
REMAIN THE SAME. THIS IS A VERY WELL KNOWN POINT IN
THE TRADE.

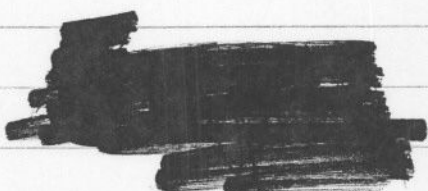
IF YOU WISH HACKNEY OWNERS TO INVEST MORE MONEY
INTO BETTER CARS ETC (INC DEARABILITY PROVISION) THIS REQUIRES
A STABLE WORK ENVIRONMENT AND A POSITIVE VIEW OF THE LONG-

TERM FUTURE (ANY BUSINESS WOULD TAKE THIS INTO CONSIDERATION WITH A VIEW TO INVESTMENT), UNFORTUNATELY YOUR 3 YEAR REVIEW DOES NOT HELP IN THIS REGARD. IF THE HACKNEY BUSINESS IS NOT VIABLE PEOPLE WILL ONLY WORK WHEN IT IS MOST PROFITABLE, ON A PART TIME BASIS AND EARN MONEY IN OTHER WAYS. YOU WILL BE LEFT WITH A LARGE WORKFORCE THAT IS OUT OF YOUR CONTROL AND THIS DEFINITELY WILL NOT HELP CUSTOMERS.

HERE IS AN EXAMPLE YOU WILL BE AWARE OF. WHEN WE GO TO THE TAXI LICENSING, FOR OUR NEW LICENCES, WE HAVE TO WAIT IN A QUEUE, SOMETIMES IN THE RAIN FOR A LONG PERIOD OF TIME AS THERE ARE ONLY TWO PEOPLE WORKING IN THE OFFICE. IF YOU INCREASED YOUR STAFF TO TEN THIS WOULD BE MORE EFFICIENT ON THE DAY, BUT WHAT ABOUT THE OTHER 51 WEEKS? YOU DO NOT INCREASE YOUR STAFF BECAUSE IT IS NOT VIABLE - ESPECIALLY IF YOU WERE SHARING THE SAME MONEY.

I WOULD BE IN FAVOUR OF A LIMITED INCREASE IN RATES WHICH COULD BE REVIEWED AS LONG AS THIS WAS NOT USED AS A BACK-DOOR METHOD OF SEARCHING FOR THE HOLY GRAIL.

ALSO IF LPG GAS AND BIODIESEL WAS AVAILABLE WITHIN THE CITY 24 HOURS/DAY THIS WOULD HELP WITH EMISSIONS AND PEOPLES CHOICE OF VEHICLE.



26 July 2007

Richard Haswell
Head of Licensing and Bereavement Services
City of York Council
9 St Leonards Place
York
YO1 7ET



Dear Sir

Deregulation of Hackney Carriage Vehicle Licences

I would like to comment on the letter I received from you re the above. My position is that I am a Hackney carriage proprietor, I work day times and have a driver working during the night. My taxi is therefore available 24 hours a day.

I would like to make the following points

- 1 Deregulation would not necessarily mean that there would be more taxis at shortage times ie at certain times of the evening. Taxi drivers would still, as now, be able to choose when to work. Maybe it would be better to work with the current proprietors to try to solve the shortage.
- 2 Deregulation would mean many more cars in the city centre which in turn would mean longer waiting time in traffic (either with or without a fare). How does that benefit the customer? Every resident of York is a potential customer and I cannot see how anyone would appreciate longer traffic queues all day every day. Fares would increase just because it would take longer to get anywhere. Customer benefits?
- 3 With the limited number of taxi ranks currently operational, where will all the additional taxis go? Will they just circulate the city hoping for fares? My understanding is that most fares are picked up at ranks and each rank cannot accommodate many more cars than are currently licensed. By their very nature ranks need to be central for the night time economy, it is not so very long ago that one of the ranks (Duncombe Place) was closed down after 10pm. Did the customers benefit from that?
- 4 By your own admission, waiting times have been reduced as a result of the new licensing laws. Lack of late night transport remains an issue – why not look at the bus schedules to see if these could alleviate part of the problem? Maybe private taxi firms should be encouraged to advertise in buildings from where customers emerge? I am sure most customers would be prepared to wait indoors for 5/10 minutes for a booked taxi or

are we now in the 'want it all now' era?

- 5 Environmentally, deregulation is the most damaging option that the Council could take. The additional cars on the road would increase air pollution (already a problem on most of the inner ring road), the foundations of old buildings and the walls for which York is famed would be damaged, roads likewise. Residents are being encouraged to use their cars less – park and ride, bicycling, walking – how would an unlimited number of taxis on the road square with this ambition? The council has always promoted the idea that less traffic is needed in the city centre, not more.

The options I would suggest are as follows:-

- 1 Issue 6/10 more licences specifically for pedicabs – this would be in line with the councils 'green' agenda.
- 2 Issue a limited number of new hackney carriage licences specifically to work at night eg 12 hour licences from 7pm – 7am.
- 3 Work with the licence holders to achieve a positive outcome for customers – as we have done in the past.

I was made redundant 18 months ago and acquired a plate 8 months ago. I did this to secure my employment as I found there were very few alternative employment opportunities for someone of my age (57). I took a gamble as I had to take out a mortgage and this has several years to go. Financially for me, deregulation would be a devastating blow.

York is unique in terms of its historical buildings, pedestrianised centre and a road layout which does not lend itself to increasing the number of cars on the road. Deregulation is a huge step and I feel that all other options should be thoroughly explored before the Council deregulates, a decision which will be impossible to reverse.

I am therefore strongly opposed to deregulation.

Yours faithfully

[Redacted signature]

[Redacted address]
York [Redacted]

37

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

RECEIVED
30 JUL 2007

26 July 2007

RICHARD HASWELL
HEAD OF LICENSING AND REGULATIONS

Dear Mr Haswell

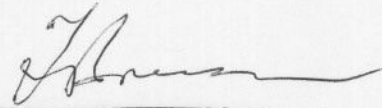
In reply to your letter dated 11th July 2007 concerning regulation of hackney carriages. I have held a hackney carriage drivers license for 17 years, I purchased the plate I now hold as proprietor some 15 years, I had to take a loan to do so and have worked solo ever since.

All I did was buy myself a job to earn a living, and unlike yourself I have to cover myself for holiday, sickness, pension and loss of earnings if the vehicle is off the road for service, repair, breakdown or accident.

I was taking as much money 15 years ago as I can earn now. There are less people using hackney carriages now than there were then. The city council has managed to push most of the local shoppers to the out of town sites such as Clifton moor, McArther glen, monks cross. I do not get custom from tourists who are mainly day visitors. I am working longer hours than ever before to make ends meet. All I am left with at the end of the day is the value of the license to pass on to someone who is willing to purchase it.

If the council votes to deregulate not only will it become worthless but you will also turn the business into a part time job as no one will earn a living from it. Maybe you could pay me redundancy for loss of lively hood?

Yours Sincerely,


[REDACTED]



[REDACTED] 38
[REDACTED]
[REDACTED]
24.7.07

Thank you Richard Haswell for the chance to voice my thoughts and feelings about deregulation. I do not think deregulation would be a good thing at all for the city and the people and visitors of York, not just because of the money I have put into my taxi business, I just do not see nor understand why you should change something that works fine for the city. People and visitors know the difference between Hackney cabs and private hire cabs (it is not hard is it?). By having a free for all it would be unsafe to many cabs riding round the city (pollution). The taxi business would be ruined.

158 Hackney cabs are enough for this small city. Even taxi drivers would not know if they were real taxis or not! Only races meetings is there a need for more Hackney cabs. But even then we cannot get to and from the race course or around the city (July 07 meeting). Even buses pick up race goers at the railway station and the race course I their 20+ year old smokey!

I pick up from the railway station for £500 a year. Have you ever been there between 4.30pm and 6.30pm? trying to get in and out of there is a nightmare. People tell me how long it takes to start a journey out of that station, sometimes it costs the customer a pound extra just because the traffic is so bad, not to mention how dangerous it is with the big long buses blocking the view of the road.

As for wheelchair cabs, I drove one for sixteen months that most people did not like. A lot of people compared it to a prison van. In that sixteen months I had five wheelchairs jobs. Disabled people have electric wheelchairs. How many people do you see in York in a wheelchair? Do a survey you may be surprised.

As for black cars, is there much point? Will it make any difference to the customers I pick up? I cannot see any advantage for changing all the cabs to black. I do however agree with having newer cars. Most Hackney cars are better maintained and looked after than private hire cars. There are a lot more private hire cars than hackney cars, so surely it would be more sensible to make the black and under five years old.

As for the high rent that Hackney drivers aren't having to pay, they have a choice! Go private hire £100 a week. If you cannot afford it then do not do it. I chose to buy a plate and I plan to use it for twenty years or so then sell it for my pension. That is what most Hackney owners do. I think if you own the plate you should be the driver, not rent it.

People who own plates and rent them should be able to sell them to the 144 people waiting on your list! That should stop high rents. No one should lose their job and income. There has been enough of that in this small city of York. For example British Sugar, Terrys, Carriage works, Glass works, Armstrong, Nestles? People lost their jobs and bought hackney plates. Do not ruin this city, for now it is a nice and safe place to live and work in.

Deregulate I ask you

With thanks
[REDACTED]



[REDACTED]

(59)

[REDACTED]

York

[REDACTED]


Dear Mr. Aswell,

I am replying to your letter on the subject of hackney carriage vehicle licences. I am an existing hackney carriage proprietor and I am the only person that drives.

The only way forward is to issue a specific number of licences at regular intervals until the demand is met, as I think it would be the fairest way. York is a city that can't cope with existing traffic & we are constantly told to keep our cars out of town. If you were to deregulate the city couldn't cope with all the taxis & not to mention pollution, take for instance Race days the city is gridlocked, we would have a city permanently gridlocked with taxis & tourists. Also we would have a

Certain number of people doing it as a part-time job & also everybody that is made redundant - oh I will get a job as a taxi driver all you need is a car I have seen & heard it so many times.

Then there is the question of the old & venerable who feel comfortable with their usual taxi firm, they know the drivers & know they will get help if needed. Also there are a very large number of hackney carriage drivers who have bought plates & are paying a very high price for them with their houses mortgaged to pay for them, if it were free to all nobody would make a living out of it & I feel it would be costly to the state. I think it would be in the best interest to the customer, the city & the drivers if you were to issue a specific number of licences at regular intervals until demand is met.

I remain, Yours Sincerely


RECEIVED
25 JUL 2007

40

[REDACTED]
[REDACTED]
[REDACTED]
YORK
[REDACTED]

23 July 2007

Dear Sir

I am an owner/driver, and I am opposed to deregulation as this will mean longer hours for drivers, who will be chasing the same amount of work. This cannot be in the customers interest, as longer hours means tired drivers, with customers travelling in taxis that may be unreliable and possibly unroadworthy as maintenance will suffer as drivers will cut costs.

I think the best solution would be a small increase in new licences with wheelchair access, these taxis would be double driven, and would help cover the night time work as day work is well covered.

Yours faithfully,

[REDACTED]

REMOVED

25 JUL 2007

**Taxi Licensing Office
St Leonard's Place
YORK
YO1 7ET**

22 July 2007

Dear Mr Haswell

DEREGULATION OF HACKNEY CARRIAGE VEHICLE LICENSES

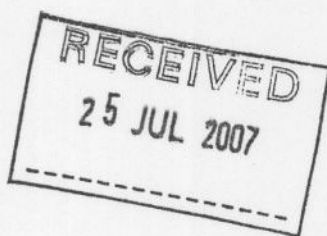
With reference to the above subject and as an existing hackney carriage proprietor my recommendations are:

1. Grant a limited number of new licenses. May I suggest to be fair to all, that any additional new licenses issued, are charged by the council at the market rate and that a minimum retaining time is required before resale. This will help to ensure responsible ownership.
2. Although I have a vested interest in leaving the situation as it stands I feel that deregulation will drastically reduce the standard of service already set by the council, causing the following:
 - a. Too many cars chasing fares.
 - b. Snarling up of traffic especially at peak times.
 - c. Additional cost to the council to provide standing areas for taxis awaiting business.
 - d. Additional administration costs to the council.
 - e. Loss of goodwill.
3. The combination of the above factors will result in a less efficient service to the local community and to the many tourists who visit our city.

Yours sincerely

Evicting the Homeless

Mr R. Haswell
Licensing Services
City of York Council



[REDACTED] 42
[REDACTED]
York. [REDACTED]

24th July, 2007

Dear Mr Haswell,

I am writing to you as a Hackney Carriage proprietor who works his own plate. I also provide a driver with work in return for a weekly fee. I invested a considerable sum of money to obtain this plate so that I could :- ① provide myself with a means to make a living for my family ② to Supplement my income in retirement when I am no longer able to work the plate due to failure of the medical, and ③ to Supplement my income due to incapacity for whatever reason prior to my intended retirement date.

