



**Notice of meeting of
Taxi Licensing Policy Task Group**

To: Councillors Watt (Chair), Merrett and Vassie
Date: Wednesday, 15 December 2010
Time: 6.00 pm
Venue: The Guildhall, York

AGENDA

1. Declarations of Interest

At this point Members are asked to declare any personal or prejudicial interests they may have in the business on the agenda.

2. Minutes (Pages 3 - 6)

To approve and sign the minutes of the meeting held on 15 November 2010.

3. Public Participation

At this point in the meeting, members of the public who have registered their wish to speak regarding an item on the agenda or an issue within the committee's remit can do so. The deadline for registering is **5.00 pm on Tuesday 14 December 2010**.

4. Taxi Licensing Policy Review - Interim Report (Pages 7 - 36)

This report presents information gathered in support of this review and asks Members to agree details for carrying out consultation on the issues identified within the report and identify any further information required in support of this review.

5. Any Other Business which the Chair considers urgent under the Local Government Act 1972

Democracy Officer:

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For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting

- Registering to speak
- Written Representations
- Business of the meeting
- Any special arrangements
- Copies of reports

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Scrutiny Committees

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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City of York Council

Committee Minutes

MEETING	TAXI LICENSING POLICY TASK GROUP
DATE	15 NOVEMBER 2010
PRESENT	COUNCILLORS MERRETT, VASSIE AND WATT

1. APPOINTMENT OF CHAIR

RESOLVED: That Councillor Watt be appointed as Chair of the Task Group.

2. DECLARATIONS OF INTEREST

Members were invited to declare, at this point in the meeting, any personal or prejudicial interests they might have in the business on the agenda. No declarations were made.

3. PUBLIC PARTICIPATION

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme.

4. TAXI LICENSING POLICY REVIEW - SCOPING REPORT

Consideration was given to a report, which introduced the Council's current Taxi Licensing Policy and the issues to be addressed as part of the scrutiny review.

The topic had been registered by Councillor Gillies as Chair of the Licensing and Regulatory Committee, following a number of meetings where the committee had made decisions based on the council's current Taxi Licensing Policy, which had highlighted aspects of the policy open to interpretation. It had therefore been agreed that the policy was in need of review to ensure that it was robust and fit for purpose.

The Community Safety Overview and Scrutiny Committee had set up the Task Group and provided a remit and objectives for the review as set out on page 4 of the report. The Scrutiny Committee had also requested production of a draft final report for their consideration in March 2011, prior to the Licensing Unit carrying out their survey of unmet demand.

The Licensing Manager with the assistance of the Taxi Licensing Officer gave a presentation (full details of which are attached to these minutes as an Annex), which provided an overview of the City of York Council's Licensing Policy, which included:

- The aims of Licensing
- Differences between Hackney and Private Hire vehicles
- Number of vehicle licences and conditions attached
- Driver requirements
- Details of fares and how they are set
- Fees and governance
- Suggested scrutiny topics:
 - Quantity controls
 - Licence conditions
 - Taxi ranks
 - Opportunities to enhance the provision
- Quantity restrictions, waiting lists and derestriction
- Vehicle licence conditions
- Taxi ranks - siting, use and numbers
- Opportunities to enhance provision
- Confirmation that the taxi trade wished to promote a professional image

Members questioned a number of points and raised the following issues in relation to the presentation and current policy:

- The fact that York residents did not seem to have a culture of hailing taxi's from the roadside
- Was taxi visibility an issue
- Comparisons required of the number hackney carriages/private hire vehicles, ranks and spaces with those of cities of a similar size and levels of tourism eg Cambridge, Bath, Canterbury, Oxford etc
- Need to raise public awareness of ranks particularly those that were underused
- Social inclusion and access issues previously raised and whether recent changes made were sufficient
- Whether charges were made for wheelchairs/guide dogs
- Type of meters used eg calendar/time controlled, issue of receipts and payment by credit card
- Benefits and disadvantages of de-regulation and the reasons why some Local Authorities were returning to restricting the number of licensed hackney carriage vehicles in their areas
- Could vehicle licences be structured to encourage the licensing of more electric vehicles to reduce pollution in the city? Confirmation that electric vehicles were exempt from obtaining a vehicle licence
- What impact would the setting up of a low emission zone have for the city
- Confirmation that, following a recent court case, the authority had no specific policy on emissions standards
- Authority did not specify the maximum age of taxi/private hire vehicles
- Government guidance was awaited on the level of wheelchair accessible vehicles required in the city
- Investigation of the availability of side loading electric vehicles and the provision of recharging points
- Personal safety issues eg justification for the provision of CCTV in newly licensed vehicles

- Details of the unmet demand and waiting time at ranks surveys undertaken by Halcrow

Following further discussion it was

- RESOLVED: i) That the next meeting of the Task Group be arranged for w/c 13 December 2010, members to be emailed to arrange a suitable date. ^{1.}
- ii) That the information requested by Members be sought prior to the next meeting to further inform the Task Group. ^{2.}

REASON: To ensure compliance with scrutiny procedures, protocols and work plans.

Action Required

- | | |
|---|----|
| 1. Arrange next Task Group meeting. | JC |
| 2. Obtain requested information for next meeting. | DH |

CLLR J WATT, Chair

[The meeting started at 5.30 pm and finished at 7.00 pm].

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Meeting of the Taxi Licensing Review Task Group**15 December 2010****Taxi Licensing Policy Review - Interim Report****Purpose of Report**

1. This report presents information gathered in support of this review and asks Members to agree details for carrying out consultation on the issues identified within the report and identify any further information required in support of this review.

Background

2. This topic was registered by Councillor Gillies as Chair of the Licensing & Regulatory Committee, following a number of recent meetings where the committee made decisions based on the council's current Taxi Licensing Policy, which highlighted aspects of the policy open to interpretation. The Licensing & Regulatory Committee unanimously agreed that the policy was in need of review to ensure it was robust and fit for purpose.
3. In September 2010, the Community Safety Overview & Scrutiny Committee received a feasibility report on the proposed topic informing them that nationally, each authority sets its own policy based on its own specific requirements. Therefore little would be gained by looking in detail at the Taxi Licensing Policies in place elsewhere. Instead it was proposed that the review would be better informed if it were to focus on the Department for Transport's 'Best Practice Guidance for Taxi & Private Hire Licensing'. This authority's guidance for applicants contains the conditions currently applied to vehicle and driver licences.
4. In accordance with the decision of members of the Licensing and Regulatory Committee in May 2008, a further survey of unmet demand is required in spring 2011 with a view to reviewing the restriction policy on hackney carriage numbers. Officers have welcomed this scrutiny review as a way of assisting with the revision of this policy within that timeframe.
5. With that in mind, the Community Safety Overview & Scrutiny Committee agreed to set up a Task Group to carry out this review on their behalf and that a draft final report should be brought back to them for their consideration at their meeting in March 2011 in order to meet the Licensing Unit's deadline of spring 2011. They also agreed the following remit for the review:

Aim

To ensure the council has an up to date Taxi Licensing Policy which is robust and fit for purpose.

