

201

Alan Brewer

Avalon, Low Catton, York YO41 1EA
Tel: 01759 371212 Mobile: 07808 796688 email: alan@brewer00.fsnet.co.uk

Dear Mr Haswell

Re Deregulation of Hackney Carriage Vehicle Licences

I thank you for the opportunity to express my opinions in respect of the above especially at a time when I can see the Taxi Industry within York spiralling out of control and am considering my future.

I have been a Private Hire Driver now for some 12 years and have seen a lot of changes in the demand for Taxis due to the following

- 1 City of York Private Hire Cars have increased by approx 50% (400 to 600)
- 2 Changes in Licensing Hours
- 3 Increased and later Public Bus Services
- 4 Substantial increases in Rural Taxis - i.e. Pocklington, Tadcaster, Easingwold, Selby, Stamford Bridge etc
- 5 Race Day Course Bus Service & pick up point restrictions.

I do not know of any current Private Hire Driver who intended to become one and initially looked upon it as a stop gap until they could find something else but with the demise of Donolly's, (Ben Johnsons), Terry's, British Sugar, British Rail Carriage Works, (Nestle ?) it has resulted in an overpopulation of Taxis. I understand that the council has no control over the amount of Private Hire Cars but it is resulting in drivers looking elsewhere to supplement their income and Taxi part time at peak periods (Weekends).

If this continues then the full time Taxis who earn the majority of their weekly income at peak times to carry them through the rest of the week will have their income reduced and they will also have to seek alternative income which will result in York having a fleet of part time weekend taxis with drivers working excessive weekly hours.

I work approx 50 hours per week and my gross takings are no more than they were 10 years ago which equate to £5.36 per hour compared to being in paid employment with the only advantage being virtually no restriction on hours worked should I need the money. Compare this to HGV Drivers who are only allowed 90 hours per fortnight.

As I previously stated I am seriously considering my options as the only expense that I can reduce is the one of Radio Rent (£105.00 per week) therefore obtaining a Hackney Licence would cut out this cost together with £20.00 worth of fuel to earn this amount resulting in being £125.00 per week better off with a more realistic hourly rate of £7.86.

It is with interest I read the complaints from the General Public that there are too few Taxis currently available for hire at certain times and would like to point out that at this moment they have never had as many Taxis per head of population. The General Public only see the shortage of Taxis at peak times but do not recognise that at other times Taxis are sat earning nothing waiting for work when their demand is low.

From what has been publicised I feel that the main bone of contention is the current market value of a Hackney Plate which was issued originally for next to nothing and the size of the waiting list for newly issued plates. Hackney Plates will always have a market value comparative to the Radio Rent charged by Private Hire Companies i.e. if Radio Rent is £100 per week (£5000 per year) what is a Hackney Plate worth that will save these amounts of expense?

The values of Hackney Plates vary in every Town and City Nationwide with York currently valued at approx £60,000, what price are Leeds & London ? In July issue of Private Hire and Taxi Monthly it is reported that a NEW YORK equivalent of a Hackney Plate has reached a high of \$600,000.00.

As far as the waiting list is concerned you will always have this as long as substantial running costs can be eliminated compared to Private Hire.

10 years ago I considered buying a Hackney Plate for £16,500 which would have paid for itself with five and a half years radio rental saved. So in comparison they are overpriced at the moment but this could be due to the amount of redundancy money together with very little increase in the number of Hackney Plates available. Even at that time I decided against borrowing money as deregulation was a possibility and it could reduce in value (wrong decision in hindsight). York City Council cannot be held responsible for bad business decisions made by individuals in paying over inflated prices for Hackney Plates should they devalue due to deregulation or increased availability.

The following are my opinions on the options provided in your correspondence

a) To maintain the current restrictions – **AGAINST**

It is quite obvious from the proportion of Private Hire Licences compared to Hackney Licences that a substantial increase is necessary. This would help resolve the situation that we now have when customers are waiting at ranks with no Hackneys available and with Private Hire Cars sat doing nothing waiting for the phone to ring.

b) To deregulate – **AGAINST**

Deregulation would cause a free for all and would result in a lot of Part Time Taxis working the peak periods resulting in York only having a Part Time Taxi fleet as stated above.

