

Annex 4

Survey

I am disappointed that the council has asked for an interim survey to be carried out by Halcrow. Why?

- The last Halcrow survey was shown to have inbuilt flaws.
- There is already a deregulated taxi service it is called a private hire car, you have to licence any private hire driver who can meet your licence requirements. The only difference is that they can charge their own fare structure, (which is usually set after seeing what the council has set) and they can not pick up of the street. I think you would find that they have an unmet demand at the same periods as the hackney trade.
- The cost of this survey whoever funds it is a waste of money, I understand you are doing the survey to cover your backs in case of a legal challenge , (you will most likely get one as you have promised to release the plates), who in this country does not know that we are in difficult times, with billions poured into the banks and basically owning them, large firms cutting jobs if not going bust altogether, retail outlets closing down by the dozen, even the council will be cutting costs of there own. So who can justify spending an extra £3,000 to check that taxi drivers are struggling as well as anybody else?
- You could have done the job yourselves by watching the line of taxis in the station car park waiting for jobs roughly 1 job per hour except peak periods.
- The surveys carried out only measures unmet demand. It does not take into account the traffic system and hold ups or that taxi drivers like anyone else get fed up of traffic and boozed up customers and they tend to go home rather than servicing the customers.
- My position on the list is 154 I should be wanting you to put on more plates but I do relies that the more plates you put on the less business will be available. So by the time I qualify for a plate if I can wait that long, I will not be able to earn a living and will have packed in taxi driving long before.

I am totally sure that to deregulate or more plates is not in the best interest of The Council, The drivers or the Customers the answer is how does the trade service the demand at peek periods. Until you start asking the right questions you will not get the right answers. Every time the council make decisions the officers cover their backs with the legal position, how many times has it been said we must protect ourselves from a legal challenge. No wonder the legal bill for the council has rocketed in the past couple of years. I think you will find that even the best businesses have difficulty in supply and demand. It is usually the companies that do not offer a good customer service that get the best supply and demand worked out. So they do not go together.

I have worked in both types of the trade and I can tell you that taxi drivers do not like working during periods with traffic problems or late at night. So it doesn't matter if you put 100 plates on you will still get an unmet demand at the peek periods.

I work day shift from the station as an independent and after battling with the traffic during the morning rush hour I then queue up in the car park between 10am till 4pm. At that stage I will make a decision, have I taken enough for that day and do I want to battle the traffic during the evening rush hour. In your mind you are looking for that one good job to take you away from the traffic to Tadcaster, or Pocklington anywhere away from York. If you don't fall for a job like that it will often be Clifton and back to queuing.

It is about time that the officers of the council used the knowledge they have and looked at the problem in the right way i.e.:

How do we meet the Demand without putting people out of work? Or destroying someone's planned investment.

Waiting List

On the current waiting list itself, do you not think that the waiting list should be looked at again, my thoughts are

- The waiting list has been abused by the council departments since it had been in existence. I refer to previous waiting list that have been lost or destroyed and people have not known who was on such list as the council have refused to publish such lists.
- Rumours have it that certain people have been included on the list into privilege positions as they were of the knowledge that a new list was being introduced.
- Rumour has it that people who had no intention of driving a hackney on that plate have been issued a plate and have used it as alternative income
- I was on a list in 1980 when I drove private hire car and was asked by the council in 1983 was I still driving in the trade, as I had left the trade I accepted that my name at that stage had to come off the list. The rules have now been changed so should my points count from 1980? No is the answer from the licensing department, It seems different rules to suit different people.
- I know of three lists that have existed since 1980, and people who were on previous lists in the correct manor have been disenfranchised because they never knew a new list was being compiled and people who would have applied to the lists have not applied as they were under the impression that they would never reach the top as others would be put into privilege positions.
- You now have the situation where a driver who has driven a hackney cab for twenty years is on the list in the 150s and drivers at the top of the list who can not pass fitness test has been offered a plate. The

facts may not be completely accurate as the list has not been published.

- All of the three waiting lists should have been public information open to inspection and all drivers of both types Hackney and Private hire should have been automatically added to the list when they received their licences. The lists should have been published and sent to all people on the list every year.
- Due to the economic situation in the next couple of years the list should certainly be loaded in favour of any person driving a hackney taxi at the moment (driving on a badge but with no plate) followed by anyone driving a private hire car; both groups should be above anyone not in the trade already or anyone who has already got a plate. Until that criterion is applied I think the list is wrong and should be suspended until a resolution is sought. You will most likely waffle why I am wrong and say you can not do this but if do not want my opinion do not ask me. I don't want explanations that the then Chairman of the YTA and Sec YPHA has seen the list and they said it was OK we all know what consultation has been taken place in the YTA previously. This was shown at the Tom Browne court case where the judge said it was surprising the association body had not challenged the ruling.
- I call upon all councillors who make the decisions (not the officers) to halt any issue of new plates until an examination of the waiting list has been done, before any more damage is done to the trade.
- **This letter is my personnel position and not any association that I belong to. As I am on the committee for the YTA and have been on the committee for the YPHA. So that is why I will make this letter available to all councillors on the committee deciding on this matter. I would also like to point out that it is inappropriate for person who has profited out of a plate to make a decision on this subject as it lays that person open to rumour and conjecture within the trade. I accept you can not take peoples plates away this of course will protect people who have invested in the trade under previous rules which I have no problem with. You can stop any more unjustified awards of plates to people who's main aim is to profit from them.**