Key Objectives

- i. To consider the future allocation of hackney carriage vehicle licences having regard to the Department for Transport’s Best Practice Guidance for Taxi & Private Hire Licensing, in meeting the needs of all potential members of the travelling public
- ii. To examine the provision and usage of taxi ranks in the city
- iii. To examine conditions attached to vehicle licences, in particular with regard to accessibility, emissions, vehicle colour and window tinting
- iv. To look at innovative ways in which the licensed taxi and private fleet may enhance the public transport provision both within the city and in rural communities

Consultation

- 6. The Head of Licensing, Bereavement and Registry Services will be present at this meeting to support the work of the Task Group.
- 7. In addition, The Task Group have already agreed to consult with all the relevant parties at the next meeting of the Task Group e.g.:
 - Taxi and Private Hire Vehicle Licence Proprietors
 - Taxi and Private Hire Drivers
 - Private Hire Operators
(The above are represented by 3 trade organisations)
 - People on waiting list for a hackney vehicle licence
 - Access Groups
 - CYC Highways officers
 - CYC Licensing Unit officers
 - CYC Legal officers
 - North Yorkshire Police

Review Workplan

- 8. At a meeting held on 15 November 2010, the Task Group agree the following workplan for this review:

Meeting Dates	Workplan
<p><u>Meeting 1</u> 15 November 2010 5:30pm</p>	<ul style="list-style-type: none"> • Consider scoping report containing information gathered to date • Receive presentation on ‘Overview of CYC Licensing Policy’ • Agree suggested workplan and future meeting dates
<p><u>Meeting 2</u> 15 December 2010</p>	<p>Receive interim report presenting information relating to specific areas of policy that officers believe would benefit from scrutiny within the general scope of the review</p>

	Identify: <ul style="list-style-type: none"> • relevant consultees and any issues to be addressed through consultation at the next meeting • any additional information required
<u>Meeting 3</u> 19 January 2011	Receive interim report and carry out consultation with relevant parties Based on information gathered: <ul style="list-style-type: none"> • suggest any innovative ways in which the licensed taxi and private fleet may enhance the public transport provision both within the city and in rural communities • identify best practice and requirements specific to York to be addressed as part of the revisions to the council's Taxi Licensing Policy, to inform the work of the Licensing Unit
<u>Meeting 4</u> 16 February 2011	Consider draft final report containing suggested recommendations
1 March 2011	Presentation of final report to Community Safety O & S Committee

Information Gathered To Date

9. In support of this review, information has been gathered and comparisons have been drawn with other cities of similar size and type. The comparable cities used and referred to within this report are Oxford, Chester, Cambridge, Nottingham and Brighton & Hove, as these are the cities generally used by Transport Planning as suitable comparators

Objective (i) – Understanding public need & future allocation of hackney carriage licences

Number of Hackney carriages per population

Authority	Population	Restricted?	No. Hackney Carriages	Ratio
Chester	120,000	De restricted	130	1/923
Cambridge	121,000	De restricted	303	1/399
Oxford	149,000	Restricted	107	1/1393
YORK	191,000	Restricted	178	1/1073
Brighton & Hove	256,000	Restricted	520	1/492
Nottingham	301,000	Restricted	411	1/732

10. The total number of Licensing Authorities in England & Wales is 343. As at 03/11/2010, the number of those that restrict hackney carriage numbers is 87 (25.36%) – see list at Annex A.

11. In June 2004 the Department for Transport (DfT) asked 151 of those Licensing Authorities to review their policy of Quantity Control. Of those, 84 decided to retain restrictions. This figure became 87 by virtue of the fact that Sheffield City Council, Derbyshire Dales District Council and Birmingham City Council made a decision in 2008, to change their policy from that of 'unrestricted' to 'restricted'. Information on the reasons why some LAs have or are planning to return to regulation including length of time they were de-regulated, and signs of self-regulation etc if known, are shown in Annex A.
12. Therefore, the total number of Authorities that do not restrict or have voted to remove restrictions at a future date is 256 (74.64%). 68 of those (listed in Annex A) originally restricted their number of hackney carriages but have since removed or given a firm commitment to remove licensing restrictions.
13. It should be noted that some Local Authorities are going from quantity control to quality control on hackneys as they try to raise standards and increase wheel chair assessable vehicles.
14. De-regulation – Benefits & Disadvantages for York
The identified benefits and disadvantages are listed below:

Benefits

- Council not involved in commercial market regulation
- Increases proportion of accessible vehicles
- More accountability with fewer rented vehicles
- Meets DfT objectives
- All can obtain licence / no waiting list
- No disputes over vehicle ownership
- More vehicles for customers
- No further costly surveys required

Disadvantages

- Initial disruption to existing trading patterns
- May lead to additional traffic congestion and pressure on ranks
- Overprovision may lead to deterioration of standards
- Loss of investment value for those who bought a licensed vehicle (Value up to £40k)

Objective (ii) – Taxi Ranks

15. Number of ranks, and number of spaces on ranks

Authority	No. of Hackneys	Rank Spaces	Ratio
Oxford	107	17+6 at railway station	1/ 4.7
Chester	130	90	1/1.4
YORK	178	Full time 34 + station 20 Inc part time 87	1/ 3.3 1/1.3
Cambridge	303	Full time 21 + 25 at station Inc. Part time 13	1/6.6 1/5.14
Nottingham	411	200 (unknown if station included)	1/ 2.1
Brighton & Hove	520	58 (unknown if station included)	1/ 9

16. In York, Hackney Carriage ranks are situated at the following locations (see Map at Annex B):

Full-time Ranks	Spaces	Part-time Ranks	Spaces
Clifton Moor Cinema	3	Clifford Street (for Gallery Nightclub)	4
Haxby	2	Clifford Street (opp. Gallery Nightclub)	4
Queen Street	4	Micklegate (for Ziggys Nightclub)	3
Tower Street	4	Rougier Street 10.30pm – 6am	3
The Crescent (Blossom St)	1	Toft Green (for Tru Nightclub)	4
St. Leonard's Place	4	Duncombe Place – 7.30am – 10pm	8
St. Saviourgate – Rank A	12	St. Sampson's Square 8pm – 6am	8
St. Saviourgate – Rank B (feeder rank)	4	York Racecourse (Race Days only)	12
		Exhibition Square 8pm – 6am	3
		Piccadilly – 11am – 6am is this right?	4

17. Ranks at railway stations are difficult to compare as many stations have dedicated parking for hackneys waiting to go onto the rank ie 'feeder ranks'. In York, vehicles can wait in the overspill car park. Ranks are often on land owned by railway companies who often introduce permit systems to limit the number of taxis allowed to use those ranks. This is true in York where 117 permits are issued.
18. Usage of ranks and info from Halcrow on waiting times at ranks
The following table provides information from February/March 2008 detailing the average delay in minutes at ranks and the level of demand

Rank	Passenger Departures	Taxi Departures	Average Passenger Delay	Average Taxi Delay
Clifford St (Gallery)	4,387	1,880	1.07	3.20
Clifford St (Opp Gallery)	2,700	1,207	0.84	1.57
Railway Station	7,679	5,293	3.80**	7.46
St Saviourgate	5,681	3,509	2.55	5.86
Tower Street	0	18	0.00	5.00
Duncombe Place	1,028	594	2.28	5.68
St Leonard's Place	15	15	0.00	15.00
Piccadilly	5*	0	2.50	0.00
Rougier Street	1,832	932	12.32	1.69
Micklegate	180	72	1.00	0.00
Total	23,685	13,519	3.21	5.42

19. At Piccadilly, the 5* passengers left the rank without obtaining a taxi.
20. At the Railway Station, the figure of 3.80** has been amended to reflect the poor throughput of taxis at the Railway Station rank. It is recognized that passengers are

waiting longer for a vehicle (4.17 mins) but this is not as a result of the restricted policy, more to do with the traffic management layout at York Railway Station.

21. The table below shows totals from February/March 2009 for comparison purposes:

Rank	Passenger Departures	Cab Departures	Average Passenger Delay	Average Cab Delay
Clifford St (Gallery)	1,127	605	0.84	1.46
Railway Station	4,801	2,988	0.94	7.51
St Saviourgate	3,181	2,432	0.70	8.45
Rougier Street	2,102	1,170	0.75	5.25
2009 Totals	11,211	7,195	0.83	6.95
Equiv ranks 2008	19,758	11,613	3.61	5.82

22. Raising Public Awareness of Little Used Ranks

At the last meeting the Task Group questioned how to raise public awareness of little-used ranks in the city centre e.g. Piccadilly, Tower St and Queen St. Officers plan to look at this in the future. It will also require the trade to service the ranks for the public to stand at them and this is something that could be addressed as part of the consultation with Taxi and Private Hire Vehicle Licence Proprietors & Hire Drivers, and Private Hire Operators.