Deregulation would also create a lot of one man bands and decimate the Private Hire Companies due to the savings to be made and would possibly result in their going out of business leaving maybe only Station Taxis with their Hackney fleet as a telephone option. Who is going to pay Radio rent and be told if and when they can work if they don't have to?

Deregulation would cause further traffic problems with an unlimited amount of vehicles cruising around plying for trade.

c) To grant a limited number of new licences – **FOR**

Providing that it is a substantial increase, for example 25% of the waiting list approx 35 Licences to help balance the proportion of Private Hire and Hackney Licences and with the following proviso

New Licences are **ONLY** issued to existing Private Hire Drivers Licence Holders

New Licences are **ONLY** issued to existing Private Hire Vehicle Licence Holders

New Licences are **NOT** issued to existing Hackney Licence Holders

New Licences are **NOT** issued to persons who have held Hackney Licences previously and sold them.

This would alleviate the problems of queuing at ranks and would give the Council breathing space to monitor and control the situation before deciding if further licences should be issued. It would also help protect the investments of new licence holders in having to obtain wheelchair accessible vehicles.

d) To grant a specific number of licences at regular intervals until the demand is met – **AGAINST**

If this option is taken then it will ultimately result with the same outcome as deregulation. Once people realise that all Hackney Licence applications will be filled eventually then I am sure that the waiting list will increase dramatically.

The majority of the General Public are not aware of the difference between Private Hire and Hackneys especially when they are foreign tourists. One of the biggest problems a Private Hire Driver has is explaining to people waiting at his destination that he is unable to carry them

although he has not got a fare. This quite often results in aggressive behaviour towards the driver and his vehicle.

In an ideal world we should all be able to pick up and set down on equal terms but unless this is done in a slow and structured process monitoring the effects on existing Taxi Companies then chaos will prevail.

Once again I thank you for this opportunity to air my views but please do not hesitate to contact me should you require any further input.

Many thanks

Alan Brewer
PH Badge 40
PH Plate 336

202

Haswell, Dick

From: RICHARDSONJ6@sky.com
Sent: 17 July 2007 20:07
To: Haswell, Dick
Subject: Deregulation of Hackney Carriage Licences

Thank you for asking for my views on Deregulation of Hackney Licences.

In my opinion to totally deregulise is not the way forward.

York does require more Hackney Carriages. But how many ?

I think the sensible way forward is to, as has been suggested, grant a specific number of licences at regular intervals until the demand is met.

Mr. N. B. Richardson Private hire owner driver plate 543

203.

Haswell, Dick

From: Ian Gray [flat_roofer@yahoo.co.uk]
Sent: 17 July 2007 11:59
To: Haswell, Dick
Subject: deregulation of hackney carriage vehicle licences

dear sir thankyou for your letter regarding the above subject, so here goes, although i would like to be a hackney proprietor in york i think it only fair to the trade as a whole to point out a few affecting factors: the sudden influx of vehicles in our already over traffic populated city would cause lack of revenue and hardship thus causing our very high standards to drop,ie, possible lack of regular vehicle maintainance, dirty interiors or much worse.possible price wars and the consequences of the same. a possible alternative to deregulation may be a population x licences exercise to detemine numbers required for the consumer,[this seems to work well in other countrys which have a similar dependancy on tourism etc.i have tried to ring yourself to clarify some points on your letter regarding deregulation and hope to speak soon. please do not hesitate to contact me if you have any question regarding this e/mail . your faithfully , [redacted] private hire driver

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19/07/2007

204

Haswell, Dick

From: graham bilton [graham_bilton@hotmail.co.uk]
Sent: 17 July 2007 09:42
To: Haswell, Dick
Subject: Deregulation of Hackney carriage vehicle licences

Ref: RH/TL/AR

Dear Sir

Thankyou for your recent letter asking for my views on the deregulation of hackney carriage vehicle licences.

I realise that you are a busy man and therefor i will be succinct in my reply.

I have for many years been a private hire driver in York and have had my name on the waiting list for a hackney carriage licence since 1980.