If City of York council deregulate the Hackney Carriage trade in York I would suffer considerable financial hardship as a result because 2 of the 3 above would no longer be available to me. I am not so naïve as to believe that City of York council would not go ahead with any proposals because existing plateowners would be catastrophically financially ruined by deregulation, but it is a fact that a great many families would suffer considerable hardship if it did go ahead.

I work my plate on a nightshift basis, predominantly from Tuesday's thru to early Sunday mornings, usually finishing around 3.00am except on Friday & Saturday nights when I'll finish around 4.00am or when business has dried up. In my humble opinion de-regulation will not ultimately benefit the customer because on a Friday & Saturday night our already over congested small city will be further over-burdened and York's "Carbon Footprint" increased rather than reduced. I would urge the Council to consider this before making any decision to deregulate the Hackney Carriage trade in York.

Yours Faithfully
[REDACTED]

[REDACTED]

RECEIVED
25 JUL 2007

43

24th July 2007

Dear Mr Haswell

Deregulation of Hackney Carriage Vehicle Licences

I write in reference to your letter dated 11th July 2007. I am an existing hackney carriage proprietor, and have been for the last 6 years.

As your report indicates, the new licensing law has reduced late night waiting times for passengers. To address the gap in late night transport being available, a specific number of licences at regular intervals could be introduced to plug this gap. Deregulating the industry completely will result in a surplus number of taxis, which in turn will dramatically affect the livelihoods of hackney carriage proprietors. There isn't an unlimited amount of business, therefore deregulating could see taxi drivers being unable to make a living.

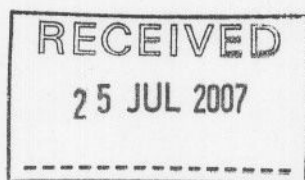
Private Hire is not restricted on numbers at present, so if there is customer demand, why has this gap not been filled, and why is there a waiting list for hackney carriages?

Over the last 6 years, I have seen a down turn in business, having to work longer hours to earn a living. Numerous new apartments have been built within walking distance of the city centre, which has resulted in less demand for our business.

Also, if deregulation happens, will the new vehicle proposals apply to all including private hire? As surely it must. If so, can the private hire industry sustain this. If not, this could have a negative impact, more hackney carriages, but less private hire, which will not be a clear benefit to the consumer.

Yours sincerely

[REDACTED]



[REDACTED]
[REDACTED]
[REDACTED]

(44)

Dear Richard,

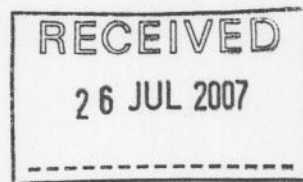
So deregulate would only add to the congestion on the city roads.

I think to grant a limited number of new licences would be most beneficial to the customer.

NO TO DEREGULATION.

Yours faithfully,

[REDACTED]



45

[REDACTED]

Mr R Haswell
Head of Licensing and Regulation
City of York Council
9 St Leonards
York
YO1 7ET

Deregulation of Taxi Licenses

Wednesday, 25 July 2007

Dear Mr. Haswell

Regarding the above, as a female driver working mainly at night, I am ever mindful of the safety of passengers, particularly lone females, I therefore think it is most important to remain a regulated authority. York is a close knit community and illegal taxis are easily spotted by other drivers, if this situation deregulated and the market became flooded with cars these bogus cars would not be so easily spotted, and potentially the public would be less safe.

We are soon to start moving forward in single livery to make legal cabs more identifiable and easier to hail, also the layout of York's streets do not make ranking easy and space is at a premium so an infinite number of cars cruising would not help the air quality or the environment at large.

I firmly believe that the way forward is for controlled expansion of the fleet with a small number of new licences issued each year until the unmet demand survey shows exactly that, no unmet demand, as these new licences would be issued free I think there should be certain conditions applied to them, when they are no longer needed by the owner they should be returned and re issued to the next person on the waiting list.

Yours sincerely

[REDACTED]

[REDACTED]

LATE

H. J. JENY CARRIAGE
PROPRIETOR

RECEIVED

24 JUL 2007

Dear MR. Haswell

To reference to your letter
on deregulation, I have been a
taxi driver for 8½ years approximately
½ years ago I bought my
own plate, I have borrowed
money for this but I did this
to keep my self employed, because
for I was paying rent to
Proprietor, I was not sure of
keeping my job with him, so
took the decision to buy
my own plate to secure my
employment. And I feel if
deregulation comes in this would
be a great burden on my

Perennial Station, as there would
be twice or even three times the
number of taxis, working for the
same amount of work as
approximately do so at the
present time, Plus the higher
number of taxis operating would
mean more Congestion and Pollution
in the City of York Streets.

I also feel the Standard of
the taxis would drop to a
very low Standard for the
customer; the Hackney drivers of
York maintain a very high
Standard in the terms of keeping
their taxis clean and tidy,
and to me this brings a better
service for the People of York
and the tourist who visit
a City of York, whom so valuable
is York's industry, and feel this
could be lost if deregulation was

to happen

As you say if you better
the new licensing laws have
reduced the late night waiting
times for passengers, and
you say this is still an issue
out to deregulate is not
the answer as it would not
gain anything, as the taxis
is matter how many would only
lose the peak hours and the
non desirable hours, so the late
night issue would remain the
same as it is now.

York taxi licensing are
being a great job with the
emissions, "Every (but I still
think you could have picked there
on Cokers instead of (black) (bats)
it is my own opinion on the Coker)
as you say here other things
to follow. So lets not lose

all this by deregulation
the options.

I think you should (d) to
grant a specific number of licenses
at regular intervals until the
demand is met.

So PLEASE DO NOT DEREGULATE

Yours faithfully



47

RECEIVED

26 JUL 2007

Dear Sir

RE TAXI DEREGULATION

I have held my Proprietors Licence for nearly twenty years and feel with this experience I am in a position to say the present system works okay.

Like most proprietors having borrowed money to buy my Taxi Plate on a business loan over many years I have worked hard & long hours to pay for this with a view towards my Pension in five years.

Complete Deregulation will mean almost everyone working extra or excessive hours.

To grant new licences you should state that they have to work a stated number of years before they can sell on.

(NO DEREGULATION)
Hours faithfully

Taxi Licensing Office,
York Council,
9 St Leonard's Place,
York.

Dear Sir or Madam:

I am writing with regard to the proposed deregulation of Hackney carriage licenses. I am utterly opposed to said change on operational, environmental and personal grounds.

Firstly, the experiences of other cities and here in York itself, where deregulation was implemented in the sixties, show us that it inevitably results in a poorer service for the customer. This is evidenced in the reduced overall number of taxi drivers (both hackney and private) and cars after deregulation, and concomitant increase in fares for the customer.

Next, York - as an historical city, already finds it difficult to cope with finding space for the 158 official hackney cabs. Where would these cars wait and idle if their numbers increased to the predicted 800 and what effect would this have on York's aesthetic charm? What would be the effect on congestion and air pollution of all these extra vehicles within the city? Surely not a pleasant one?

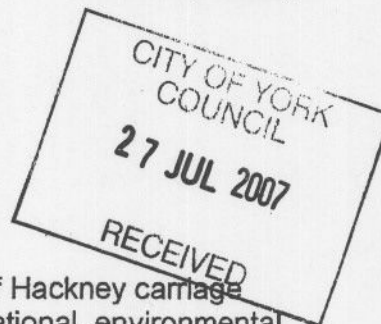
Finally, I'll unashamedly come to my own position and that of the majority of my colleagues. As a result of the present system, in 1990 I used my redundancy payment from my job on the railways to part fund (the rest came from remortgaging my family home) buying a hackney plate for £13,500 and setting myself up as a hackney driver. At the time I believed I was buying a job and a living. I'm 53 now and hoped to be able to work and earn a living for my family as a taxi driver until retirement. Deregulation would of course render the license valueless. Now I personally never bought the plate intending to make a profit, but I did expect to be able to ply my trade for some time to come. It seems unfair that my investment as a citizen in my business and future is to be completely disregarded and may, ultimately, prove fruitless.

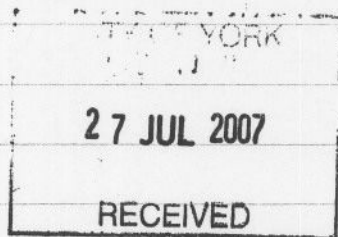
It's a fact that the Licensing authorities has two main areas of responsibility; primarily to provide an efficient service for residents, but in addition to ensure that the bona fide taxi trade can actually make a living. At present new licenses can only be issued if there's proven un-met demand. If the council and/or customers feel this is the case, then surely a safer and fairer solution would be to issue some new plates - otherwise the livelihoods of many hard-working, local businessmen such as myself are unfairly in jeopardy.

Yours faithfully,

[Redacted signature]

Hackney [Redacted]





26th July, 2007

Dear R Haswell,

In response to your letter dated 11th July with regards to deregulation of hackney carriage vehicle licences, I, as a vehicle proprietor and driver wish to maintain the current restrictions.

The main reason is simply a matter of supply and demand. Your information with this regard is based on a survey taken on a Friday night and yes there may be times when demand may not be met but this does not give an overall picture. A survey during the week will show numerous HC vehicles sat outside nightclubs ranks where demand is met. Demand for taxis at peak times does not point to evidence of unmet demand. A point that has been accepted by the courts (Stevenage BC v Younas (1988) 15 R & R 105 n. R v Brighton BC exp Bunch (1989) 100 C.O.D. 58).

Deregulation will increase the no. of HC vehicles to such an extent that there will not be enough rank space to cope. At present, the public do not use every rank so the extra HC vehicles will simply be sat on surplus ranks. Everytime they move forward will also increase emissions.

Deregulation will not improve standards. Just because drivers do not have to pay rent on a plate, this will not encourage them to licence a new vehicle. Financially there is no benefit. The only way standards will

Richard Halliwell
City of York Council,
9 St. Leonard Place,

York YO1 7ET
Your Ref RH/TL/AR

Ref. Hackney Carriage Licence Plate
Driver



York

25/7/2007

(50)

Dear Sir,

Thank you for your letter of 11th July 2007 regarding the possibility of deregulation and other key issues, that are to be discussed at the forthcoming meetings in September and November this year.

I firmly believe that in the City of York at the present time, there are enough Hackney and Private Hire vehicles to meet Consumer demand, especially since the new licensing laws came into effect.



If deregulation was to take place, there would be absolute traffic chaos in the City, similar to that which occurred after the recent race meeting of 14th July, as there are not enough spaces on the existing taxi ranks to accommodate the present 158 Hackney Carriage vehicles. Also from a safety point of view, I believe that the public would be at greater risk of being involved in accidents as drivers' earnings would be greatly reduced and drivers therefore would have to work much longer hours to make up for the shortfalls in their earnings.

thereby creating the possibility of more accidents occurring due to tiredness. Hackney Carriage drivers are already facing increased costs and the introduction of black cars and the new emissions policy, which come into force in 2009.

Customer service and waiting times at York Railway Station at peak periods would be greatly improved if the present traffic system, introduced in 2006 was altered to the benefit of all, as it is virtually impossible to access and exit the station at these times without considerable delay.

Many Hackney Carriage owners, including myself have invested considerable amounts of money to provide a service to the public. It takes several years of hard work to recover this initial outlay and its deregulation could render some owners insolvent. I therefore firmly believe that the current restrictions relating to Hackney Carriages should be maintained.

Yours faithfully,

27 JUL 2007

RECEIVED

51

From existing hackney carriage proprietor

Dear Sir,

Speaking solely for myself, there are a number of issues that you have raised concerning hackney carriage vehicles. I will try to address these in order:

1. Impact of the changes in licensing hours

The busy time for hackney carriages prior to the licensing laws changing was 10.15pm until 3.30am. Since the changes occurred, the busy times now start one hour later at 11.15pm until 5.00am. There are still customers who have adhered to the old times, generally middle-aged to older people who do not want to change their habits. We do not have any trouble servicing their needs. From, possibly midnight and on, there is normally a steady stream of customers waiting to be serviced and generally they don't have very long to wait.