Objective (iii) – Conditions attached to licences: accessibility, emissions etc

23. Officers are awaiting a Government announcement on the quota requirements for number of wheelchair accessible taxis etc. However, in order to gauge feedback from social inclusion groups on the changes / improvements introduced by CYC over recent years, the Task Group may choose to discuss the issues with relevant parties ahead of the Government's announcement at the planned consultation event at the next meeting of the Task Group.

24. Type of Meters In Use In York

At the present time whilst it is a requirement for all hackney carriages to be fitted with a meter to calculate the journey fare, there is no specification in relation to the meter itself. However, following the issue of a European Measuring Instrument Directive, new regulations were introduced in 2006 for the protection of the public. The Measuring Instrument (Taximeters) Regulations 2006 provide standards and specifications that manufacturers have to meet for taximeters produced after 30 October 2006.

25. Some meters can be calendar controlled and locked and sealed by the manufacturers/suppliers so that tariff rates change automatically and cannot be tampered with manually by a driver. In addition, some private hire firms have introduced meters connect to GP mapping.

26. However, some meters can be manually controlled by a driver to change between tariff rates i.e. from tariff 1 to tariff 2. This can and has led to complaints of over charging by some drivers who set an inappropriate tariff rate for either time of day or the day itself e.g. Christmas Bank Holidays, Races.
27. The Task Group may wish to consider addressing this issue in their suggested revisions to the council's policy. For example, Darlington Borough Council state the following in their policy:

'A new specification will apply to taximeters i.e. the taximeter must comply with the Measuring Instruments (Taximeter) Regulations 2006 and must be of the calendar control type which is locked and sealed by and approved manufacturer and supply and or installer.

The specification will initially apply to new vehicle applications only and subsequently will apply to all existing vehicles, both hackney and private hire (where fitted) with effect from.....'

Objective (iv) – Enhanced provision using innovative ways

28. Innovative Vehicles

It is now generally accepted that modern diesel engines are not delivering the levels of Nox reduction that were previously anticipated. Research indicates that overall quantities of Nox emitted have not decreased significantly and that the proportion emitted as nitrogen dioxide (NO₂) has actually increased. As nitrogen dioxide is the main pollutant of concern in York, a policy of encouraging taxi drivers to upgrade their diesel vehicles to newer Euro standards is unlikely to have the desired impact on local air quality and could potentially make the situation worse.

29. At the current time the most appropriate policy for reducing emissions from taxis would appear to be incentivising the use of fully electric and / or hybrid vehicles. There are already a number of mainstream fully electric vehicles available and more to follow shortly. The latter include larger vehicles such as the Nissan Leaf which may be of use to private hire operators in the future. The main issue with fully electric vehicles remains the operating range between charges which may remain a barrier for use as general taxis in York.
30. A fully electric vehicle has no emissions at the point of use, but still gives rise to emissions at the power station (use of a green electric tariff can reduce these emissions). There are fully electric black cab style taxis available but we have limited knowledge of their success elsewhere or how feasible they would be for use in York. At the moment most hybrids are petrol / electric e.g. the Toyota Prius and these vehicles are being successfully used as private hire vehicles. For example, in New York there were 2019 hybrid taxis in operation in 2009 and in London one company use only hybrid vehicles - see www.greentomatocars.com . It should be noted that some operators have looked at using hybrid vehicles but the available vehicles have failed to meet other local licensing requirements such as tinted windows and luggage capacity.

31. Hybrid black cab style vehicles are also in operation in London and still under development – see <http://www.eco-rally.org/evo-electric-plug-hybrid-black-cab> and <http://news.bbc.co.uk/1/hi/england/london/3771679.stm>.
32. However, diesel / electric hybrids are becoming available in other countries and may eventually offer a promising alternative for use as taxis in the UK. Plug in hybrids are also now available where the vehicle can travel almost predominantly on electric but still have diesel capacity to increase the range if needed.
33. Introduction of Low Emission Zone
At the present time efforts to reduce emissions in York are being focused on the development of a Low Emission Strategy (LES) which uses incentives to encourage the uptake of cleaner vehicles and technology. At the present time there are no plans to introduce a Low Emission Zone (LEZ) for all vehicles (including taxis), although the possibility of a LEZ for buses only hasn't yet been ruled out. Any LEZ for buses would be focused on increasing the uptake of hybrid and /or electric vehicles rather than tightening Euro standards. As has already been outlined above, improving the Euro standard of a diesel vehicle does not necessarily lead to a reduction in nitrogen dioxide concentrations and is not something we would wish to endorse at this time.
34. Potentially there is an option to 'enforce' the uptake of electric / hybrid vehicles within the taxi (and general vehicle fleet) by the use of Low Emission Zone (LEZ) style controls requiring the use of hybrid vehicles but this is a long way in the future and unlikely to happen until hybrid vehicles become more accessible and affordable to the general population.
35. In the short term the emphasis should be on doing what we can to promote the use of hybrid, and to a lesser extent electric vehicles. This needs to involve some lobbying of government to try and secure financial assistance for purchase of these types of vehicles by taxi drivers and the provision of as many local incentives as we can. Any ideas on this would be much appreciated
36. Personal Safety
This authority seeks to promote the protection and safety of the public and taxi drivers. To achieve this in relation to driver safety, in 2008 the authority introduced:
 - i. Approved installation of driver shields
 - ii. Amended conditions of tinted windows
 - iii. Adopted DfT guidance on driver safety – see Annex C.
 - iv. Review of crime statistics every 3 months – crime against taxi drivers example attached – see Annex D
 - v. Approved installation of CCTV camera to licensed vehicles subject to certain criteria as outlined below:

'Personal safety – when fitted, a camera lens and equipment should present no impact danger to passengers

 - *The quality of recorded images should be of sufficient quality during all lighting conditions to continually demonstrate their strong deterrent value*

- *Passengers should be aware that they are being recorded. The vehicle will carry appropriate signs, approved by the council, informing the public that camera surveillance is active in the vehicle*
- *Encryption of images stored. The images contained in the recording device may only be downloaded by an authorised officer of the council or police officer. The manufacturer will supply the council with de-encryption software free of charge.*
- *Appropriate activation device*
- *The recording system and memory card or other image memory recording system will be securely stored within the vehicle and away from public access'*

37. Issuing of Receipts & Alternative Payment Methods

All drivers whether hackney or private hire will issue receipts on request. These invariably are hand written. However, technology does exist for receipts to be issued directly from a printer on a meter. This gives clear accountability and would greatly assist in reducing overcharging. It would however be an additional cost to the driver or vehicle owner. It should be noted that not all private hire vehicles are fitted with a meter and some companies operate off mileage charts.

The council places no restriction on drivers installing debit or credit card readers in their vehicles but request that customers are made aware of any surcharges imposed for paying through this route.

Options

38. Having considered the information provided within this report and its associated annexes, Members need to identify:
- the issues to be addressed through consultation
 - the relevant consultees
 - a suitable format for the planned consultation event
 - any additional information required for future meetings

Implications

39. There are no known Financial, HR, Legal, Equalities, ITT or other implications associated with the recommendations in this report.

Corporate Strategy

40. This topic falls within the remit of the Community Safety Overview & Scrutiny Committee and supports a number of the aims of the council's Corporate Strategy i.e. to make York a thriving city with a successful economy and a safer city.

Risk Management

41. There are no known risks associated with the recommendations made within this report.

Recommendations

42. Members are recommended to agree:

- i. The details of the consultation event including identifying the relevant parties.
- ii. What further information is required in support of the review

Reason: To ensure compliance with scrutiny procedures, protocols and workplans.