I am fully in favour of immediate and un restricted de regulation. Whilst i realise that rank space would be somewhat of a problem i do not see it as being insurmountable.

From a customer point of view it would eanble them to hail a taxi more easily than at present (especially at night) and would also remove the confusion that seems to exist regarding the difference between Hackney carriages and Private Hire vehicles.

From a purely aesthetic point of view what could be better for the taxi trade in york than to have all the vehicles in the same livery and displaying the york crest.

Yours sincerely

graham bilton
40 Brook Street
Sheffield
S1 25 6gn

PH on list.

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Ref: Deregulation of Hackney
Carriage Vehicle Licences

Dear Sir / Madam,

17 July 2007

I am writing to you to express my views and opinion on the following Matters.

a/ To maintain the Current restrictions:

We wouldn't be discussing this matter if the Current restrictions are working.

b/ To Deregulate: will open the flood gates to every Tom and Dick and Harry, and you may no longer be able to get a taxi on quite night like Tuesday because all the big earners will not be coming out to work.

c/ To Grant a limited number of licences. May resolve the problem short term, but what a limited number of licenses??

d/ To Grant a specific number of licences at regular intervals until the Demand is met:

What a superb idea because:



10/ York is a continuously growing place
and we can't keep relying on the past
ie: with 158 plates currently.

So the number need to increase to meet
the demand.

I hope you find my views useful.

Many Thanks

[Redacted]

[Redacted]

[Redacted]

[Redacted]



RH

206

RECEIVED
28 JUL 2007

[REDACTED]

17th July 2007

Dear Sir/Madam

In reply to your letter dated 11th July, I think it is about time that all taxis should be de-regulated. I have been a taxi driver since 1972 and currently I am 12th on the Council list in line for a plate. The thing that annoys me most is that plates are changing hands for vast amounts of money from people trying to make profits from them.

Yours faithfully,

[REDACTED]

[REDACTED]

12th on list

Haswell, Dick

From: accesstravel@talktalk.net
Sent: 19 July 2007 21:23
To: Haswell, Dick
Subject: Deregulation of hackney carriage

Dear mr Haswell, Ref; RH/TL/AR

I am writing to you as a private hire owner driver, with a disabled access vehicle , At first i was infavour of more than boubling the number of hackney vehicles with disabled access cars taking it to at least 350 thus meeting the needs of all city of york residents disabled or not,however my view as changed to deregulate, as i believe this would be in the best interests of the york residents .

It would stop the sale or renting of hackney carriage vehicles thus allowing drivers to spend there money on good quility vehicles this would stop the fat cats and benefit york residents, some of these people have spent £60.000 for these plates that is a risk you take when you buy somthing that belongs to the city of york council,and is not owened by the person selling it ,we have in york for along time now have had a two class system hackneys protected because of low numbers 1st class private hire no protectoin 2nd class even though they have been the back bone of this citys transport system, this would also make the private hire firms drop there rent to drivers thus allowing drivers to keep thier charges down and better cars , il realise that every body would want a hackney but this would level out after a short while as proved by other councils. I have watched hackneys drive by customers just because they want to get back to the station to service there contracts with the station wich i would say this is not in the intrests of residents of the city of york 70 plus Hackneys can not be counted in the equation these also run as private hire taking bookings from a office and using two way radios thus taking them of the ranks and not serving york residents. lets have a level playing field.

I have just invested the sum of 35.000 on two disabled access vehicles for the future and to conform the requirements of the city of york council a risk iam willing to take for the future of this business,this is why i would like a level playing field for all and not the protected hackneys.