2. Ranking space within the city

There are four main taxi ranks in York that are used regularly. These being, St. Saviourgate (day and night), Exhibition Square (night), Rougier Street (night after 11.00pm) and The Gallery (night after 11.00pm) there is also the Station which is not a rank and is exclusive to membership. It is a shame that Duncombe Place was withdrawn as a rank after 10.00pm as people were off the main road with a shelter when it was raining. Rougier Street has shelter for passengers whilst waiting, but the most used rank is St. Saviourgate (with no cover other than a bus shelter size cover). The Gallery and Exhibition Square have no cover. There are other ranks, but if no potential passengers use them, hackney carriages don't stand there. The best thing for customer benefit during the day and the night would be to build a long shelter at St. Saviourgate to allow passengers cover for when it is raining.

3. Meeting the needs of disabled customers

I understand the concerns council members have for this particular problem, but other than customers who are wheel-chair bound, they struggle to climb into wheel-chair accessible vehicles as they are higher off the ground than ordinary saloon cars.

4. Mechanisms for encouraging more environmentally friendly methods of transportation

I have no thoughts on this particular problem other than the fact of high cost for the eco-friendly cars that have been advertised on television.

5. Deregulation – what to do

In the city there is a finite amount of work to be done. There are also 158 hackney carriages. Many of the hackney carriages are double or multiple driven. This, in effect, makes an approximate total of 250 working hackney carriages.

At present, drivers have a slice of that work pie. Not all slices are the same size and not all drivers need the same sized slice, but at present it seems to work over the period of a year. There are many good times, e.g. September to December, York Races, May to July. Conversely, there are hard times, e.g. January to March, August (except the races) and some weeks in the good months (generally the 3rd week-end and 4th week-days). Overall if we work for the year and don't go overboard, we can make it through.

As you know, 40% of income is spent on costs excluding income tax (Gerald Grisdale), therefore, if an average day driver working without a station permit works 10 hours a day, he can expect to earn approximately £100.00 gross, starting at 8.00am

and finishing at 6.00pm. If he works 6 days a week, then his approximate weeks takings are £600 from which he keeps £360 before tax. This equates to £6/hour. Not a great deal of money. If a limited number of new licences was issued, the number would have to be multiplied by 2 and then each slice of that work pie would be slightly reduced causing drivers to work a little longer than before to make-up the difference. This is not always possible, as the 2nd driver would need the car. This has the effect of reducing hourly rates and reducing standards of living.

My great fear of deregulation is that hackney carriage drivers (excluding Station permit holders) would feel it necessary to find a day job and work the week-ends to make up the difference which would be counter-productive to ensuring customer benefit. They would be working longer hours, where possible, which would in turn create further problems.

My feeling on deregulation is that it would not enhance the trade, but add confusion and bitterness because lifestyles may have to change to maintain individual standards. I would not be averse to a limited number of licences being granted as long as they adhered to the proposed regulations of black wheel-chair accessible vehicles under 4 years old when registered and no older than 8 years old when decommissioned. I would recommend that any new plates granted by the Council are returned to the Council to re-issue once the proprietor retires or leaves the business. This would ensure that they were not acquired for profit and would be left in 'the trade'. This process would also protect the owners of plates 1 - 158, some of whom have acquired the businesses they have at great expense.

There is in the trade a number of proprietors who have a number of plates, ranging from 2 - 5. I don't have any problem with this as long as the proprietors are involved in York taxi trade. Where plates have been sold out of the trade for investment purposes only seems wrong to me.

6. Corporate colour and livery

The proposed introduction of a corporate identity for hackney carriages is commendable. The choice of black may be ill-advised. The reasoning behind this is that a report (ROSPA website) has been produced that proved dark coloured cars are in more crashes than any other colour. Silver would have been my choice. They look clean even when not.

Yours faithfully,





52

23.07.07

DEREGULATION OF HACKNEY CARRIAGE VEHICLE LICENCES

Dear Mr Haswell,

I would like to thank you for the opportunity to comment on the Councils consultation regarding the deregulation of hackney carriage vehicle licences.

As an existing hackney carriage proprietor who has invested a significant amount of money, I obviously have serious concerns over the proposed changes outlined in your letter. Consequently I am opposed to deregulation in principle.

I decided, as a divorcee, with no regular income, to invest in my own business, by purchasing a taxi plate and as such provide a means by which I could support myself and my daughter. I probably could have been another statistic on the unemployment register eventually "sponging off" the welfare state. Instead I used my hard earned savings to remain independent, by investing in a business opportunity for myself and in perpetuity for my daughter.

Deregulation would effectively devalue my business dramatically leaving me substantially out of pocket financially disadvantaged by taking away part of my income and unfairly discriminated against me by the City of York Council.

I do not believe that deregulation will provide better service or more benefits for customers. Hindsight has shown that deregulation in other areas of industry, the public sector, and transport systems have not increased the benefits to the general public. Why should this proposal make any difference?

By changing the present system the Council would be inadvertently opening the door to unscrupulous operators, increasing the traffic congestion in the York area, contributing to the poor air quality in the city due to increased exhaust pollution. Customer benefit, I would suggest, is not the only essential point to be considered.

I understand that the Council needs to review its position taking into account Government proposals but each area across Britain has their own specific needs and York is no different and if it is generally felt that restrictions to hackney vehicle licences should remain then that should be the case. Certainly the York Taxi Association and York Private Hire Association seem against deregulation.

As stated earlier I am opposed to the deregulation proposal and wish to log this view to the Councils consultation on the subject.

Yours Sincerely

[REDACTED]

Mr R Haswell
Head of Licensing
City of York Council
9 St Leonard's
York
YO1 7ET

RECEIVED
26 JUL 2007

26 July 2007

Dear Mr Haswell

Deregulation of Hackney Carriage Vehicle Licences

I refer to your letter of the 11 July and as a Hackney Carriage Proprietor would like to point out my position and views re the above.

I confirm that I have purchased over the last four years the businesses of previously existing Hackney Carriage Owners for a considerable sum (£144,000 approx).

I had to retire due to contracting cancer, and being widowed, on Doctor's orders and sold my marital home and moved down market in order to buy the above, ie. sacrifices were made. I am, of course, not the only one – remortgage monies and redundancy payments have also been used to buy these businesses.

I have four drivers who previously owned two of the plates I bought – this allowed them to release capital but to continue earning.

I charge the existing drivers a rental on average of £160 per week – not £250 as has been bandied about in articles and letters to the "York Press" – this is usually split between a day and night driver, therefore paying £80 per week each – the cost of a shift for private hire is £94 per week. I would, therefore, submit that my drivers are being fairly treated because, as you are aware, most Hackneys ply from existing ranks at no extra cost whilst "Private Hire" receives trade through telephone bookings via radio.

From a controversionalist point of view York is, of course, an historic walled City initially built for the horse and cart not the automobile. There is only so much rank space within and just without the City walls and therefore this trade should be regulated because if not "chaos will reign" if the present 600 plus private hire attempt to even partially trade off these ranks.


Please note I have contacted the Licensing Departments of similar Cities, ie. Chester, Lincoln and Nottingham and all remain regulated. The "York Press" leads with deregulation in Selby and Liverpool. Please compare like with like.

The "York Press" also states that "deregulation would also lead to less pollution". I submit that an increase in City centre cabs emitting petrol fumes would lead to additional pollution and traffic congestion with related problems.

As far as "unmet" demand is concerned, your fourth option makes sense. This would allow you to address the problem with control. In my opinion, do not "mend something that is not broken". Neither the York Taxi Association nor the "Private Hire" equivalent is in favour of deregulation and they represent the vast majority of approximately 800 Taxi Proprietors. Also, I am in favour of all Hackneys being uniformly black and under four years old by 01/06/2009, plus displaying the City Crest. This, in my opinion, will enhance the City's cab service appearance to residents and tourists alike.

York is a beautiful City and I trust that you will come to a decision that protects the City's well being.

Yours sincerely

A large, thick black horizontal bar redacting the signature and name of the sender. Below it, a smaller black horizontal bar redacts a line of text, likely a title or contact information.

Mr R Haswell
City of York Council



[REDACTED]
[REDACTED]
YORK [REDACTED]
[REDACTED]

5A

Dear Sir

In response to your letter concerning de-regulation of York Hackney carriages, I am the owner-driver of [REDACTED]. As regards to de-regulation there can only be a negative effect and no positives to this proposal. At present there is a very good relationship between hackney and private hire and both parties in general serve York's public and visiting people to York in a very professional manner. If de-regulation were to be brought in it would cause total chaos. Where would everyone park, as there is only minimal rank space? We are here to take passengers as quickly and safely as possible to their destination without too much delay as in waiting times. The only time people have prolonged waiting time is at peak periods, if you put 50 more hackney plates on it still would not elevate waiting times due to the heavy congestion around York more cars would only add to the problem.

The City of York council will need to address the problem of vehicle flow through Gillygate, Clifford Street, Lendal Bridge at the peak times (maybe bring in the same restrictions as there are around Coppergate). To allow anybody to become hackney would be madness at present there are 158 + 4 horse drawn carriages and the City of York licensing department do a fantastic job in regulating these vehicles and probably have their work cut out with the amount and their duties with private hire vehicles as well.

To let anybody be hackney we are opening the door to bogus drivers and we all know the dangers of that scenario. York hackney drivers have always done their best to work with the council and police and will continue to do so.

Negative points: -

- ❖ Not enough rank spaces to park.
- ❖ Open the door to bogus drivers.
- ❖ More congestion.
- ❖ How would taxi drivers make a living after peak times?
- ❖ Reduction of quality in service to the public.
- ❖ Taxis stopping all over York streets.
- ❖ Congestion in getting out of the station in to the main stream of traffic.

York's taxi trade is well balanced at present and it would be a shame to turn it into a free for all. If you were to address the congestion problems at peak times around York the waiting times and queues would half and make York a free flowing city.
DE-REGULATION WOULD BE THE WRONG DECISION FOR YORK.

Yours sincerely

[REDACTED]

[REDACTED]

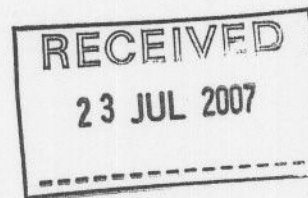
(55)

[REDACTED]
[REDACTED]

York

[REDACTED]

Tel: [REDACTED]



22 July 2007

Richard Haswell
Head of Licensing and Bereavement Services
City of York Council
9 St Leonard's Place
York
YO1 7ET

Dear Sir

Re: Hackney Carriage Number [REDACTED]

Further to your letter of 11 July 2007, consulting existing hackney carriage proprietors on the subject of deregulation of hackney carriage vehicle licences.

My views on reconsideration of the issues raised in November 2005 are as follows:

- The new licensing laws, which have reduced late night waiting times for passengers at peak times, have assisted with regard to demand for taxis. However, there are still a limited number of vehicles available over the late night and early morning period. Any deregulation will not have an effect on this as hackney carriage drivers will continue to choose their hours of work with most avoiding the rowdy and threatening late night demand.
- Any increase in the number of hackney carriages will create a bottleneck on existing ranks at certain times of the day. This will continue until additional ranks are created and in York the areas for consideration are limited by the constraints of City infrastructure.
- Until a CoYC policy is agreed on vehicle specification, with adequate time periods for implementation, these considerations remain unresolved. The introduction of further hackney plates will only exacerbate the problem.
- Green solutions require a concise joined-up thinking approach to transport in York, not demonstrated recently by the fiasco of the July race meeting. Short distance transport within the City walls is severely hampered by the number of City sightseeing buses, the increasing number of First York buses and the number of vehicles ignoring restricted access routes.

York City Council should review the current transport policy with a sustainability goal. In recent months the Council have looked at the possibility of depots on the outskirts of York for transhipment of goods, to be met by electric vehicles for onward passage into York centre. More vehicles means more congestion, more pollution and, in the long term, less visitors to the City.

Gillian Cruddas is keen to promote York as a tourist Mecca which surely interprets as a pleasant place to visit with easy transport links. More recently it seems that neither locals nor tourists visit the centre of York on an evening as the atmosphere can be threatening, with increased stag and hen parties and generally a seemingly no-go area. Families and couples enjoy visiting restaurants and pavement cafes before heading back home or to accommodation before 10.30pm.

In my view it is essential to maintain the current restrictions whilst the Council reviews its transport policy generally.

To deregulate will not resolve the issue it will just create a much greater number of hackney carriages working the existing acceptable daytime hours and severely restricting traffic movement in all areas of inadequate ranking.

A limited number of new licences could be issued whilst the Council reviews the transport policy. These should be issued in accordance with the policy.

The final point on granting specific numbers of licences at regular intervals until the demand is met is a complete nonsense. This allows the Council to continue without clear Policy until such time as York is completely overrun by hackney carriage taxis which is then too late to make considered judgements on vehicles, policy and future City travel.

Look to London to see what happens when there are too many black cabs available during daylight hours and non to be seen during the late evening/early hours of the morning non licensed drivers without insurance and totally unchecked picking up tourists and charging whatever they can get away with.