Contact Details

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Andrew Docherty
Assistant Director Legal, Governance & ITT

Report Approved

Date 8 December 2010

Specialist Implications Officer(s)

Wards Affected:

All



For further information please contact the author of the report

Background Papers: N/A

Annexes:

Annex A - Lists of Councils who have a) retained quantity controls & b) changed their policy to mainly quality controls

Annex B - Map of York Taxi Ranks

Annex C - Adopted DfT Guidance on Taxi Driver Safety

Annex D - Taxi Associated Crime Statistics for York

Taxi Licensing Scrutiny Review

Lists of Councils who have a) retained quantity controls & b) changed their policy to mainly quality controls

a) The 87 councils who have made a policy decision to retain quantity controls are:

1. Aylesbury Vale. Survey by Mouchel 2008. Licensing committee agree to keep 50 restricted plates. Cabinet member agreed September 10th 2009. 57 taxis.
2. Barnsley. TPI Survey adopted, issuing 5 new licenses and retaining quantity controls. Surveying next 2011. 67 taxis.
3. Barrow in Furness. Surveyed 2009. Retained quantity control. 151 taxis.
4. Basingstoke. 02/02/10 Council agreed to survey SUD. HC vehicle license fees to increase by £273 for the year 2010/11 to pay for survey. 55 taxis.
5. Bath and North East Somerset. Two Zones. Bath City restricted. Surveying demand 2008/2009. Plate numbers increased to 122 taxis.
6. Bedford. Committee voted 04/12/08 to suspend managed growth for 12 months. Never independently assess. 70 taxis.
7. Birmingham. Council decided to stop issuing new plates in October 2008. Currently surveying. 1405 taxis.
8. Blackburn Darwen. Last Halcrow survey 2005. No plans to survey 2010. 68 taxis.
9. Blackpool. Voted on 11/02/2010 to retain restricted policy 256 , 44 horse drawn. 300 taxis.
10. Bolton. Last surveyed 2007. 110 taxis.
11. Bournemouth. Halcrow survey. Full council decided on 18/4/06 to retain quantity controls. Quotas policy currently under review. 249 taxis.
12. Bradford. In October 2008 councillors decided to keep taxi quotas, and from January 2009 adopt a 100% WAV policy. 225 taxis.
13. Braintree. Surveyed 2009. Still restricting. 84 taxis.
14. Brighton and Hove. Surveyed 2009. Currently issuing 2 new WAV plates a year. 530 taxis.
15. Calderdale. Zoned, Halifax remains restricted. TPI Survey 2007. Plans to survey 2010. 37 taxis (in Halifax zoned area).

16. Cardiff. Voted to lift numbers control On 14th January 2003. Voted to re-restrict early 2010. 893 taxis.
17. Carrick. KNW survey 2005. 5/1/06 decided to issue 2 plates in Truro zone + 1 a year for the next 3 years. Now part of the new Cornwall Council. Restrictions review early 2010. 82 taxis.
18. Chester le street. Now part of Durham County Council. Restrictions to be reviewed.92 taxis.
19. Chorley. March 2010 decided to keep taxi quotas after 2008 SUD survey! Surveying 2011. 36 taxis.
20. Colchester. Resolved to accept findings of 2008 survey. Surveying 2010/11. 130 taxis.
21. Congleton. Only zone in the new Cheshire East Council that still restrict. Council to review that restriction in due course. 38 taxis, although limit is 42.
22. Corby. Voted on 15th April 2008 to keep restrictions. 114 taxis.
23. Derbyshire Dales. Re-restricted 2008. 78 taxis.
24. Dover. Conducting SUD survey 2010. 69 taxis.
25. Durham. Now part of Durham County Council. Taxi quotas to be reviewed in due course. 74 taxis.
26. Ellesmere Port. Now part of Cheshire West and Chester Council. Taxi quotas to be reviewed in due course. 51 taxis.
27. Exeter. 11/02/08 the licensing committee decided to retain current restrictions. Surveying Spring/Summer 2010. 61 taxis.
28. Halton ua. Retained policy of restriction. last survey 1998. Limit is 267 taxis (although not all are taken up).
29. Harrogate. Voted on 19/03/09 to retain quantity control. 149 taxis.
30. Hastings. Council retained restricted policy on 10/7/06. Planning to survey in 2011. 48 taxis.
31. Havant. Committee decision taken in Feb 2004 to keep restricted policy. Last Survey 2003. No plan to survey this year. 40 taxis.
32. High Peak. Restricted policy retained after KNW survey in 2007. No plans to survey 2010. 131 taxis.
33. Hyndburn. Last surveyed 2002. Plan to review 2010. 62 taxis.

34. Kingston upon Hull. Halcrow survey 2009. 170 taxis.
35. Kirklees. 2009 survey finalised. Before councillors April/May 2010 for decision. 250 taxis.
36. Knowsley. Last surveyed 2005. Plans to do so again sometime. 240 taxis.
37. Lancaster. Committee 21/04/08 decided to keep restrictions. Surveying end of 2010. 109 taxis.
38. Leeds. Keeping taxi quotas via committee decision March 2010. 537 taxis.
39. Leicester. Last surveyed 2009. 338 taxis.
40. Lincoln. Policy unchanged, keeping restrictions. Last surveyed 2004. No plans to survey 2010. 31 taxis.
41. Liverpool. Restricted policy unchanged. Survey by Mouchel, committee decision 24/07/2008. Surveying 2010/11. 1426 taxis.
42. Maidstone. Survey complete, committee decided to retain restrictions on 22/01/09. 48 taxis.
43. Manchester. Has a policy of issuing 30 new licences annually. Committee voted on 01/06/09 to review restrictions/waiting lists as currently 1000+ waiting. Surveying late 2010. 1031 taxis.
44. Mid Sussex. Surveyed in 2007, and surveying in 2010. 154 taxis.
45. Newcastle on Tyne. Voted on 16/05/2008 to retain restrictions. Looking at the situation 2010. 780 taxis.
46. Newcastle under Lyme. Surveyed 2009. 51 taxis.
47. North East Lincs UA. Retained taxi quotas 2010, after delimiting 2008. 235 taxis.
48. North Tyneside. Surveyed 2009. Still restricting. 204 taxis.
49. Nottingham. Last survey 2005, no plans to survey 2010. 411 taxis.
50. Oldham. Full council meeting on 27/11/2008 voted to keep taxi restrictions following SUD survey. Next survey planned for 2011. 85 taxis.
51. Oxford. Keeping restricted numbers policy TPI survey 2002 and spring 2006. Surveyed 2009, before committee June 2010. 107 taxis.
52. Pendle. Voted to retain quantity controls, no survey. Ignored LO advice, open to legal challenge. Last surveyed in 1998. Surveying this year. 71 taxis.