Yours N.K chadwick owner driver access travel

20/07/2007

208

Haswell, Dick

From: [redacted]
Sent: 16 July 2007 14:45
To: Haswell, Dick
Subject: deregulation

PH - y.

dear sir , re your your letter on 11 July , I think something has to be done to lower the price or availability of plates as some people own 4/5 to use as a business which I think is wrong I have been in the trade four 23 yrs and the quality of service is in decline as the price ,or rental of a plate leads to working long hours to fund the cost.,younger drivers wishing to join the trade have a job to raise £60,000 ,

[redacted] yours] downing

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To
Dick Haswell,
ASK FOR. RICHARD HASWELL

City of York Council
20 JUL 2007
RECEIVED

119050

ABOUT. REF RHTL/AR, RECEIVED 11/7/07
DEAR SIR I REFER TO LETTER SENT TO
ME, AS IT SEEMS MY NAME HAS COME FORWARD
ON YOUR LIST OF PERSON INTERESTED IN OBTAINING
A. HACKNEY CARRIAGE LICENCE, YES I AM INTERESTED
AS I AM. A. PRESENT TIME A PRIVATE HIRE DRIVER
WORKING AT FOOD CAR, YOU HAVE ASKED ME
FOR MY POINT OF VIEW ABOUT DEREGULATE, MY
ANSER IS. (NO WAY). AS THIS WILL DESTROY A.
NOT, OF PEOPLE IN TRADE, IN A JOB, ON BOTH.
HACKNEY AND PRIVATE HIRE.

WHEN I FIRST ARRIVED IN YORK. 27 SOME ODD
YEAR AGO. HACKNEY DRIVER I USED THEN
WERE FRIENDLY AND VERY HELPFUL, THEY
VERY KEEN TO POINT YOU TO. IE RESTAURANT PUB HOTEL
AT YOUR PRICE, TODAY, THAT HAS CHANGED
AS MONEY AND PROFIT DICTATES ALL ROUND IN
THE INDUSTRY, THREE THING I HAVE ENCOUNTERED
OVER THE TIME I HAVE DONE THE JOB

- ①. CUSTOMER ALWAYS COME FIRST, SO IS LOCALS
OF YORK. AND REGULAR CUSTOMERS,
- ②. PROPRIETOR AND HACKNEY OWNER, HAVE RUN AT HIGH
A. VERY RATE OVER THE YEARS TO. IN PROVE BUSINESS
IE TO. INCREASE AMOUNT OF DRIVER, AND PROFIT AND
RUN VEHICLES OVER LAST 20 YRS,
- ③ (GROSS) BY HACKNEY OWNERS GROSS BY PROPRIETOR
IN A LOT OF THE FIRMS. HAVE INCREASED AT A
HIGH RATE. AND TOTAL LACK OF THOUGHT OF GUIDE
LINES FOR PEOPLE WHO. COME INTO THE (TRADE)
ABOUT THE EXPENSE TO. DO THE JOB,

210

Haswell, Dick**From:** mark.wilson [mark@wilson3845.texasstate.edu]**Sent:** 30 July 2007 17:37**To:** Haswell, Dick**Subject:** de-regulation

Hi dick - just thought i would give you my personal thoughts on the de-reg issue, while i agree with the overall report from YPHA i would like to see a release of plates to everyone who was on the list at say 31st December 2006, but issued at regular intervals the same as the YPHA report (10 every six months). i think this would address the imbalance in the number of hackney/PH licences while allowing the trade to adjust to the changes gradually. This should almost double the number of plates, while i feel some would need to affiliate themselves to a PH company to mantain enough work it would help the public to be able to flag a taxi down when needed, in particular race meetings etc cheers mark

plate - slow release

plate availability

31/07/2007

211

Haswell, Dick

From: david broxup [david.broxup@ntlworld.com]
Sent: 24 July 2007 01:06
To: Haswell, Dick
Subject: deregulation of hackney carriage vehicle licences

i have noted your comments and would like to see the introduction of a specific number of licences at regular intervals until the demand is met david broxup director ebor cars kindly confirm this e mail
david.broxup@ntlworld.com

212

Haswell, Dick

From: [Redacted] Goldfast@aol.com
 Sent: 27 July 2007 11:54
 To: Haswell, Dick
 Subject: Re,DEREGULATION OF HACKNEY CARRIAGE VEHICLE LICENCES

[Redacted]
 Field House
 Walton Road
 York
 YO31 9L
 27.07.2007
 Tel: 01904 424477

[Redacted] Private Hire Car Licence 493 Private Hire Driver No 27

To Mr Richard Haswell,

Dear Sir,

I would like to thank you for consulting me as in the past we have always been ignored. There has been a shortage of Hackney Vehicles for a long time now but the present Hackney Plate owners have been allowed to dictate, one of the mistakes the Council made was to put temporary ranks outside the nightclub doors where all the trouble starts for one thing and the normal ranks are left without cars and the Hackney Vehicles stop Private Hire vehicles picking up their bookings and steal the jobs if they can.