The current ownership rules are dictated by the Council and plates do not change ownership regularly. Most owners have been loyal taxi drivers to the City for many years and have earned the right to own a plate. Many vehicles are driven by multiple drivers which provides optimum hours for the hackney carriage to be in use. A continued issue of further plates will allow this to continue.

I would be pleased to discuss this at an open meeting if the Council is willing to arrange this.

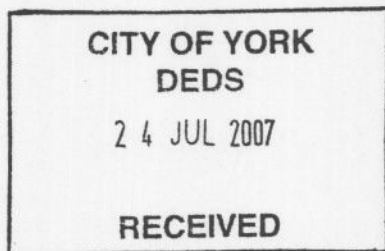
Yours faithfully



F. [REDACTED]
TAXI PLATE [REDACTED] HACKNEY

(56)

YORK



20-7-07.

Tel [REDACTED]

Mob. [REDACTED]

Dear Mr Haswell,

I Reply To your Letter & Circular To the Taxi-Trade matters of urgency To the Council and Government pressure.

I the undersigned Person as a proprietor of my Taxi-Business in York Would only Be in Favour of option A. in the choice of options.

What is needed at peak Periods on The Ranks is Police Supervision on ST. SAVIOURGATE UNTIL 4AM To encourage Better Behaviour of the public, To enable Taxi-Drivers To stop out till 4AM in Bulk. To operate in Safety. If Alcohol Could be controlled in Consumption By Tickets of 5 Drinks Per Day instead of Cash

Buying Alcohol ² then the Public would
not be as Difficult To Handle
in General and especially Taxi
Cabs Home. I am Not in favour
of Some Taxi-Proprietors Buying
Lots of Plates and Then Renting
out the Plates at Greedy Rates.
Those people should Pay More in
License Fees.

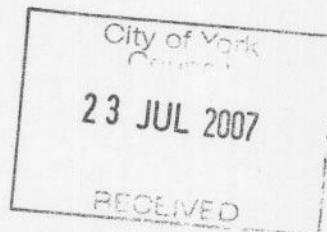
Thanking You.
Yours Faithfully



Kings Court

57

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
21/7/07.



Dear Mr Haswell,

Thank you for consulting me on the subject of Hackney Carriage deregulation in York.

I am an existing proprietor, who employs my son in law as a day driver. So you could say we are a small family business. My view, is that far too much emphasis is being put on how much plates are changing hands for, and how much drivers are paying in rent etc. As far as I can see, this is not what deregulation is about. These other matters are a side issue of petty jealousy, and opinions from many people who have a interest in the taxi trade. What I will say though, is that I believe nobody should own more than one plate. And, they must be a working licensed driver to own one.

What must be done in deciding whether to deregulate or not, is to carefully judge whether this will improve the service to the customer. This is the most important question. You must ask yourselves, "Is York a special case", because of its medieval history, and narrow streets. Is York cut out to accept many more taxis in the city centre.

With York as the European tourism city of the year, is the time right to make a massive upheaval to the taxi trade in York.

* If your completed report shows a lack of taxis in York, and you feel there is a need for more. I would advise you go for (d) To grant a specific number of licences at regular intervals, until demand is met.

Please advise the council to think very carefully before deciding to deregulate. I am not sure it is right for York, and I am glad I don't have this responsibility on my shoulders.

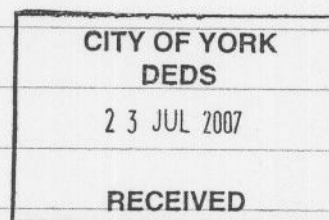
Yours sincerely

[REDACTED]

(58)

PLATE [REDACTED]
PROPRIETOR

RICHARD HASWELL,
HEAD OF LICENSING.



Dear Sir,

Firstly may I thank you for asking for my comments on this matter.

I would like to point out the impact of deregulation in the City of York. Currently as you know there is 158 licensed hackney vehicles, also to my knowledge there are currently 144 persons on the waiting list. If deregulation takes place does this mean there will be ~~302~~ licensed hackney vehicles on the road. If so the question of space arises, how many spaces currently exist on the ranks now?, how many new ranks will have to be made?, where to site these new ranks?. I suppose at least a hundred hackneys could continuously drive around the city centre all day waiting to get flagged as they could not find parking space on a taxi rank.

Now to my main point, public safety almost double the existing plates will create more competition, therefore therefore drivers will work longer hours

59

23/7/07

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

Dear Richard Haswell.

Thank you for your letter dated 11th July re Deregulation of Hackney Carriage Vehicle Licences. I can confirm that I am an existing Hackney Carriage Proprietor. I would like to make the following points against the deregulation.

1. Twenty Two years ago I invested money in the form of my redundancy payment from a previous employer and by re-mortgaging my family home to buy a business ie. A Hackney Carriage Plate thus becoming self employed for the rest of my working life. If the Council are to deregulate will I (and many others) receive the current market value of my business ie £60000 being the figure banded about of late by the Press. As a Hackney Carriage Proprietor I have prided myself in investing time and effort in the running of my business working in the Taxi trade for all this time.
2. If deregulation is to be introduced there are going to be almost 800 taxis cruising around York looking for work or trying to find somewhere to stand. Ranks having been reduced already eg Duncombe Place not being serviced after 10pm.
3. Public safety. Customers have been making the comment that Hackney Taxis are easily recognisable because of the Top Sign and the Plate details displayed on the car. They feel safer as they know these are regulated taxis and not just anybody purporting to be a taxi.
4. If the Council state that York has an unmet demand then surely the issue of further plates is sensible as York (as we all know) is an expanding city. There should be one plate and one owner not one person having more than one plate.

I would suggest therefore not to deregulate and to release further licences as and when necessary to meet the demand.

Yours sincerely
[REDACTED]
[REDACTED]
[REDACTED]

(50)
[REDACTED]
[REDACTED],
YORK.
[REDACTED]

Dear Sir,

In response to your letter
11th July 07, I would like to make the
following points regarding deregulation
and the reasons I feel it may be
detrimental to customer service.

1. Total deregulation may not attract
more drivers into the Hackney trade.
It is my opinion that anyone wishing
to be a taxi driver to date would
already be so, due to private hire
companies being only too pleased to
accept more weekly subscription
payees into their companies. The
existing private hire drivers may
simply switch over to Hackney licenses
as a subscription avoidance measure

Therefore merely altering the ratio between to two forms of taxi.

This in turn would lead to customers being unable to book in advance pick ups to and from, due to a lack of numbers in the private hire sector.

2. It is not to the benefit of the general public to have vast numbers of Hackney carriages 'floating' due to a lack of parking space.

3. If deregulation were to occur, less Hackney carriages would be double driven leading to drivers choosing to work more sociable hours rather than a night drive on a Hackney plate or night shift with a private hire company. I've already made a point of a problem with night time

availability. This would become worse

4. If the total number of taxis was expanded from both sectors, which I feel would not be the case, does this go against a wish to cut emissions?

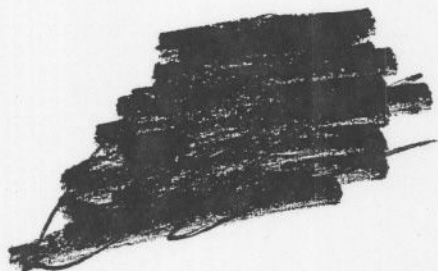
5. Other than a two hour window on a Saturday night, the volume of work at present is not enough to go round the existing fleet. More plates would lead to less work available, less income and corners being cut regarding standards of vehicle upkeep.

My feeling is that deregulation is an extreme and unnecessary measure. Would the addition of the required number of wheelchair

accessible vehicles, to bring the fleet
into the percentage required by
government not be a better and fairer
option.

Thank you for allowing me
the chance to put forward my opinions

Yours Faithfully,

A large, dark, irregularly shaped redacted area, likely covering a signature.A horizontal black redacted line.A horizontal black redacted line.

(61) + (62) + (63)

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Tel. [REDACTED]

29 July 2007

Richard Haswell
Head of Licensing and Bereavement Services
City of York Council
9 St Leonard's Place
York
YO1 7ET

Dear Richard

RE: DEREGULATION OF HACKNEY CARRIAGE VEHICLE LICENCES.

In response to your letter of 11 July 2007, we write to you with our humble yet first hand opinions and experiences of the York Taxi trade in general.

Firstly, as owners, drivers and investors with borrowed funds in the taxi industry, deregulation would hit us very hard along with many other owners. Particularly those who, like us, are relatively new to the trade, and have invested up to 60k of personal finance.

At the time of purchase, we were all aware of the risks involved, but when one considers the true benefits to the City and the citizens and visitors to York in general, it was, and still is hard to justify why deregulation would be of any benefit to anyone.

The reason for the increasing street value of taxi plates is traced back to when the council allowed transfer of ownership. For this reason alone, deregulation would cost hard working owner/drivers a huge amount of personal monies, merely for the council's solution to a problem they created in the first place. This is totally unfair and one can imagine the unrest and the likelihood of appeals being made against any such decision.

We understand fully the concerns over profiteering, and would not be against formulating a sensible rule that ownership can be transferred to another driver or, upon death, the direct beneficiaries only. This would prevent business investors from owning or buying into the trade purely for financial gain.

Cont/...

.../Cont

One final point that should be considered on the value issue is that, at present, only persons with a serious interest in the trade buy. Imagine how many would enter and exit the trade without these plate values and, of course the attempted lowering of standards of both vehicle and driver by those just wanting to 'give it a go' with so little investment.

Anyway, that said, the main council concerns of deregulation should not be the street value of plates, but be the attention to customer benefit.

York, as we all know, is a small city full of charm and challenging road systems. Deregulation would probably introduce a vast number of additional vehicles and drivers all adding to the already high congestion and pollution. Not to mention the additional resources the council would require for licensing, vehicle testing etc. More vehicles would not equal better service to the public, since congestion would be higher and fares would therefore increase along with journey and waiting times.

At the moment, the regulation of licenses means that each driver is known to one another, and indeed to the many of the public using the taxi service. It is a major concern that you will endanger the public by deregulating and encourage bogus undesirable and illegal drivers to ply for trade particularly late at night amongst a number of lone females. This alone to us, having visited many other unregulated cities where this is now a problem, is reason enough.

Contrary to many people's beliefs, there is not a huge financial reward to be made in taxi driving. Deregulation would mean less business available, there may be disputes over fare negotiations, drivers work longer hours, will perform dangerous manoeuvres to catch a fare and, most importantly, the decent and responsible drivers we have at present will leave the trade for other sources of employment to maintain their current level of income.

We understand the unmet demand issue to be estimated at around 6 hours a week. Not much compared with the overmet demand of around 10 times that figure !! Take a look at the queues of taxis most days at the Station and at St Saviourgate for any evidence of this.

We fully appreciate the worry of lack of taxis in the small hours, but at peak times its merely a fact of life that waiting is inevitable. If you go to Tesco on a Saturday, the Bank at lunch time, or to Nexus at 11pm, you expect to wait. Why are taxis any different !!

Issuing a few more plates would possibly ease this issue, although many drivers will simply not trawl the streets late at night anyway. Lets face it, who wants to pick up drunken customers with food and in fear of trouble, damaging and fouling their vehicle? So in reality this may not help either. We are not sure what the answer is to this problem.

Cont/...

.../Cont

Finally, with regard to vehicle standards, we already made our positive views known about this issue when asked previously. The sensible implementation of improved standards would hurt owners and drivers financially but would surely improve standards to many though not all vehicles.

In summary then our suggestions are:

Regulate as existing, don't just release plates to silence the ignorant

Introduce sensible higher vehicle standards

Continue to monitor unmet and overmet demand

Look at road systems, particularly in and around Station and central routes.

Consider introduction of limited number of Pedicabs/Green Transport

Keep York safe, allow it to keep its charm and attraction to tourists.

Yours sincerely



Dear Mr Haswell,
Your ref :RH/TL/AR

30/07/2007

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My own personal circumstances may vary slightly purely on the grounds of me being a single parent. That said the probability of my purchase of my business will no doubt be similar to the majority i.e. raised capital through equity. If you refer back four and half to five years ago myself acting as chairman of station taxis and Mr Micheal Taylor, Mr Ian Gillies had a meeting with you regarding several taxi issues etc. (Mr Ian Gillies as you are aware is the leader of a conservative party in York and fairly recently sold his Hackney Carriage plate.) At this meeting i mentioned the so called value didn't reflect an accurate account of holding a licence i.e. people was merely buying job security.

I will list below my thoughts with regard deregulation of HCVL.