53. Penwith. 2005 decided to retain restrictions without having a recent survey. Now part of Cornwall Council. Restrictions to be reviewed early 2010. 39 taxis.
54. Plymouth ua. Decided on 24/5/05 to retain current restricted policy. Plate Value 20k. Lost a legal challenge to its TPI survey on 7/3/06. Aspects of the survey deemed fraudulent. Plymouth council undertook another survey in 2006 by Halcrow which found no unmet demand. Plan to consult public 2010, and then consider Independent SUD survey. 366 taxis.
55. Poole ua. On 10/3/05 voted to retain controls. Intention is to top up their 2005 in-house survey in 2006. No plans to survey 2010. 78 taxis.
56. Portsmouth. Last surveyed 2006. Surveying 2010/11. 234 taxis.
57. Preston. Halcrow survey, 21/04/2009 Committee retained restricted policy. 187 taxis.
58. Reading. Delimited 2008. Committee decided to freeze applications until March 2010. Survey late 2009. 214 taxis.
59. Restormel. KNW Survey. Committee date 21/6/06. Voted to retain present policy 74 H/C/V. Now part of Cornwall Council. Restrictions to be reviewed early 2010. 74 taxis.
60. Ribble Valley. Voted in November 2008 to keep restrictions. No record of ever surveying, nor any plans to. 53 taxis.
61. Richmondshire. Survey carried out 2008. 65 taxis.
62. Rochdale. Last surveyed 2009. 109 taxis.
63. Rotherham. Committee decided on 12/09/09 to retain taxi quotas. 52 taxis.
64. Scarborough. Committee resolved on 23/03/2009 to increase taxi numbers from 97 to 105 following survey by Halcrow. 105 taxis.
65. Sefton. Survey completed 2006, 2008. Surveying 2010. 271 taxis.
66. Sheffield. Re introduced a policy of quantity control in Jan 2008 after years of badgering by the local taxi trade. Surveying demand late 2010. 857 taxis.
67. Southampton. Surveyed 2008. Issuing 8 plates 2010 and 8 plates in 2011. 267 taxis.
68. Southend on sea ua. Change of policy to quality control on 23/2/06. Yearly issues of 8, 10, 12, 14, licenses, followed by complete de-limitation. Decided in 2009 to retain limits. 276 taxis.
69. South Tyneside. Unmet demand survey complete, issuing 12 licenses and retaining quantity control. 236 taxis.

70. Stevenage. Last surveyed 2006, propose to survey 2010/11. 100 taxis.
71. St Helens. Last surveyed 2006. No plans to re-survey. 63 taxis.
72. Stockport. Removed restrictions 2009. Council having a rethink. Still restricting, but adding 5 a year for the next three years. 120 taxis.
73. Sunderland. Halcrow survey. Committee decided on 02/02/2009 to keep taxi restrictions. 349 taxis.
74. Tameside. Last surveyed 2009. 149 taxis.
75. Test Valley. Currently consulting with the trade with a view to ending taxi quotas. 35 taxis.
76. Thurrock ua. Halcrow Survey, Committee 27/9/06. Issuing 2 licenses each year for the next three years then undertaking another survey. Surveying 2010. 100 taxis.
77. Torbay. Decided 29/05/2008 to keep taxis restrictions. Surveying 2010. 162 full-time, 7 summer only taxis.
78. Torridge. Survey in 2008, retained quantity controls July 2008. 49 taxis.
79. Trafford. Mouchel survey 2009. Committee to decide on 18/06/2009. 143 taxis.
80. Tunbridge wells. Surveying late 2010. 100 taxis.
81. Wakefield. TPI Survey. Decided to Issue 39 licenses, 21 in Wakefield zone 18 spread across the other 11 zones. Last surveyed 2006, no plans to re-survey. 115 taxis.
82. Warrington. Keeping restrictions after 2009 survey. 154 taxis.
83. Weymouth. 2006 TPI survey. Members voted to retain restrictions. Surveying 2010. 80 taxis.
84. Wigan. "Closed" Regulatory committee meeting, 8/9/06 voted to retain restricted policy. Decision confirmed by Cabinet on 21/9/08. Halcrow survey, 136 hacks. Wigan is the only authority in the country that held their decision making in private. In fact they would not release any survey or related data to the public, before a decision on numbers was made.
85. Windsor and Maidenhead. Council retained quantity controls 21/07/2008. All zones merged. Reviewing 2010. 96 taxis.
86. Wyre. Survey 2008 found no unmet demand. Committee met 26/05/2008 policy unchanged. 160 taxis.

87. York UA. Surveying early 2011. Issuing two plates July 2010. Plate values 40k. 179 taxis (from July 2010).

b) The 68 Councils who have changed their policy from Quantity to mainly Quality control since the time of the DfT Study are:

1. Adur. Unofficial Quality control policy WAV only.
2. Amber Valley. Changed policy to quality control July 2004. Error in DfT Stats of March 2004.
3. Ashford. Removed restrictions on 3/3/05, quality control.
4. Babergh. Removed restrictions on 01/04/09.
5. Basildon. Implementing new policy of no restriction 1/4/05 Quality control
6. Bassetlaw. Quality control WAV only.
7. Blyth Valley. No Survey? Now part of the new Northumberland County Council. Decision on taxi restrictions to be made in due course. No longer restrict following committee meeting 05/03/10.
8. Bracknell. Decided in 2009 to limit taxi numbers. Decided to re-delimited 2010.
9. Bristol. Removed restriction November 2007.
10. Burnley. Changed policy from Quantity control, to quality control on 12/12/06.
11. Castle Point. Changed policy 6/1/03 Quality control.
12. Chelmsford. Decision to lift numbers control made on January 26th 2005. Quality control.
13. Cherwell. Policy changed to Quality control.
14. Chester. Removed restrictions July 2008.
15. Conwy. No restriction on numbers, Quality control, Wav only.
16. Copeland. Issuing 4 licences in 2006, 3 in 2007 and totally removing numbers control on 1/1/08.
17. Crawley. Lifted numbers control September 2002 Quality Control.
18. Denbighshire. Have lifted restrictions with no stipulation of wav requirement.

19. Easington. Changed policy to quality control in late 2005.
20. Eastbourne. Removed restriction 2009. Must be WAVs less than 12 months.
21. Eastleigh. Voted on 21/6/05 to remove numbers control in favour of quality control. Effective 1/7/05
22. East Lindsey Quality control.
23. East Northants. Quality control. Should not have been included in the OFT or DfT restricted statistics. Changed policy March 1997.
24. East Riding. Removing restrictions, multiple zoning delayed process rectified in November 2006.
25. Fylde. Removed restrictions 8/3/05, Quality control.
26. Gosport. Removed restrictions on 16/3/05 Quality control.
27. Great Yarmouth. Voted to remove limit on numbers 22/12/04 Quality control.
28. Guildford. Lifted numbers control in June 2004
29. Gwynedd. Removed restrictions October. Proposing grandfather rights for incumbent proprietors.
30. Harlow. Decision to remove numbers control taken in December 03. No longer restrict.
31. Huntingdonshire. Removed restrictions 2008.
32. Ipswich. Changed policy on 8/4/05 Quality control.
33. Kerrier. Now Quality control. Should never have been in the OFT or DfT restricted list. Changed policy in 1974.
34. Kettering. Quality control. Implementation 1/4/05
35. Kings Lynn. Survey complete. Committee voted in October to remove Quantity controls.
36. Luton ua. Voted on 8/3/05 to lift quantity control in favour of Quality control.
37. Merthyr removed restrictions 1/12/04 new policy of Quality control.
38. Middlesbrough ua Quality control.
39. Mole Valley. Change of policy Feb 2005 from quantity control to quality control.
40. New Forest. Committee voted on 18/9/05 to remove numbers control on 1/4/06.

Quality control.

41. Reigate and Banstead. 30/6/05 full council voted to remove restrictions, quality control.
42. Rugby. Licensing committee decided Jan 2010 to remove restrictions from April 2013.
43. Salford. Removed restrictions 13/04/09.
44. Selby. Quality control WAV only.
45. Sevenoaks. Delimited WAVs 2008.
46. Slough UA. Quality control.
47. Solihull. Voted to lift numbers control on 4/4/05
48. South Bedfordshire. Lifted numbers control on 9/3/05 quality control policy already in place.
49. South Ribble. Resolved to de limit numbers on 7/3/05.
50. South Somerset. Quality control.
51. St Eds. Removed restrictions 2008.
52. Stratford-upon-Avon. De-limited numbers June 2004. Q/C. Error in 2004 DfT T&PH report.
53. Stoke on Trent ua. Removed quantity controls on 11/2/08 in favour of a policy of quality controls.
54. Swindon ua. Voted on 20/7/05 to remove restrictions in favour of quality control.
55. Teignbridge. Committee voted to immediately remove quantity controls on 26/3/08.
56. Thanet. Decided on 17/5/05 to remove restrictions and also create one Taxi zone.
57. Torfan. Cabinet decided to end restrictions 01/07/08.
58. Wansbeck. Survey costs paid for by local taxi trade, Council voted on 5/7/05 to accept the survey findings and retain restrictions. 30 H/C vehicles. Now part of Northumberland Council. Restrictions to be reviewed in due course. No longer restrict following committee meeting 05/03/10.
59. Walsall. Removed restrictions 1/4/05 Quality control policy.
60. Watford. Last survey 2001. Finally removed Quantity controls on 13/11/06 after

initial decision in October 2005 was legally challenged for lack of consultation.