Strangers to the City do not know the Private Hire Companies phone numbers unless someone tells them and it often takes hours for them to get home. We actually have 157 Hackney Plates issued for the ranks as Plate No 158 was issued to [Redacted] for historic trips round the City and this plate should be handed in when the new regulations start as the age of the vehicle being used will be unlawful for hire, Peter Wheatley actually did have 11 Hackney Plates at one time before he got Plate 158.

Deregulation would be the most sensible thing to do anyway in any case if we are going to provide a service to the public or all Hackney Plates.

It is also wrong for the York Railway Station to only have Station Hackney Vehicles and should be open to all vehicles and a Public Rank at the Station which has been removed for the buses replaced at the front of the station for all.

I was supposed to be top of the Hackney Plate list years ago but lost out to Ryedale drivers who plated up vehicles in Ryedale and never used them and jumped in front of every one when the boundaries were extended which was very unfair but they are the kind of things that have always happened in the past in York.

There is one thing that I would like you to look into too that is the ever increasing number of unlicensed Limousines operating in the City providing booze and videos no licence of any kind or police checks left hand drive and over 8 seats require a PSV.

yours faithfully

[Redacted Signature]

30/07/2007

City Of York Council

215

RECEIVED
30 JUL 2007

July 26, 2007

Taxi Licensing
9 St Leonards Place
York
YO1 7ET

Ref - Deregulation Of Hackney Carriage Vehicle Licences

Dear Richard Haswell:

I am all for deregulation, but in a controlled manner.

I do feel by issuing further hackney plates will only put a money value on these; therefore defeating the object.

We cannot go back in time ;but if we could ;these plates should have been handed back to the council ,when a driver stopped working; what we have now ,are people owning plates ;but do not drive , which is unacceptable.

Yes I would love a hackney plate; but only for future money value.

You have allowed hackney vehicles to move over to private hire work; i.e. station taxis using pre-booking via radio; but not allowed private hire to pickup off the street. This is unfair trading.

I am quite sure that the majority of private hire companies will continue to operate as they are doing now, but freedom to pick up without pre-booking of jobs in quiet times.

I would go down the line of limiting total number of licensed vehicles at the time of deregulation (should it happen) to present number.

I would support present number of private hire vehicles, to be classed as hackney carriage, and allowed same benefits as present 158 hackney vehicles, but plates to be handed back to council when driver stops working.

Yours most sincerely, private hire driver

[Redacted signature and contact information]

MR R. Haswell
CITY OF YORK COUNCIL
9, St Leonards Place
YORK



216
[REDACTED]
[REDACTED]
[REDACTED]
PRIVATE Hire Driver
Licence [REDACTED] badge No [REDACTED]
26. 7. 07.

Dear Sir

Thankyou for your letter regarding the deregulation of Hackney carriage vehicle licenses.

I became a private hire driver in 1981 and put my name on the original hackney licence waiting list in 1982 when I decided I wanted to stay in the trade. I requested my name to be put on the new hackney carriage licence waiting list in 1996. In 2005 I wrote to ask for my position on the list and received a letter to state I was placed 2nd. From a personal point of view I would obviously like the council to recommend option C or D. If this was the case I would purchase a new vehicle which would be adapted for wheelchair friendly use.

I have worked for ACE Taxis since 1983 and have earned a reasonable income each year. However, a rise in the number of private hire drivers to 600, we now have Plate No 900's, is making it more difficult to maintain this each year. In my view York has already reached saturation point with private hire drivers. York is a small city with a small town centre and to deregulate with such a high number of private hire drivers would only worsen the situation. Especially with a limited number of hackney taxi cabs.