- Firstly I understand your concerns of the transfer (sales) of HCVL to which deregulation is not the answer.
- Referring to the (OFT) report 2003 also (TSC) 2003/4.
- York's unmet demand survey results are better than previous years.
- The (LTP) REQUIRES 17% of the Hackney fleet to be (WA) vehicles (I personally would totally agree with the councils implementation of 9 (WAV's) to which the new E/U standards would apply.
- Issuing new licences every few years within the unmet demand criteria will help the council achieve their aims. 5 this year, 4 next year would be a start and ahead of the (LTP) 2011. A reviewable increase every few years would help the council achieve either a stop, or a lowered interest in transferability.
- The new standards of black cars lower emissions etc can only be a good thing for the city of York to which I am sure taxi trade's image will be a credit to the licencing authority.
- Any-one wanting to become a PH driver can do so there being no barrier.
- The privet hire industry have pointed out their preference to regulation.
- The effects of pollution and congestion are well documented.
- Waiting list applicants I feel should only be considered if they are current badge holders.
- I feel a reasonable value within HCVL's can be of benefit as this creates a more committed and responsible proprietor.
- To all of which can only be to the benefit to the customer.
- With regulation and negotiations with (YTA) and (YTPA..Station Taxis) and the taxi industry as a whole i am confident that solutions to the problems can be achieved.

These are just a few of my thoughts, a regulated city is to the benefit of all the customers, and the image of the city of York.

Yours Faithfully,
[Redacted Signature]

copy 1 of 20

Mr R Haswell
Head of Licensing
Dear Mr Haswell

Deregulation of Hackney Carriage Vehicle Licenses

Thank you for the opportunity to comment on the proposals outlined in your letter dated 11 July. As an owner and driver I endorse the response submitted by the York Taxi Association. i.e. the current restrictions are fully justified and should remain in place, however three WA licences per year could be issued from 2008, for a period of three years, in order to achieve 17% of fleet WA within the lifetime of the Local Traffic Plan. Limitation on transfer of these licenses should be introduced to discourage applicants from joining the waiting list for a quick profit. Successful candidates should work in the industry and not be able to sell or transfer for a period of not less than 5 years.

The number of licenses should be limited for environmental reasons, for the benefit of the customer (safer transport, lower tariffs and better service, "double driving" encouraged), and for the benefit of the drivers (make a living without excessive hours/dangerous vehicles). Having accepted numbers should be limited, capital values of transferred plates are an unfortunate consequence. Providing the Council set tariff does not include any capital value element, high License values do not adversely affect the consumer at all. The Council have controlled tariffs on such a basis since 1999.

My family control three plates, bought primarily to provide employment for myself and friends, but also as an insurance policy, to provide jobs for sons in law in the event of unemployment. We do make a return for funding the plate and the vehicle, but no more than similar investments. After tax it takes about eight years to recover the original outlay. Most owners do not base their investment decision on potential capital increases. Put very simply, commercial funding of £60k is approx £4k pa. This is the interest on borrowing £60k, @ 6.7%. Plates were issued free of charge 22 years ago, thus showing an average capital value increase of $\text{£}60\text{k}/22 = \text{less than £}2\text{k}$ (half of the interest charge!)

Investment plate owners make their return from rental income. There is strong market control on this rental income, Council set tariffs limit driver turnover, drivers will only pay what they can afford, unrealistic rents are not sustainable, drivers simply move to another owner. The free market works, with a vengeance. I would suggest as a proportion of driver's potential turnover, rents have remained remarkably stable over the years.

Personally I would be happy to discuss taxi funding with any interested party who thinks that that the public or drivers are being exploited or suffer any detriment due to plate values.

As a novelty I would accept a number of pedicabs, say four, providing it did not mean any reduction in ranking space for taxis. They create congestion and are unable to move passengers and/or luggage significant distances, quickly. Like the horse drawn carriages they will attract the tourist, but do not represent a serious solution to York's traffic/transport problems.

[REDACTED]
[REDACTED]
[REDACTED]

Mr R Haswell
Head of Licensing
Dear Mr Haswell

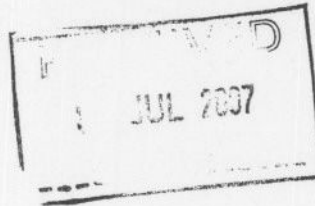
I am responding to your invitation to comment on proposed options in regard to Hackney Licenses.

As an owner I would support option (c) a limited increase in licenses. Issuing 9 WA licenses to achieve a total of 17% of fleet as WA, would comply with the LTP.

- 1) There is no customer need for extra cars; the unmet demand survey results are satisfactory.
- 2) The minimum number of cars to meet customer demand, (not driver waiting list demand), should be issued. Only in this way will the city centre remain environmentally acceptable, minimal congestion and minimal emissions.
- 3) It does not make sense to improve inner city air quality by reducing emissions from individual cars and then permit an uncontrolled increase in the number of vehicles allowed to ply for hire within the city.
- 4) Owners/drivers will face the extra expense of improved vehicle standards. If vehicle numbers increase as well, income must fall. It is not in the customers' interests for tariffs to increase, drivers to work excessive hours, or maintenance to be neglected. But how will the taxi trade survive delimitation?
- 5) There is an inference that high license costs translate into high tariffs. You will be aware that the recent OFT investigation failed to demonstrate any correlation. Capital cost of the license is a by-product of limiting numbers, necessary to protect the City environmentally, without detriment to the passenger. Owners create employment options for drivers with poor credit records or those unwilling to enter into longer term financial commitments. We make a return, but less than a similar investment in property for example. There is nothing immoral about such investment. There is no loss to the Council, which is prevented by law from making any profit from issuing licences. There is no extra cost to the customer, the Council control tariffs independent of capital cost, and have done since 1999. I would like this to be explained to Councillors, who have the impression that every license owner has made a £60,000 capital gain. Please make it clear that this is the cost of entering the business, the cost of two jobs, not profit.
- 6) The majority of "renters," in turn, recover their plate rent from a second driver. This system encourages "double driving," which is in the interest of passengers and the City, providing vehicles during less social hours with no requirement for extra ranking space. There is no exploitation of drivers over rents. Taxi drivers are most uninhibited; they would not tolerate excessive rents. In my experience they would not pay, merely tell you what they think, (graphically) and move on to another, more competitive, provider.
- 7) Similarly it would not make sense to issue plates because there is a waiting list. There will always be a waiting list. It is infinite and will remain so, as long as the City needs environmental protection from air pollution and congestion. The "green" option is limiting/controlling numbers.

Yours faithfully

[REDACTED]



67

[REDACTED]

Dear Sir,

In response to your letter of the 11th July 2007 I would like to respond. You say that the essential point is one of customer benefit. I would totally agree but from what I understand

is that the results of the last survey suggested that there is no unmet demand. This suggests there is no need to add any extra vehicles. I suggest that to add extra taxis will lead to a what could be depending on numbers a large drop in income at a time of significant increases in costs to the trade, due to new vehicle standards.

1. The impact of licensing hours has led to greatly reduced waiting times. The council survey has suggested as such, therefore there is no need for extra vehicles.

2. The issue of ranking space will be a major problem if vehicle numbers are increased. Where will we all park? Daytime parking is a huge problem during the numerous quiet periods.

3. The needs of disabled customers as far as I am aware are being met. However, I am aware the Hackney fleet requires 17% W.A. vehicles, requiring in York the issue of 9 plates. I suggest they should be released on to the streets over 2/3 years. This would smooth any financial impact on the trade whilst benefiting the disabled customer.

4. The environment would not be best served by adding a large number of vehicles on to the streets to service no unmet demand. Most cars due to restriction are double driven. This provides taxis at less sociable hours. Delimitation would put a large amount of cars on to the streets cruising around looking for work with all the environmental and congestion implications.

5. I would also like to suggest that adding extra plates would have serious negative health, safety, financial and customer issues. Derstriction would greatly increase vehicle numbers at a time of significant added costs. These are new council regulations concerning vehicle age, colour, livery and insurance costs. Income is certain to decrease. This will lead to drivers working excessive in pursuit of income. Vehicle standards will drop as repairs, servicing and general maintainance is put off, with obvious health and safety issues for drivers and customers. Financial issues are sure to impact on families who have borrowed money to set themselves up in a climate of reduced incomes for both new and old drivers. I am also sure a drop of income would not be good for trade morale and customer care.

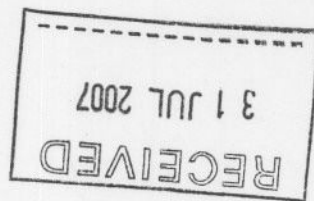
6. In response to the situation of ownership of licenses the vast majority are bought by individuals who are "buying a job" and not as a speculative investment. In light of many redundancies there are many people with redundancy cheques inflating the market at the moment. However the issue of 3 yearly reviews and maybe a small gradual increase in numbers is sure to deflate prices of plates.

7. It is only right and proper that the council looks after the customer but surely must also have a duty to protect the income of the trade. A balance needs to be struck for both customers and drivers, it is my belief that this balance is at present being met and therefore there is no need for delimitation.

Yours faithfully

N.P. Downie. Hackney Proprietor 107.

[REDACTED]



68

[REDACTED]

Dear Mr Haswell

Thank you for your letter dated 11 July , I agree with the essential point is one of customer benefit but that is only one point other points to consider are

1. Taxi drivers livelihoods
2. Emissions from increased vehicles
3. Safety of customers and taxi drivers

As you state in your letter the changes in the licensing law have reduced and at times it has eliminated waiting times for customers but as the night clubs close you get a mad rush especially at weekends which was the case at 11 before the change in the licensing law, this has since been drastically reduced at 11 since the change so why are the night clubs not allowed to open till say 8am as that would reduce the mad rush and also busses would be running at that time making it easy for customers to get home.

There is not enough taxi ranks for the increase in taxis see following taken from city of York web site.

Hackney carriage ranks can be found in the following locations:

Full time ranks

Location	spaces
Clifton Moor	3
Duncombe Place	8
Exhibition Square	4
Haxby	2
New Earswick	3
Piccadilly (Merchant Adventurer's Hall)	4
Queen Street	4
Rougier Street	3
St Saviourgate	12
The Crescent (off Blossom Street for Odeon Cinema)	1
Tower Street	4

Part time ranks

Location	times	spaces
Clifford Street (for Gallery Nightclub)	midnight to 3.00am	4

Micklegate (for Ziggys Nightclub)	midnight to 3.00am	3
Toft Green (for Toffs Nightclub)	midnight to 3.00am	4
Exhibition Square	8.00pm – 2.00am	3
Icon and Diva Nightclub, Clifton Moor	10.00am – 4.00am	6
Piccadilly	11.00am to 3.00am	4
York Racecourse	race days only	12

You have also closed a busy taxi rank at ten o'clock which has confused the customers I.e. duncombe place. I also know you have increased these ranks at places that are not listed. But there still will be short if deregulated and also you will have very long queues at the busy ranks as every one tries to work them.

You have changed the vehicle standards to make taxis stand out and reduce emissions on a safety note I think the colour should have been yellow not black and the taxi rank signs the same colour so visitors could see them as they would stand out, At the same time you could of made wheelchair access vehicles 10 years old before changing this would of made some taxi drivers choose a wheelchair vehicle because they can keep them an extra 2 years, this would of put more wheelchair vehicle on the road which was one of your concerns .

As for greener vehicles the technology is not there at the moment for taxis due to length of time working and distances I.e. electric or gas (as one runs out of charge and the other is availability .)

But I can not see why you can not issue licences for the peddle bikes as you state you have 158 vehicles and 4 horse drawn carriages why not add peddle bikes to the list as it does not effect vehicles or horse drawn carriages I have seen some dangerous practices by these bikes and would welcome the council regulating them. As each mode of transport has a different market .

In closing I can see only one reason for deregulation and many more for not I.e.

For deregulation

1. Customers waiting for taxis at ranks due to mad rush .

Against deregulation

1. Taxi drivers living

2. Emissions in the city
3. Safety of customers and drivers. (If deregulated drivers working longer hours to earn a living and also up keep of vehicles due to lack of earnings.)
4. You would have drivers working during the week and driving taxi at weekends to make a living.
5. The cost of defending judicial reviews. (not only from the trade but from new drivers wanting to put on a car and not a wheelchair vehicle.)

[REDACTED]
[REDACTED]

p.s please find attach reasons given by other councils for not deregulating some of which I have said and some will not apply to York but a lot do.

p.p.s on a personal note I purchased my plate for 2 reasons .

1. To make a living after been made redundant from York carriage works
2. As a pension as the government wanted people to do.

Dear Sir

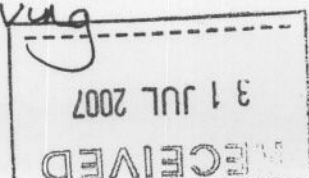
Thank you for your letter of 11th July 07, as ^{ab9}
driver, hackney car proprietor, I am against deregulation.