61. Welwyn Hatfield. Re-restricted in 2003 Set to remove restrictions on 11/4/06.

62. West Somerset. Quality control.

63. Wolverhampton. Removed restrictions late 2005 quality control.

64. Woking Policy Change of quantity control to quality control taking effect on 11/4/08.

65. Worthing. Removed restrictions 2008.

66. Wrexham. Removed restrictions on numbers. Has recently implemented English language tests.

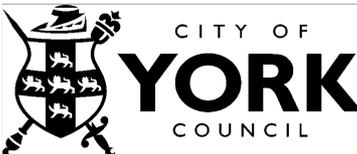
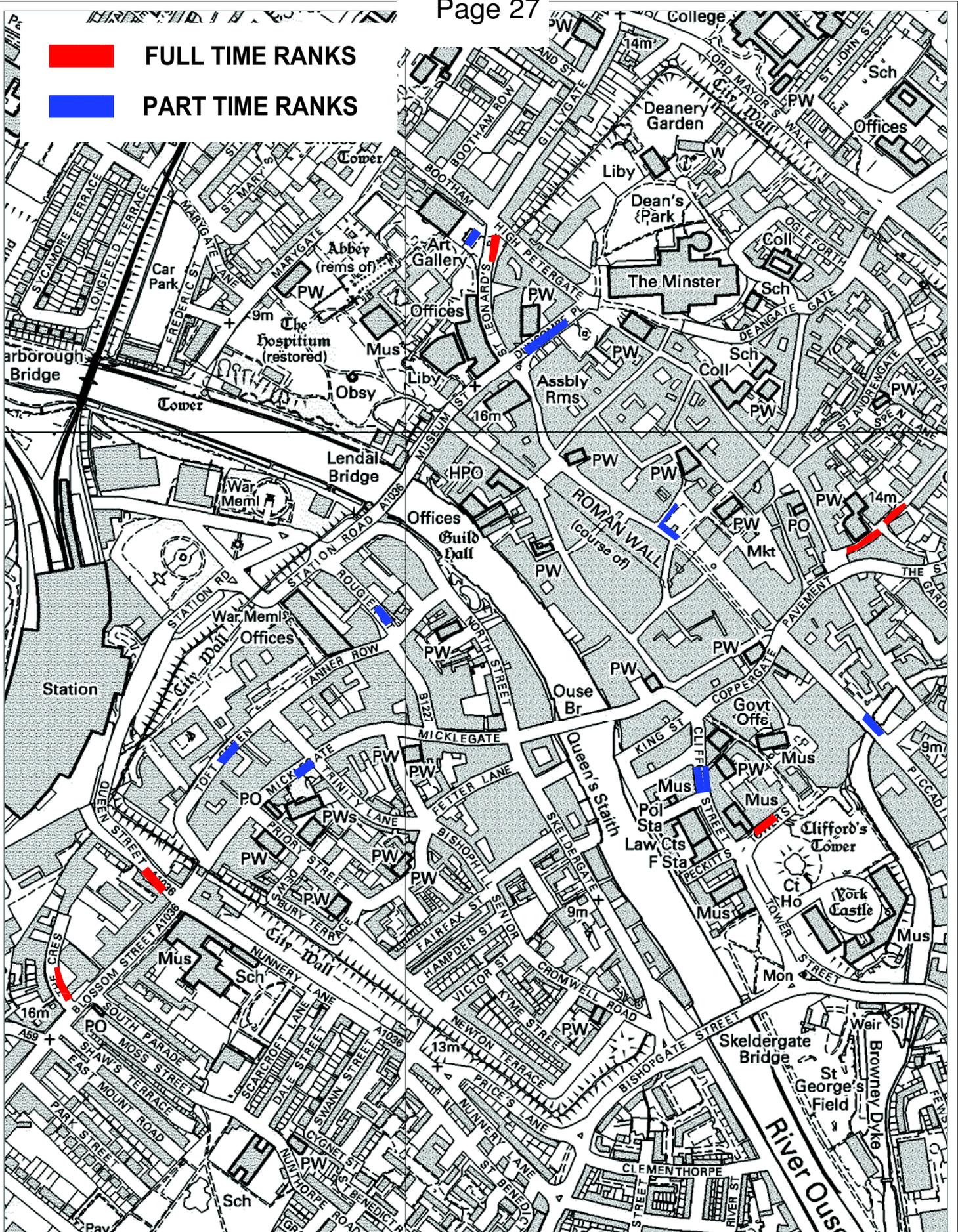
67. Wycombe. Policy change in principle to remove quantity controls July 2004. Full council meeting on 14/4/08 expected to confirm new policy of quantity controls. Restrictions to end Sept 2009. Must be WAVs.

68. Wyre Forest. Halcrow survey carried out, paid for by license holders. Decided on 18/5/05 to phase out numbers restrictions by issuing 10 new licenses immediately by ballot, 5 in 2006 and 2007 and completely remove numbers control in 2008.

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 FULL TIME RANKS

 PART TIME RANKS



9, St. Leonard's Place, York, YO1 2ET
Telephone: 01904 551550

CITY CENTRE TAXI RANK LOCATIONS

SCALE 1:6000
Originating Group

DRAWN BY PSL
Project

DATE 6/12/2010
Drawing No.

TRLCC



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Taxi Licensing Scrutiny Review

Taxi Driver Safety – Adopted DfT Guidance issued to Taxi Drivers by this Authority

Staying safe: guidance for taxi drivers

As a taxi driver you are dealing with strangers, often in isolated places and carrying cash. Taking people off the streets or from ranks with no knowledge of their home address or telephone number means that if they cause trouble you are especially vulnerable. If you work at night you are likely to have to deal with people who have drunk too much alcohol. All this means you may be at risk of violence. This guide is to help you to think of things that you can do to stay safe.

Cash management

- If you can, drop off cash during your shift so that you carry as little in your car as you can. If you can't, keep your cash hidden from view in a secure box.

Adjustments to your vehicle

- Some drivers of saloon cars fit their car with a screen to protect them from assault. Screens are made from materials that withstand a knife attack or hard body impact, and can be fitted and taken out easily.
- Installing CCTV cameras has been shown to lead to reduced threats and violence against drivers. Signs in the vehicle can highlight the presence of CCTV to passengers. Cameras can be bought or rented, and the cost may be offset by reduced insurance premiums. They can be useful when there is a dispute with a passenger – it is not just your word against theirs.
- Fitting a convex mirror that gives you a full view of the rear of your car will help you to see what a passenger directly behind you is doing.

Carry with you

- A spare key, in case an assailant throws your keys away.
- A mobile phone.
- A note pad and pen to record incidents.
- An emergency card with your name, date of birth, blood group, allergies and a contact number for emergencies.
- An explanation of the fare structure, so that you can explain it to a passenger who feels that you are over-charging them.

If you are linked to a control centre

- Use your radio to tell them where you are going. This will mean the controller has the information, and the passenger will know they do. Alert the controller of any changes along the way.
- Have a pre-arranged code word that you can use if a passenger becomes threatening, so that you can call for help without making the passenger suspicious.
- Some control rooms have GPS and can track the progress of all vehicles. Drivers have a silent button which they can activate in an emergency, which flags up their vehicle on the controller's screen.