Deregulation would see an influx of part time taxi drivers creating a cowboy effect on the streets. Private hire drivers pay high rent money to the taxi companies and maintain standards both with their customer and the council. For most, myself included, this is their only form of income. I think this applies to most hackney drivers also, apart from people who are buying licenses to run as a business and creating inflationary prices. A hackney licence vehicle should be driven by the owner for his own income and not be double driven 24 hours a day to earn someone a profit. If I received a hackney licence, the vehicle would be driven only by myself.

Hoping you will take my comments into consideration

Yours faithfully
[REDACTED]

217

[Redacted]
[Redacted]
[Redacted]

CITY OF YORK
DEDS
24 JUL 2007
RECEIVED

19 July 2007

Richard Haswell
Neighbourhood Services
City Of York Council

Deregulation of Hackney Carriage Vehicle Licences

Dear Sir,

I write in reply to your letter of 11 July 2007 asking for comments on the above.

I have been a Private Hire Drivers Licence holder, in York, since 1990, and have been on the waiting list since 1996.

1. I am wholly in favour of deregulation.
2. Deregulation will benefit all public transport users in York, including the wheelchair disabled.
3. The restrictions on numbers has led to the current unacceptable high value of licences. It is now the case that some licences are being bought by people with no connection whatsoever with the taxi trade, just purely as an investment. They do not own the vehicles the licences are attached to, nor do they ever drive them. They rent out the licences for up to £250 per week. A Hackney Licence is now considered to be the best income producing investment in town. It is not the purpose of the licensing system to create this type of investment for the wealthy few. **This situation must not be allowed to continue.**
4. The complaints from existing licence holders that they will lose money from deregulation must be ignored. It has been common knowledge that deregulation could come at any time, since the transfer of licences was first allowed (around 1988). Many councils have introduced deregulation since then, and so could have York, so anyone who bought a licence should have known it was a gamble, and that they could end up losing.
5. Most other Councils in England have deregulated and now it is time for York to follow suit.

Yours faithfully

[Redacted Signature]
[Redacted]
[Redacted]
[Redacted]
[Redacted]

CITY OF YORK
DEDS
23 JUL 2007
RECEIVED

218

[REDACTED]

20th July 2007

Ref : Deregulation of Hackney Carriage Vehicle Licences.

Dear Sir,

As a privet hire (Owner driver). I would like to see the full deregulation of Hackney carriage vehicle. As an owner driver (Privet Hire operator). This would help me meet the needs of my customers.

If you go the the route for a limited number of new licences. Then this will not stop the renting or sale of plates. The market will not change much. Drivers could then apply for a plate just to sell it straight on. Which is not good for the service that we aim to support.

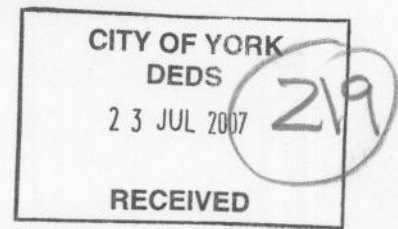
Granting a specific number of new plates at regular intervals until remand is met. Has a problem when drivers that have a privet hire plate needs to change there vehicle. As Hackney will be black. This avenue would have to be looked at. As if a driver has just changed his vehicle and then told they would be granted an Hackney Licence. Could end up having a respray or have to change the vehicle.

Yours Faithfully

[REDACTED]

[REDACTED]

Proprietor



18.7.2007

Richard Haswell
Head of Licensing and Bereavement Services
City Of York Council

Dear Sir,

Hackney Carriage Deregulation

Thankyou for inviting me to comment on the subject of Hackney Carriage Deregulation. I write as a York Private Hire Vehicle and Driver Licence holder (since 1977), also a York Private Hire Operators Licence holder (from 1977 until May 2007).

In October 1980, in York, there were 90 Licensed Private Hire Vehicles and 110 Hackney Carriage Vehicle Licences.

Since 1980 the massive increase in taxi usage has led to the number of Private Hire Vehicles to be now over 500, but owing to the council's policy of limiting numbers, the Hackney Carriage total has only increased to 158.

This artificial barrier to normal market forces has led to the value of Hackney Carriage Licences, on transfer, to be around £50,000.