I bought my plate for £38K when I was made
redundant from York Carriage Works, a similar position
as many of my taxi colleagues who were made redundant
in the changing work landscape of York. It amuses me when
I see a plate has been sold for £60K + we've looked on
as profiteers. Hardly, we're not the people who sold out,
we're the people who paid out £6K to £60K to secure
our jobs + futures. This I appreciate is not the council's
problem however it does work in the council's favour
you have a totally committed work force (paying out hard
cash makes for total commitment) made much more receptive
to any requests, eg new black cars, by the threat of
deregulation which hangs over the workforce like the
word of Damocles.

York deregulated in the 60's but reverted back
when it wasn't a success. Why would it fare any better
now when conditions are far worse. Local congestion makes
it hard to accommodate 158 hackney vehicles, a situation
that would be worsened by the predicted large influx
of new cabs that deregulation might bring. Where would
they park? If they cruised all day it would add to the
situation + congestion. On a global note what about
York's carbon footprint. I thought present thinking was
to reduce carbon emissions not increase them.

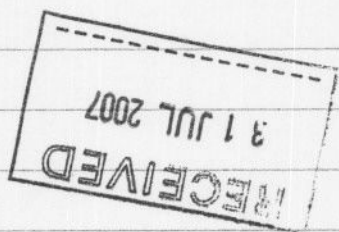
If the council believe there is an unmet demand
the fairest solution to the taxi trade + the consumer
would be to grant licences (pedicabs, short distance
green transport + wheelchair taxis) until that demand is
met. (provided there's enough rank space to accommodate them)

This talk of deregulation has made the licence
practically worthless at a stroke but we still have a
job. If deregulation is implemented the job would
be practically worthless because we wouldn't be able
to earn a living



Yours faithfully

[Redacted signature]



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

30TH JULY 2007

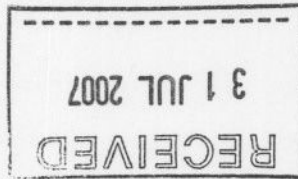
DEAR SIR,

RE: DEREGULATION OF HACKNEY CARRIAGES.

I am writing as a taxi proprietor and driver.

I am against the deregulation of hackney carriages. Since the council issued extra plates the last time there has been a noticeable drop in the amount of jobs available to each driver. On weekday nights there is hardly any work in the summer months especially. Also the volume of work coming through the railway station has dropped due to higher train fares. The only time there is a queue of people waiting for a taxi is a Saturday night after about 11 pm, and then the queues are not long as due to the later licensing hours people are coming out of the bars at different times. The rest of the time there are usually queues of taxis waiting for fares.

The needs of the public are



71

[REDACTED]
[REDACTED]
[REDACTED]
York.

29th July 2007.

Dear Sir,

Re. proposed deregulation of taxis

I am a hackney carriage proprietor and I work the night shift. I always stay out until 4 a.m when the last members of the public have gone home.
I am against deregulation for the following reasons;

The needs of the public are already being met. The only busy night in York is Saturday night and then it doesn't start to get busy until about 11.30p.m. Even then the waiting time for a taxi is minimal. The other nights of the week there are always lots of taxis ranked up waiting for people to come out of the various clubs. There is also always a big queue of taxis ranked up at the railway station, with the rank stretching all the way back down the pay car park at the rear of Queen Street. Often I can sit at the station for over half an hour waiting for a job and a wait of an hour is not unusual. I often sit outside the Gallery nightclub for 10 to 20 minutes waiting for a job and the other ranks are no better, if not worse. There seems to be a lot less work on the ranks than there was when I first started 9 years ago. This is probably due to the increase in the number of taxi plates. A lot of people use private hire vehicles and now that Streamlines have an office near the Lowther pub a lot of people walk down there.

There is still not enough ranking space in York. Many nights there are so many taxis parked outside the Gallery that there is also a line of taxis parked opposite aswell. I have driven around all the ranks many nights searching for a job and all the ranks have been full of taxis and overspilling and I have been in despair wondering where to go for the best to find a job. Sometimes I have just driven round and round hoping to get flagged down and I know that a lot of the other drivers do the same. So for all the taxis ranked up there are many more cruising around.

If deregulation occurs and there are a lot more taxis on the road most of the owners and drivers will find that they can't earn enough and this will lead to either drivers working far more hours than they should, thereby putting passengers lives in danger or to drivers having another job, usually a day job and then taxi-ing at night when it is busiest, again putting passengers at risk from being driven by a driver who is not fully alert. At the moment the drivers work either days or nights and that is their sole occupation so they come to work fresh and alert. The accident rate for taxis at this time is extremely low.

There would be a massive increase in the number of taxis on the road if deregulation took place. I have had dozens of people in my cab asking me how to become a taxi driver. They all seem to think that it is an easy job and when they find out that dealing with the public, particularly the public who have been drinking alcohol, isn't easy, then they will either have to stick it out, having spent a fortune on a new, black car or will give up the job fairly quickly. Either way this isn't good for the passengers as it isn't in their interests to have a surly driver who isn't happy in his work or to have a constant succession of new drivers to the job who don't know their way around. A very good knowledge of York is necessary at night when people have been drinking as they often forget the names of their hotels and addresses of places they are staying. At the moment a lot of the drivers are very professional people who are good at dealing with people and are happy in their job and who have also been doing the job for a lot of years.

As York is only a small city and already has higher than the recommended levels of traffic pollution, introducing many extra vehicles onto the streets is just going to make the pollution levels even higher, even if all the taxis are newer ones. If deregulation occurs, all the cars which at present are operating as private hire will probably become hackney and so, instead of at present parking up outside their offices while waiting for work, they will be cruising the streets looking for jobs in between doing their bookings. There will also be a massive rise in the number of new applicants for hackney licences and the council will be powerless to put limits on them.

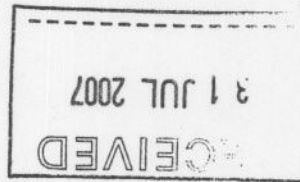
The situation will be that there will be hundreds of taxis and as there will be not enough work they will be working longer hours. There won't be enough places for them to rank up so they will all be driving round looking for work and the pollution levels will be horrendous. I don't think that the increased pollution levels will be of benefit to the customer.

For the above reasons I implore the council to only consider deregulation as a last option, as I believe it would be a disaster for York and once the council committed to it they would never be able to reverse that decision.

Yours Faithfully,

[REDACTED]

[REDACTED]



72

Date : 26th July 2007

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Tel: [REDACTED]

Dear Mr Haswell,

REF: Deregulation of Hackney carriage vehicle licences

Thank you for inviting myself as a Hackney proprietor / driver to comment on the subject of deregulation of Hackney plates in York.

I would like to say that the thought of unrestricted trade in York city makes me feel very uncomfortable at the unforeseen implications that could ensue.

Firstly I would like to point out that York is unique and unlike any other city or town in the country. It is a historic city that needs preserving at all costs. Currently the city of York is thriving both in terms of tourism, and the local industries that are situated in and around York and that are attracted to such a really fantastic environment both in terms of culture and trade that this city offers. Therefore please could any comparisons with other local authorities not be taken into consideration, for example the recent letters in the press from the Selby councillor. I asked a Selby taxi driver on the 21st July 2007 who was in York station dropping off his opinion, and he was at pains to point out he is now working at least 70 – 80 hours a week since deregulation to make a living and the councillors claims that deregulation in Selby was a success were completely without any foundation of truth or realism. His comments about the mental capacity of the Selby councillor were extreme and unprintable.

An unrestricted Hackney trade could open up all sorts of problems. An excess of hackneys ploughing round the already vastly overcrowded streets plying for trade will be intolerable. The last unmet demand survey showed a shortfall in the early hours of the morning, to serve this unsavoury element that inhabit our streets at this time in the morning is the council seriously going to allow unrestricted numbers of Hackneys onto the streets? This

night time requirement may not be worth affecting the delicate balance that is the current day time scenario.

I can assure you that the demand for Hackneys in York has not increased dramatically at all; I know this because I have to work in excess of 10 or 11 hours a day 5 days a week to make a living. This was not the case 3 years ago.

Recently the standardisation of Hackneys with regard to colour age of cabs etc was brought in by the council. Can I say that I think it was an excellent move and should have happened years ago as in other cities. The choice of black was the right choice as it will look superb at the station for visitors and business people to see a fleet of high quality cabs lined up at the station, first impressions are so important.

A large increase in Hackneys touring the streets will be highly visible to the council tax paying public of York. They will be very upset at trying to get round York fighting off proposed pedicabs, slow moving throat clogging fume emitting tour buses and now a possible proposal to put an unprecedented number of extra Hackney cabs on the streets.

The other point is that the price of obtaining a Hackney plate has reached worrying highs. Profiteering from the sale and purchase of plates must stop I agree. A suggestion would be that multiple plate ownership must be stopped, one plate one household the owner must be the driver of that plate and no renting of plates allowed if you are not the driver proprietor. This would for a certainty lower the price of the plates to a respectable level and it could be phased in with an amnesty over a period of time.

I understand that our beautiful city is growing rapidly and being a realist more cabs should be introduced however I would suggest caution, deregulation is not the way, perhaps a phased introduction to test the waters is the way forward. The numbers I would suggest between 3 to 5 per year for the next few years. This way if it proves to be the wrong move you can always put a stop on it, with total deregulation the deluge of Hackney cabs could have serious affects on our crowded medieval streets.

My personal perception of the Hackney trade is that they serve the city, and customer demand is currently being met, however I can see no harm in a phased introduction of more Hackneys.

I am at pains to point out that my opinions are not based on any loss of money that would devalue my plate as I knew the risks of deregulation on purchase, even though I was made redundant after 33 years at British Telecom and had little option at the wrong side of 50 years of age but to use all my 33 years redundancy money and some more to make the purchase of my plate so that I could make a modest living.

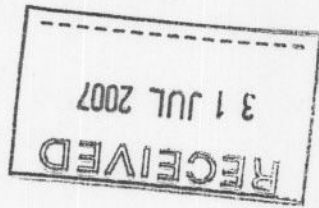
If you would like to contact me directly to discuss the above or require any clarification please do not hesitate to contact me directly on my mobile.

Yours faithfully

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01904) [REDACTED]

73



Dear Sir

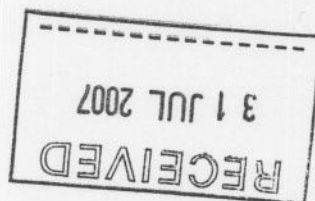
I do not believe de-regulation of the taxi trade will solve people's waiting time on the ranks or Private Hire offices on a Fri or Saturday nights, and would be more counter productive.

I bought a taxi plate because I wanted to show comitment for at least ~~another 20 years~~, well into my sixties without fear of losing my job for being to old.

I know that being a Hackney driver, brings stability, comitment, honesty and the knowledge that the meter is in keeping with Council Policy. I feel that deregulation would have none of these attribute's.

I would like to see a yearly fixed amount of Plates phased in, with the agreement of YORK TAXI ASS; and any other parties, You would have to have something's to ensure new PLATE HOLDERS will comit themselves to the trade for at least five years not sell on for quick profit, No good to the Council or trade.

Livery of Hackney Taxi's, I would like to 1/c TAXI's remain black distinctie from the 2st of the Fleet possibly white, with the TY OF YORK COAT OF ARMS RED/GOLD TAXI NUMBER



74

[REDACTED]

Hackney Carriage Proprietor
Full Time Driver Plate [REDACTED]

Dear Mr Haswell

Thank you for your letter dated 11 July 2007, to which I am now replying by means of this letter.

In line with your statement on the first page of your letter I am aware York ^{is} has restricted authority with regard to the number of vehicle licences it issues I did not know only 30% of authorities did this until your letter arrived.

My history in the Hackney Carriage trade has been very short (started August 2006) and my knowledge at the outset on taxi's of any sort was nil. The learning curve has been almost vertical in this respect. Some months ago I received a questionnaire from Taxi Licensing on a number of topics which I completed and returned. At this point it became clear to me that the Council appeared to be in a review process of some sort with regard to regulation of Hackney numbers and other issues which was a surprise as when I contacted Taxi Licensing with regard to becoming a proprietor of the vehicle I was driving no mention was made of this process taking place. With regard to your letter 11 July 2007 it is now clear to me that this has been the case since November 2005 and as a licensed driver upon my enquiries to become the new proprietor I would have expected this to have been made clear and transparent to me prior to the exchange in ownership taking place as I sought Council guidance on the process. Nevertheless, I am pleased and grateful that you are again now seeking to consult on the issue and have provided more details on the process.