Staying safe

- You know that working at night carries most risks of violence, especially as many passengers will have been drinking. Make sure you are not tired – you need to be alert at all times.
- Trust your instinct – you have the right to refuse a passenger if you think they may present a risk.
- If you have a saloon car, control passenger access to the front. Only open the windows enough to speak to people without them being able to reach in. Only let them sit in the front if you wish.
- Communication with the passenger is important. Be polite and pleasant.
- When you travel outside your licensing area, agreeing the fare before you set off can reduce the risks of violence over a fare dispute later, when you may be in an isolated place.
- Be ready to explain the fare structure to a passenger. Many violent incidents arise from fare disputes.
- Make eye contact with the passenger when they get in the car. This helps to establish a relationship with the passenger. It also gives them the message that you could identify them.
- Explain the route you plan to take if you are going a long way round (for example in order to avoid road works) so as to prevent a dispute over the fare.

If you feel threatened

- Try to stay calm. Take slow, deep breaths – this may help to lessen your anxiety.
- Be aware of your own actions and how they may be seen.
- If you can, drive to a brightly lit, busy place as these are often covered by CCTV.
- If you have a purpose built taxi or a saloon car with a screen you are likely to be safer staying in your cab than getting out.
- Do not attempt to run after a passenger who owes you their fare. Your safety is more important than the money.

If you are attacked

- Do not try to fight back – it is most likely to make the violence worse for you.
- Use your horn and lights to attract attention.
- Contact your control room or call 999 to get help.
- Gather as much information about the person as you can (e.g. their clothes, accent).

After an incident

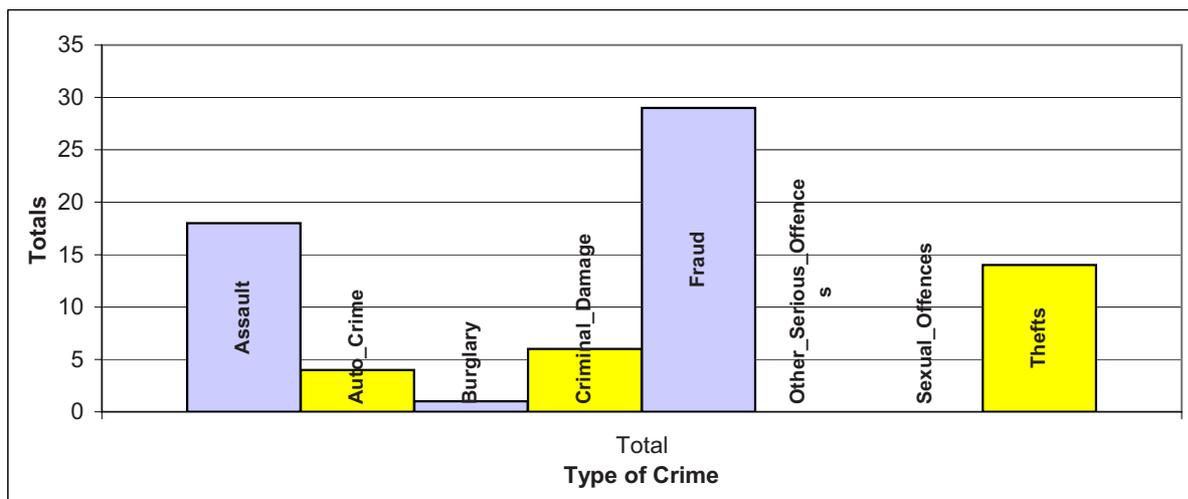
- Write down everything about the incident – a description of the passenger, what they said and did.
- If you did not call them at the time, report all violent incidents to the police. Be prepared to make a witness statement. It may take time, but it may prevent the violence in the future – for you and other drivers.
- When sentencing offenders, courts have been advised to take particularly seriously assaults against people who are providing a public service, especially those who are vulnerable because they work alone at night.
- Bilking is a criminal offence. Report incidents to the police and be prepared to make a statement.
- You may be able to recover the costs of damage to your vehicle through the small claims system.

Crime Statistics

Crime Analysis Study Area:	=	York - Crimes against Taxis and Taxi Drivers whilst on duty
Study Period Start:	=	01/01/2010
Study Period End:	=	31/10/2010
Date Study Completed	=	25/11/2010
Number of Months in Study Period	=	10
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	18
Auto_Crime	4
Burglary	1
Criminal_Damage	6
Fraud	29
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	14
Grand Total	72

A Table of Crime in the Study Area (Above) and corresponding Graph (Below)



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ACTUAL BODILY HARM WITHOUT INTENT	6
	ASSAULT WITHOUT INJURY	5
	PUBLIC FEAR, ALARM OR DISTRESS	1
	RACIALLY OR RELIGIOUSLY AGGRAVATED ACTUAL BODILY	1
	RACIALLY OR RELIGIOUSLY AGGRAVATED PUBLIC FEAR,	5
AUTO_CRIME	THEFT FROM VEHICLE	4
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	1
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO VEHICLES	6
FRAUD	OTHER FRAUD	29
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	10
	ROBBERY OF BUSINESS PROPERTY	1
	ROBBERY OF PERSONAL PROPERTY	3
Grand Total		72

This Report Includes:

Violence against taxi drivers
 Stolen property from taxis
 Damage to vehicles
 Making off without payment

This Report Does Not Include:

Violence between passengers
 Offences committed by Taxi Drivers on duty
 People impersonating Taxi Drivers
 People using Taxis to leave the scene of a crime

Search Completed By:

Looking at the details of the crime for the word 'TAXI'

Key Points

A number of thefts were of mobile phones
 The other common type was taking money from the driver

The most common offence was making off without payment after leaving the car at the destination to get the money, but then not returning

Most of the criminal damages were when the passenger has had an altercation with the driver then damaged the outside of the vehicle. The others where of taxi's waiting for business.