This anomaly is fine if you are a current Hackney Carriage Licence holder, but not if you are someone waiting for a taxi at the end of a long taxi rank queue, or someone waiting to enter the taxi trade.

The only reason to continue to restrict the number of Licences is to give financial benefit to existing Licence holders – something they are not entitled to.

To deregulate, or alternatively substantially increase the maximum number of licences, would benefit all public transport users in York.

Yours faithfully

A large black rectangular redaction mark covering the signature and name of the sender.

Haswell, Dick

220

From: [redacted]
Sent: 24 July 2007 20:21
To: Haswell, Dick
Subject: DEREGULATION OF HACKNEY CARRIAGE VEHICLE LICENCES

Dear Richard,

My view on the issue of deregulation in York is that I am against it. Travelling around the city at all times of the day and night on different days of the week, I often see long queues of Hackney cars on the ranks, and even late at night/early hours of the morning the queues of people waiting on ranks is not overly large, resulting in people not having to wait too long before getting a cab home. No

If the council feels the need to increase the fleet size of Hackneys in the city, I personally think that a number of 10 (ten) or less extra licences should be released.

I hope this is of help to you.

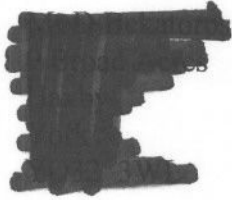
Yours faithfully.

[redacted]
[redacted]
[redacted] 62 Eddy Avenue,
[redacted] Linnhall,
[redacted] York.
[redacted] 010 3TL
[redacted] Telephone: 01774 34 7378

P. & H. Hire.
Dorval

221

CITY OF YORK
DEDS
31 JUL 2007
RECEIVED



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

29.07.2007

Dear Mr Haswell

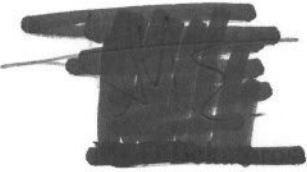
REF: PRIVATE HIRE DRIVER'S BADGE [REDACTED]

Thank you for your letter of the 11th July 2007 reference Deregulation of Hackney Carriage Vehicle Licenses. I am a Private Hire driver and an Operators License holder with the above details.

My opinion is that the hackney carriage vehicle licenses should be partly deregulated because in the last ten year's the population of York and the popularity of the city has increased and there is a great demand for more Hackneys.

I believe that at least another two hundred Hackney plates would be good enough to cover the needs and requirements of the city at the moment.

Yours sincerely



222

Richard Haswell
City of York Council
9 St Leonards Place
York
YO1 7ET

Tuesday 31st July 2007

Dear Richard

Further to your letter dated 11th July 2007 ref RH/TL/AR

DEREGULATION OF HACKNEY CARRIAGE VEHICLE LICENSES

It is my opinion that option C is the most favourable option. However, if option C is chosen then I suggest the limit should be no less than 144 - this being the number of people, such as myself that are currently on the waiting list.

Option A is definitely not in the best interest of the market; it is clearly only of interest to those who have chosen to gamble in the trade of plates over the years.

I personally do not think option D is workable and is not much better than the unfair system currently in operation.

If option B is the ultimate aim then perhaps the market can be sensibly levelled by adopting option C in the first instance with a further review in the future.

Kind regards

[Redacted signature]

[Redacted name]
[Redacted address]

01904

→ DICK HASMAN

223

[REDACTED]

RECEIVED
01 AUG 2007

29.7.07

DEAR Sir

FIRSTLY CAN I SAY I AM NOT IN AGREEMENT FOR TOTAL DE REGISTRATION AS I FEEL THAT WOULD SWAMP YORK AND BE A RETROGRADE STEP.

BUT I AM IN FAVOUR OF TWO OPTIONS

A. TO GIVE PLATES TO THOSE ON THE LIST WHO ARE ELIGIBLE; THUS HAVE NOT HAD A PLATE BEFORE AND SOLD IT OR WHO HAVE NOT HELD A TAXI LICENCE OR CURRENTLY HAVE NO CONNECTION TO THE TRADE AND ARE SOLELY INTERESTED IN A PROFIT AND A "QUICK SALE"

B. IF THE TWO OPTIONS ARE NOT DESIRABLE THEN WHY NOT INTRODUCE PLATES UP TO THE NUMBER REQUIRED BY LAW IMMEDIATELY AND THEN RELEASE PLATES ON A REGULAR BASIS TO A-PEOPLE WHO HAVE A VALID HACKNEY LICENCE AND ARE CURRENTLY DRIVING.

B.1. CAN YOU BE RELEASING PLATES REGULARLY UNTIL THE LIST IS SATISFIED.

C.1. CLOSE THE LIST.

Yours Sincerely

[REDACTED]

[REDACTED]

w/ld

224



RECEIVED
03 AUG 2007

19th July 2007

Deregulation Of Hackney Carriage Vehicle Licences

Dear Sir,

Many thanks for the opportunity to add my view and observations on the above topic.

As a Private Hire Driver, I spend much of my time within the City at various times of day and night. Only occasionally am I flagged down by people in the street, during the day. I then need to explain that I am unable to take them as customers. However, I am often asked for the location of the nearest Rank.

Most evenings, the situation is similar, but this changes dramatically on Friday, Saturday and to a lesser extent Sunday evenings. By far the busiest Rank is Rougier Street with St Leonards's Place a close second.

As an intrim solution to assist with this problem, perhaps Private Hire vehicles could be permitted to collect customers from these Ranks within specific hours. Likewise, this could be permitted at special events within the City. ie. Race-Days where customers can be seen standing for long periods of time waiting for Hackney Vehicles.

Long term, I see that deregulation would provide a growing need for transport at peak times. On a day to day basis, it is unlikely to have a significant impact on current Hackney work volumes. Private Hire work is by its very nature, pre-booked and would continue to required. Hackney Drivers are not barred from pre-booked work currently and would be available for that work in the future also.

If the issue of further Hackney Licences was limited to a specific number, I feel that priority should be given to wheelchair accessible vehicles to meet the increased volumes of disabled customers.

Finally, full deregulation would remove the confusion that obviously exists with our customers regarding Private Hire and Hackney. They would be able to flag any vehicle that displayed its availability for hire.

Regards,

[Redacted signature]

[Redacted signature]

Supports
Private
and
deregulation

RECEIVED

13 AUG 2007

[REDACTED]

Dear Dick,

SORRY THIS LETTER ON DEREGGING IS LATE HOWEVER HERE ARE FEW OF MY VIEWS.

PART OF THE PROBLEM LATE AT NIGHTS IS THE FACT THE HACKNEYS DONT SERVICE THE RANKS. THEY PICK UP SAFE LOOKING AREAS FROM 50YDS SHORT OF RANKS.

= ANY GROUPS OF MALES ARE AT THE CYNS OR ANYONE WITH FOOD OR A WHEEL CHAIR THEY DRIVE PAST.

THATS THE POINT OF SPENDING TIME AND MONEY ON RANKS IF THEY ARE NOT SERVICED

ABOUT 2 YRS AGO THE HACKNEYS

SAID IT WAS A WASTE OF TIME COMING
OUT BECAUSE P/H DRIVERS WERE PICKING
UP IN ROUCIER ST ILLEGALLY.

THE COUNCIL HAD A PURGE AND CAUGHT
A FEW P/H AT IT.

AT THIS SAME TIME THE HACKS
SERVICED THE RANUS AND THERE WAS
NO PROBLEM.

I DON'T THINK RELEASING 10 OR 12
PLATES WILL DO ANY GOOD. BETTER USE
OF EXISTING RESOURCES SHOULD BE
USED FIRST.

UNMET DEMAND IS ONLY ON FRI AND
AT NIGHTS (NOT COUNTING RACE DAY
(MILES OR TRAINS NOT RUNNING))

THIS IS PARTLY BECAUSE DRIVERS DON'T
FEEL SAFE, RUNNERS AND FOULING OF
VEHICLES IS ALSO A CONCERN WHICH I
FEEL WE DON'T GET ENOUGH SUPPORT
WER