Prior to addressing the main points of your letter I would ask you briefly to allow myself time to explain my history with regard to taxi work and ownership of a Hackney Carriage.

I was made redundant from Terry's in the middle of 2005. I had worked there about 20 years and my partner 27 years. I was unemployed for about 14 months. I partook in a Government training scheme and obtained a HGV2 licence. We paid our mortgage off with the redundancy payout that we both received by an offset method. This left us with about £25,000.00. In around June 2006 I saw three advertisements in the Press:-

- 1 Hackney Carriage plate for sale
- 2 Hackney plate for rent
- 3 Hackney day driver job

I rang all three adverts. One person explained the difference between all the options (at this time I knew nothing about taxi's of any sort). The man with the day driver job available said to get a licence and then ring him back.

In August I believe 22nd, I began work as a day Hackney driver.

I was so relieved to be in employment again, the only downside was the vehicle being used as a taxi, it was approximately a 15 year old basic Nissan Almera unsuitable and embarrassing to drive. The proprietor and his night driver parted company and I began to rent the plated vehicle. He would not use a better vehicle when I was his driver or when I was renting the plate. So I began to look for a good vehicle to buy myself to use with his plate. I spent in the region of £8,000.00 on a Mondeo Ghia X Estate 2½ years old with only 42,000 miles to use only as a taxi, not a private car. I rang the Council to ask what to do next, I explained I was renting the plate and I had bought a vehicle to use, I was told I could not do that, the car and the plate had to belong to the same person. Confused by this I rang the plate owner and he said "I thought you knew this, you have to sign the vehicle over to me". The upshot was I bought the plated vehicle from him, I rang the Council prior to this and asked how to do this. I explained what I wanted to do with the new vehicle etc, I was told about letters that had to be exchanged and Bill of Sale etc, which when I was at Taxi Licensing some days later again this was explained to me. The sale then went ahead and the change of vehicle completed to the Mondeo.

I now had a mortgage again for £35,000.00 and used all the savings we had to add to that amount to become the proprietor and had spent £8,000.00 more on a car.

I now had dignity in employment and a taxi I was proud to drive.

I welcomed the changes that have come in with regard to colour but think the lead time should have been longer. With regard to the City Crest I thought about this before it was mentioned but think it should be on the bonnet where it can be seen easier.

At the moment I drive the taxi only. I was hoping to sell half the plate and double drive the taxi. The man in question obtained a Hackney licence and had a trial working as a taxi driver. He worked 5 hours on St Saviourgate and decided it was not for him. He earned about £30.00 in this time (early evening).

I advertised the plate for sale with a view to renting back or double driving and had a man that was keen until the article in The Press.

I now have another person that has shown an interest in driving the taxi on days but does not want to give up his current employment as should de-regulation take place he feels it would not be possible to earn a living wage. I agree and understand his position. However, my goal is to have the vehicle double driven by the right person if possible and affordable. At the moment it is the case I can make a living be it working nights at weekends and Wednesday and Thursday nights. So I can double drive the taxi, if de-regulation I believe I would have to work more days and many more hours myself and double driven would not be possible.

- 1 I was not driving taxi's before the new licensing hours were introduced but, it is very apparent they have spread the demand for taxi's over a long period reducing waiting times to the point where even at peak times sometimes there are no queues and when queues do occur they often are short in time. There are 7 days in a week yet in York there is only really one or two days when any queues can form for a taxi and only on a small scale. However, on Race days or other one off events, there can be a distortion to the norm.

I have read that the office of Fair Trade said a high plate prices can indicate a high level of unmet demand in York, this is clearly not the case. High plate

prices are a result of the decimation to the manufacturing industry and large scale redundancy that has followed which has increased demand to own a plate. For the most part this has meant that owner drivers have entered the trade and have made a larger financial commitment to the taxi trade for the long term continuity and commitment are good for the consumer.

- 2 Ranking space at the location, people go to is very limited still, when customer demand is slow and larger number of taxi's are out even on Saturday nights I have had to drive from rank to rank to find a place.

There are a number of ranks people do not go to and other ranks in good locations that are not permanent ranks.

- 3 The move in reducing the age of vehicles on the road and a unified colour have overall been good. The luggage available should be an issue to address along with the quality and specification of the taxi (I paid extra for an estate car for the customer benefit). However, all these changes need to be funded to do this the driver/owner must be able to earn sufficient to fund these requirements. This is achievable at the moment with working reasonable if unsociable hours. It is therefore in the customer interest that the driver can earn a wage high enough to provide the safe quality vehicle that needs to be used, without working excessive hours this is achievable by having the right ratio of taxi's to customers over the whole 7 day period which at the moment in most cases is correct. Day working and evening working during the week is difficult where taxi's often out number customers the busier night period on Saturday's helps to offset this.

In the time I have done this job I have not encountered many disabled/wheelchair passengers but those I have, I have taken without undue difficulty. I have taken older or moderately disabled customers that have asked to be taken by myself as they have not wanted to use the wheelchair access taxi in front.

I understand that the Council has concerns about more than one plate being owned by one person it would seem fair to me legislate that in this case should a proprietor own more than one plate then plates No 2 and No 3 etc must be wheelchair access vehicles off course the proprietor would be able to convert his extra plates to wheelchair access plates within a set period or to dispose of the plate (hopefully to a owner driver).

Also I believe it would be fair to allow proprietors with vehicles that carry 6 passengers plus and are wheelchair accessible to charge a higher fare when carrying above 4 passengers provided none of those are disabled. Off course should anyone with a plate that does not have wheelchair access conditions attached to it wish to take advantage of this they would need to change their plate conditions and have the disabled access vehicle and not just a larger passenger carrying vehicle. These measures should help in these areas.

With regard to Pedicabs and short distance green transport I am unsure what the Council would like to see as they are ideal here so cannot really give an opinion although I am sure by forward thinking whatever the aims are they can be achieved without the need to decimate the Hackney trade as it stands or the drivers income which would not be in the consumer interest.

York may or may not be unique in that the demand for Hackney taxi's is limited and met easily for the vast majority of the time. Demand can be high over a few hours on

one or two specific periods this is met most times equally as well, with race days and one off occasional events testing this.

I was a customer of taxi's for about 24 years and during that time my only concerns were the quality of the vehicle being used which varied from excellent to a disgrace, both Hackney and Private Hire. And my other concerns were Private Hire taxi's not being on time on my inward journey into town. Most drivers working the same hours on the same days earn the same wage more or less yet one uses a good car and one does not. One may pay rent but the other pays interest repayments, some people want to do their best for the customer and are yes, proud when people compliment the driver yet to do this a certain income level needs to be available, at the moment de-regulation would mean it would not be and many more hours would need to be worked just to stand still.

From adverts at the job centre, the Press and at Private Hire offices, it would seem that there are many jobs available in the Private Hire section of the trade.

I became a Hackney driver by chance but within days it was by choice I bought the plate because I wanted to use a good car.

Private Hire drivers could have done like me, mortgage repayments or loans would have been cheaper than radio rent. Everyone that is a Hackney driver does it by choice. Many Private Hire drivers would apply for a Hackney plate if de-regulation went ahead because they would be free almost, is this the right motivation, is this in customer interest, in addition they would have an unfair competitive advantage against the likes of myself who still has capital invested in the plate and mortgage repayments to make. Yet with earnings reduced my only options would be to work many more hours and reduce the spend on the vehicle that's economics and not in the interest of the customer.

I wish to make no capital gain on buying the plate I would undertake to pass ownership to the Council of the plate or a new owner driver for the same I paid for it, even though I would have lost on the investment through inflation at whatever point I stopped being a taxi driver.

At some point as York grows some more plates would need to be issued, I understand this.

But why not issue these subject to a £60,000.00 returnable deposit being paid to drivers only. People with commitment would enter the trade, all new drivers would work on a level playing field. The Council could/should retain the interest on the deposit to improve ranks etc. (I loose and pay interest on the money invested). Plate price inflation would stop. In time the Council could buy all plates back and rent them out or re-issue subject to the deposit.

Should de-regulation happen who would take customers into town if Private Hire firms have jobs available now how understaffed would they be when many, many drivers left to become Hackney drivers.

At the moment most people that use taxi's go into town with the Private Hire firms. I have very little work in the early evening period. Yet on the homeward journey all taxi's are working under de-regulation longer waits would develop at the start of the night.

A customer is a citizen even when not in a taxi they would not benefit by having many more Hackney's driving around looking hopelessly for work, polluting and adding to congestion in their everyday lives.

Lets work towards a quality fleet with drivers earning enough to provide the quality vehicles and still work a reasonable number of hours.

I am not looking to riches I only want a fair wage. I get no holiday pay, no sick pay, no pension.

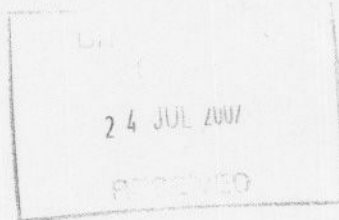
I enjoy the job most of the time (sometimes it is unpleasant, sometimes it is frightening) but mostly it is rewarding.

Thank you for once again for letting me have the chance to respond to you, taken with your earlier question which I completed I believe I have covered most areas.

My last point is if I rented a plate my response would be the same. If I was No 1 on the waiting list human nature may get the better of me, but if I was No 11 I know I would not wish to be given a plate because I do not believe at this point the trade can take the increase and if I was No 1 on the list I would be happy to pay a deposit. The world is changing, what happens now will be with York for many years to come.

Yours sincerely





[Redacted]
[Redacted]
York.
[Redacted]

75

Hackney carriage proprietor.

24- July 2007

Dear Mr Haswell

Thank you for your letter dated 11.7.2007.

I'm very concerned about the plans to deregulate York hackneys this in my opinion will put the safety of all passengers in great danger as any unauthorised cars or out of town private hire vehicles can and will tout for custom in the city of York, this can not be a good thing for York and should not be allowed to happen as the passengers safety is paramount.

In addition I think the colour system and York logo is an excellent idea this will certainly

Identify the bonafied York hackney and there will be no mistaking that you are in a York licensed cab.

I would finally like to point out the green issue with in the York city walls, we must do as much as we can to keep York a greener place, this would not happen if deregulation came into force in York as all the private hire vehicles would be working day and night touting round the city the impact on York would be in my opinion devastating to the business and York.

Yours sincerely

[Redacted signature]

70

Date 26th July 2007

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

Mr. R Haswell
Taxi Licensing
City of York.

Dear Mr. Haswell

I thank you for your invitation to respond on the subject of the hackney deregulation. Yorks LTP is a well thought out and considered document. Its aims are very commendable. The "Taxi Strategy" of a Quality Taxi Partnership and an improved city wide taxi fleet; Driver training and initiatives; Greater provision of acceptable taxi ranks for all levels of mobility; Reducing emissions for a cleaner fleet; Encouraging alternative fuel use; Reducing vehicle emissions and congestion in sensitive areas.

The parliamentary response to the OFT and their proposals for deregulation states that though some areas would be served by deregulation in other areas "Deregulation would have adverse effects". Individual local authorities are best placed to understand their own local conditions. Yorks unique historical heritage would be compromised by the problems associated by a vastly inflated fleet bringing the number of hackneys up to a potential 800. How could they all be accommodated? As we are aware, one of the licensing conditions state a hackney must proceed to another rank if the one being attempted to join is full. If all 84 current rank spaces were occupied there would be chaos, congestion, gridlock, illegal parking and a possible rolling road situation. Making a nonsense of the green initiatives in Yorks LTP. It could be that these problems would only occur when the "cherry pickers" come out. These "Cherry Pickers", people who have other jobs and only work at the most lucrative times would be even more problematic. Firstly, at present the Hackney trade is such that every one knows every one else, with a potential 800 hackneys plying, illegal and unlicensed vehicles may enter unobserved. This could result in a dearth of taxis during quieter periods and therefore reducing income for regular local drivers making it difficult to maintain LTP initiatives (newer maintained vehicles, alternative fuel options etc).

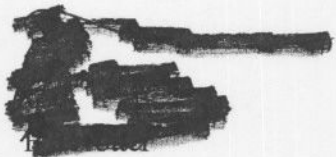
I feel that the OFT is misguided in the assumption that high plate values means competition does not freely exist within the trade. I think a correlation exists in York between this and the higher number of redundancies suffered recently. People have used their redundancy money and invested in what they perceive to be secure long term business.

In conclusion I suggest that the fourth option (if unmet demand is proven issue new licences accordingly) would be of greater customer benefit. The issue currently of late night availability might be addressed by introducing a higher tariff say after 2AM or move tariff two to 12PM as they do in Harrogate for example.

The City Council is moving in the right direction for Yorks image and future, with its adoption of standard vehicle livery and age, improved emissions standards, courses for drivers and the development of " Taxi quality partnership ".