A Table of Crime by Month of the Year and Hour of the Day in the Study Area

Month	Total
Jan	8
Feb	10
Mar	7
Apr	7
May	5
Jun	9

Month	Total
Jul	8
Aug	7
Sep	4
Oct	7
Nov	0
Dec	0

Crime Day	Total
Mon	12
Tue	2
Wed	8
Thu	5
Fri	12
Sat	13
Sun	20
Grand Total	72

Grand Total

72

Expected Average Crime per Month =

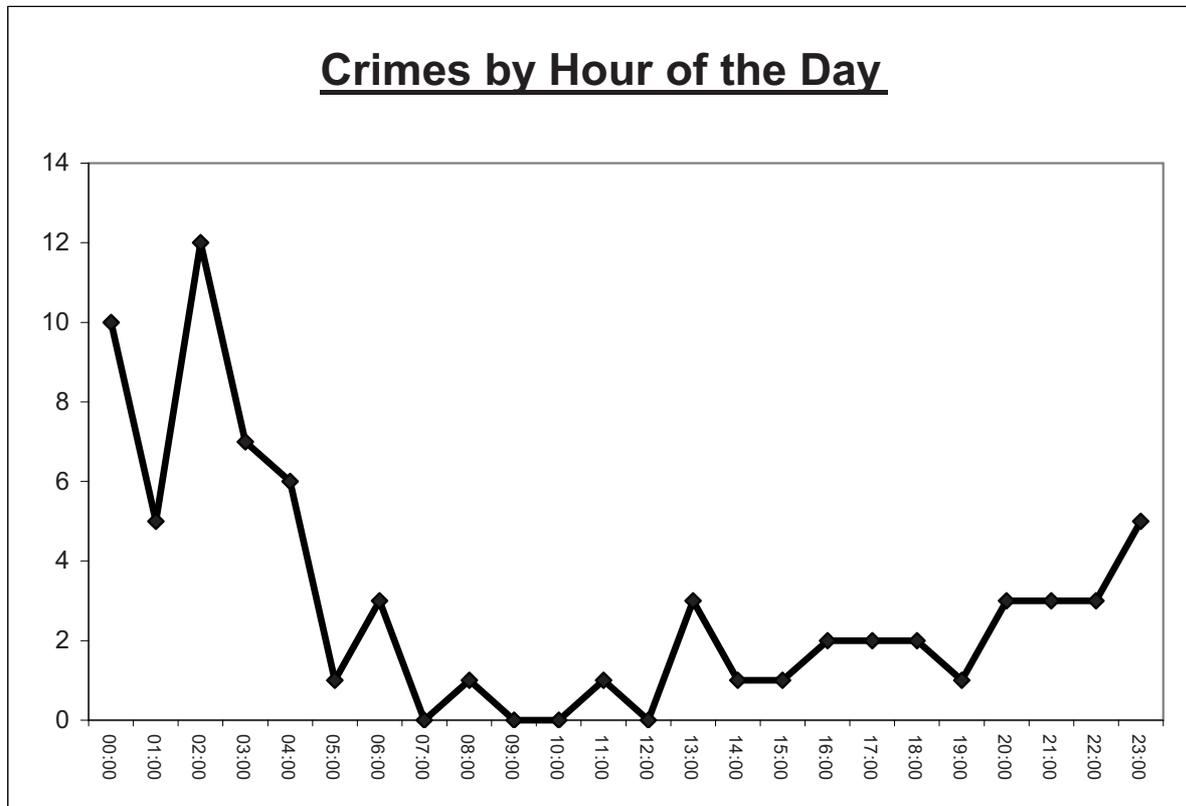
7.2

Expected Average Crime per Day =

10.3

A Table and Graph of Crime by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	10	5	12	7	6	1	3	0	1	0	0	1	0	3	1	1	2	2	2	1	3	3	3	5	72



Details of the Racial Crimes

RP IS TAXI DRIVER AND WHILST TAKING 4 MALES ON A FAIR 2 BECOME RACIALLY ABUSIVE AGAINST MUSLIM DRIVER INCLUDING SAYING "I HATE MUSLIMS" CAUSING DRIVER HARRASMENT ALARM AND DISTRESSTHE OTHER 2 TRY TO QUIET THEM DOWN RP DRIVES TO ACOMB POLICE STATION

TAXI DRIVER PICKS FARE UP FROM THE TAXI RANK AND WHEN ASKED HIM HE CAN WAIT FOR THE PASSENGERS BOYFRIEND THE TAXI DRIVER REFUSED AND WHEN THIS WAS SAID THE PASSENGER STARTED TO MAKE REFERENCE TOWARDS THE DRIVERS ORIGIN AND STATED SEVERAL TIMES TO GET BAC

TAXI DRIVER PICKS UP FARE IN CITY CENTRE THREE MALE GET IN TAXI ON ROUTE TO DESTINATION WHICH IS YORK TRAIN STATION THE THREE MALES SUBJECT TAXI DRIVER TO VERBAL RACIST ABUSE AS TAXI APPROACHES ROUGIER STREET ONE OF THE REAR PASSENGERS PUNCHES TAXI DRIV

SUSPECT CALLS TURKISH TAXI DRIVER 'TURKISH CUNT'

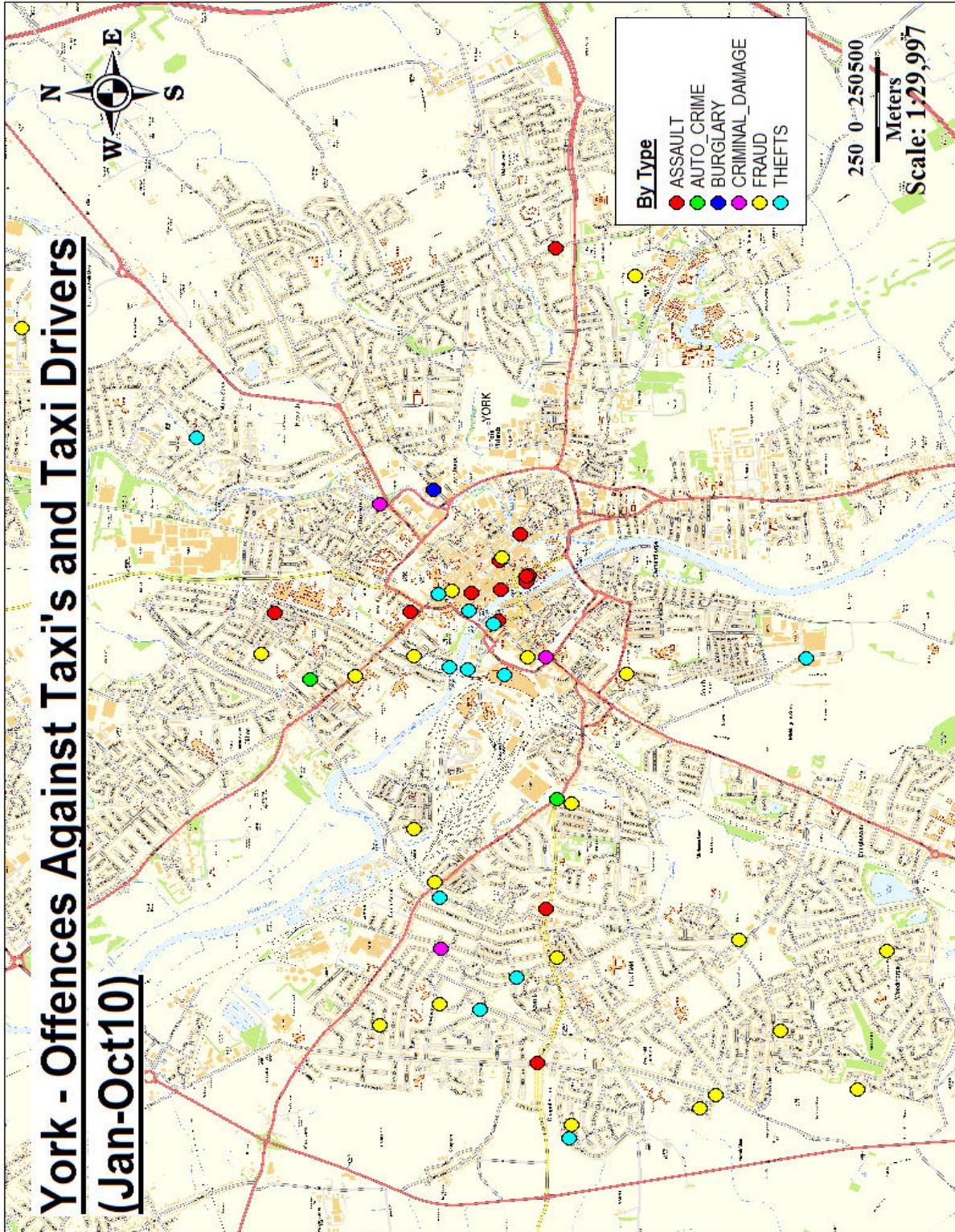
OFFENDER BECOMES HIGHLY ABUSIVE AND RACIALLY ABUSES TAXI DRIVER. INCIDENT WITNESSED BY MEMBERS OF THE PUBLIC WHO CONTACT POLICE AND OFFENDER ARRESTED.

NAMED OFFENDER GETS IN TO VERBAL DISPUTE WITH TAXI DRIVER WHOM IS OFF TURKISH ORIGIN. OFFENDER SPITS IN TAXI DRIVERS FACE AND SAYS "FUCK OFF YOU FOREIGN BASTARD TO WORK IN YOUR OWN COUNTRY".

Patterns

There is no real pattern of the locations of the racial incidents except many of the assaults were in the city centre and making off without payment is popular in Acomb/Holgate/Dringhouses/Westfield area

They all occurred between 5pm-5am and tended to be at the drinking hotspots in City Centre e.g. Rougier Street, Gallery Nightclub, and Parliament St and Blake Street



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