The benefit to the customer which is paramount ,is best served with the fourth option .It would not lead to unprecedented logjams and congestion. New rank spaces could be gradually phased in to accommodate then. The pollution of a deregulated rolling road scenario can be avoided. There would be a continuation of the current good relationship in the Taxi trade and the licensing authority. The drivers could continue to be self policing by continuing to recognize each other which would continue to enhance community safety. The more manageable numbers of drivers due to regulation would enhance customer benefit by making it easier to give traning in customer care and disability awareness to those drivers.

Signed

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77



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

28 July 2007

Mr R Haswell
Head of Licensing and Bereavement Services
City of York Council
9 St Leonard's Place
York
YO1 7ET

Dear Mr Haswell,

I refer to your letter dated 11th July 2007 in relation to deregulation of hackney carriage vehicle licences. As an existing hackney carriage proprietor I have the following comments to make :-

1) Change in licensing hours - From my point of view the change in licensing hours has led to working longer hours for the same amount of revenue. At the end of the day people only have a fixed amount of disposable income and the change in licensing hours has not altered this only the times that people require taxi's.

2) Taxi ranks in the City - At the present moment in time there is already a problem with space on the taxi ranks and to deregulate would obviously make this situation far worst since more vehicles would be competing for limited space on the ranks. The scenario as I see it is it would be that if a rank was full I would have to drive around in the locality adding to congestion and pollution until a space was available on a rank.

3) Disabled customers - As a taxi proprietor I would be in favour of any new licenses been made disabled access vehicles. However it should be noted that many elderly people using the ranks are very reluctant to use wheelchair accessible vehicles due to the fact that they are a lot higher and harder for them to access.

4) Environmentally friendly vehicles - I am in favour of any proposals which safeguard the environment however any significant costs would have to be reflected in any future fare increases.

In relation to the matter of deregulation from my point of view there is no unmet demand and at the moment all vehicles are kept in good order and have regulated inspections by the council. In relation to the age of vehicles I do not see this as an important issue as long as they are regularly maintained to a standard which is acceptable to the council. The choice of black as a colour in my view is a very poor one since it is a poor colour for visibility especially at night. At the present moment in time it is very easy to distinguish a taxi by its top light.

In relation to the granting of new licenses I feel that there is no need to issue anymore. However if the council feel there is a need to issue new licences they should be restricted in number and they should be non transferable and should be handed back to the council when the person who was issued the licence has finished with it. From a council taxpayers point of view I would be horrified if the council was to issue new licences which could be bought and sold on the open market with no revenue flowing back to the council. Since licences now have a commercial value if the council where to issue transferable licences which could be

actively traded on the open market it would be nice to think that revenue would flow back to the council.

I look forward to hearing from you.

Yours Sincerely



N^o's 78 & 79

are duplicates of

N^o's 65 & 66.



Ref.: Deregulation

Dear Mr Maswell,

My thoughts were that Ycc. were trying to reduce Yorks carbon footprint to deregulate would only mean increasing it.

On a recent visit to Dublin which has deregulated, now has 5,600 Taxis (more than New York) and congestion is unbelievable.

At the moment we have many Tourist open top buses often only carrying three or four passengers, FTRs every 20mins and other services every 10mins do we need this no and yet more Taxis would make the congestion and waiting time more intolerable for our customers.

Although there seems to be a bitter feeling of our plates changing hands at high prices we have bought a business after all and it should be seen as so.

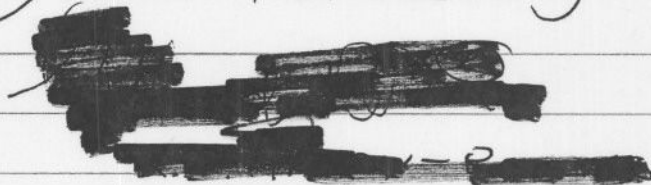
And who is going to buy a newer black car to wear the Ycc logo having potentially lost a fortune. As quoted in the Evening Press our customers are happy that they can feel confident and safe getting in a regulated hackney cab.

rather than a cab that could be driven by anyone.

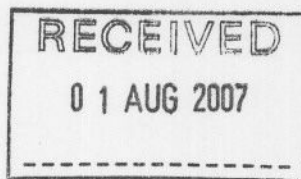
On the question of disabled friendly vehicles I have found that many disabled people like and prefer ordinary cars.

I would also like to invite any councillor to spend some time in my Taxi to see our waiting time per job and back to rank. I can be contacted 01904 488626 and would be delighted to cordially discuss this with whom concerned.

Yours Sincerely

A large, dark, irregular redacted area covering the signature of the sender.

owner DRIVER



81

Dear Sir or Madam,

Re:- Deregulation of Hackney Carriage
Licences.

Please accept this response to your letter
of 11.7.07.

Following the change of licensing hours
there is no outpour of the public and
congregating en masse on the RANKS, we
find we are either sitting on the RANKS
waiting for jobs, rarely are people waiting.
for any length of time.

I hope that this Review is carried out
in a professional manner with the Trades
Views foremost. It is right the public
should have a say but most people
don't really understand the TAXI TRADE

I hope that this Review thinks about
how many people will lose their long
term investments and their drivers
will lose their jobs.

Yours Sincerely

[Redacted Signature]

82.



30 July 2007

Mr Haswell
Head of licensing & bereavement Services
9 St Leonard's Place
York
YO1 7ET

Dear Mr Haswell

I am writing with regard to your letter dated 11 July in relation to the potential de-regulating of hackney carriage vehicle licences.

I am as you may realise, as a licence holder totally apposed to the suggestion of deregulating however for some reasons maybe not as obvious or utterly selfish as you may think.

There are of course the personal obvious reasons such as the amount I owe on the plate which I am still paying and will need to carry on doing so for a further 20 years. The reality of deregulating of licenses would make it worthless overnight. I invested in the plate as a source of income. One which I intended would give me a reasonable wage each week however this will be unrealistic with deregulating as there would be too many cars and inevitably not enough work. Of course there will always be short sperts of busy times, late Saturday nights for example however no one can make a living off these alone. The rest of the times would be spent sitting for hours in taxi queues as I regularly do now. I had also hoped that the plate would eventually sell and become a pension for my future. Quite frankly I am terrified at the thought of having no pension to rely on whilst also having to pay a hefty loan for a further 20 years without any means of being realistically able to pay it. I honestly think I will loose everything.

I hear people say that deregulating will "find its own level" however this will just not happen. There is not enough work now for the amount of hackneys on the streets never mind anymore. With all the redundancies looming at

Nestle it is inevitable that York Council will be inundated with applications. For some people who have received a big redundancy payment, just working a few hours on a weekend for a bit of pocket money might be OK but for others like myself this is my life literally in the balance and you hold the key.

Those individuals that believe they should get given a plate for nothing make me laugh. OK so people were initially given these plates free and I can see for those people who have sold them that they have made money. However for the majority of people who now own plates that have paid good money in the same belief as me that a living could be made. It would indeed be interesting to see how many original owners who were given plates still own them. I believe they are in the minority. The ironic thing is that some of the same people who are shouting the loudest about believing they should be given a plate have in fact, already owned one and sold it on. This in my opinion is the epitome of greed. For the others who have never owned a plate and believe they should be entitled to a free one, all of them have had exactly the same opportunity to buy a plate and have not done so because they want and expect everything given to them. Don't let them say that they can't afford a plate because no one really can. The people who do own then have though decided to commit themselves because we believe that we have to work hard and don't expect to be given like other parasites of the world.

York Council never seems to be satisfied. On the one hand they are saying that our vehicles need to be under a certain age to reduce carbon emissions putting further financial burden on us. This to a degree I understand as I truly believe in protecting our environment however there are no offers of support or help and even buses are subsidised by the government. Then in the next breath the Council are considering deregulating so how will this actually reduce emissions? All that will happen is that there will be far more new cars on York roads. This will not reduce emissions but ultimately increase them!!!

It will also increase the amount of congestion in York which certainly will not do anything for our carbon footprint. I doubt it will impress the thousands of tourists that come to York to see our beautiful city and not to be chocked by fumes or sit in congested traffic or indeed have to weave in and out of cars just to cross roads. Given all of the park and ride facilities on the outskirts of the city, my understanding was that we wanted to reduce traffic not increase it. Indeed congestion will get so bad that a lot of potential customers will think it's more worthwhile walking than stuck in lines of traffic.

Another question that I would like to ask is how the Council will manage as you cannot get to speak to anyone now for help or advice as they are always too busy and we are still waiting to have our meters calibrated this year. Given this level of organisation how can we expect things to run any smoother with lots more vehicles to license?

Where I would also like to ask are all the extra cars going to stand when all of us are waiting for work, which we inevitably will be? Where will we go? There isn't enough standing places now so what will happen? Are we all going to be double parked creating even further congestion?

I completely understand the need to supply demand however if the Council are serious in relation to demand not been met currently then they need to get out and see the endless lines of taxi drivers any day of the week.

As I have said Fridays and Saturdays between 12-3 yes there is greater demand but deregulating will not rectify this. All deregulating will do is create havoc as it did in Liverpool and Sheffield to name a few. No one can seriously compare Selby's deregulation to that of York as it is much smaller in comparison, space isn't as much of an issue and there isn't the amount of tourists there that would want to see fewer cars on the streets never mind York residents.

In the 1960's, York deregulated and soon realised that it wasn't viable and therefore regulated again. Why do you want to mend something that isn't broken? Nothing has really changed since the 1960's so why do you seriously think this is going to be viable now?

Given the hours that I work I average on earning below the minimum wage per hour. Does this really sound like an area where demand is not been met?

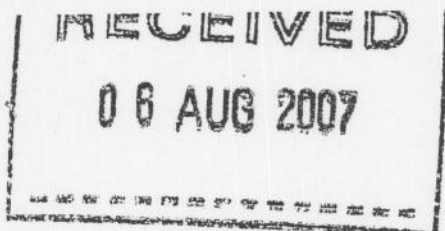
Given the options available for consideration an immediate deregulate option would be totally ludicrous and make no sense what so ever. Why are you considering jumping in with both feet when you have an option to test the water first?

I really believe your potential decision for York's future could truly be suicidal, if not for York Council certainly for the existing hackney carriage owners who are just trying to earn an honest living without expecting everything handed to them on a plate. Do we really deserve to be penalised for this and potentially loose everything. In my opinion I don't think so.

If you would like to meet to discuss my concerns further I am quite happy to do so or alternatively could you please notify me of any meetings that I might be able to attend to view my opinions.

Yours sincerely





[REDACTED]
[REDACTED]
[REDACTED]

83

Dear Mr Maxwell

Thank you for your letter of 14 July. I apologise for the delay in my reply.

I would make the following points

- 1) The present Hackney / private hire arrangement works pretty well
- 2) Since the extension to the licensing hours, there are very few long queues for taxis
- 3) The place where there are the longest queues and subsequently delay is without doubt the station. But this is the result of the recently implemented traffic arrangements. To increase the number of taxis would only result in access to and egress from the station at busy times being even more difficult.

It is therefore -

that the current balance in York
between private hire pick up from
specific addresses and Hackney
pick up from the parks/streets is
as close as can reasonably be
expected to being correct - and
I believe that no clear benefit
could accrue to the consumer by
charging it.

Yours faithfully,

[Redacted signature]

[Redacted line]

Existing Hackney Carriage Proprietor/
Driver. Plate No [Redacted]

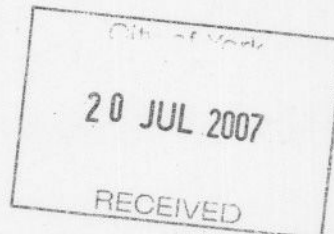
(84)

[REDACTED]
Telephone [REDACTED]

Wednesday, July 18, 2007

Mr R Haswell
Head of Licensing and Regulation
9 St Leonards
York
YO1 7ET

119051



Dear Mr. Haswell.

[REDACTED]
[REDACTED], I would however like to place on record my thoughts on the subject of de regulation, I am sure we all agree that this is a sensitive issue and requires a great deal of thought, the trade as a whole will have to make some changes and though not everyone will agree to these changes it is a fact that they will have to take place for the future of the taxi trade as a whole, deregulation is not in anyone's interest least of all the consumer, if all the private hire vehicles become hackneys, there is no one doing the radio work and people simply walk the streets hoping to hail one of the very many cars cruising the street polluting the environment.

I feel that a limited number of new licences should be granted, and these should include pedicabs, which would be an advantage within the pedestrian areas of the City, not only as a novelty value but to appease those amongst us looking at greener issues. Hoping that we can meet with you in the near future to discuss these and other comments.

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED]