

14 Your views are important to us - please provide below any further information you want the Scrutiny Committee to consider.....

① AS PEOPLE TEND TO TELEPHONE PRIVATE HIRE COMPANIES, PERHAPS THEIR NUMBERS OF W.A.V'S NEEDS TO BE ADDRESSED

Re. Q1 THE 6 MONTH ISSUE WAS FOR A 2 YEAR PERIOD, UNTIL 8 HAD BEEN ISSUED THEN AN UNMET DEMAND SURVEY WOULD BE CARRIED OUT, WHICH I AM CONFIDENT WILL SHOW THERE IS NO UNMET DEMAND,

Q5 IT IS NOT CLEAR WHAT THESE %'S WOULD BE. IT MAY WELL BE THAT 23% WOULD BE SUFFICIENT,

WITH THE HISTORY BETWEEN THE TRADE & THE DEAN COURT, I AM AMAZED THAT HE SHOULD BE INVOLVED IN SOMETHING THAT COULD HAVE AN IMPACT OF SO MANY PEOPLES LIVELIHOOD . A

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② City of York Council is committed to social inclusion and ensuring a wide variety of opportunities is available to disabled residents to enjoy a high quality of life. Without the ability to travel, people with disability are denied access to life opportunities. This access to education, shopping, employment, health care as well as social and family life is significantly improved when journeys become accessible. For this reason the Council considers it important that people with disability have access to all forms of public transport.

Accessibility is therefore an important consideration in respect of vehicles licensed as hackney carriages. Await quota. direction from Government.

③ Please get Dancombe Place closure sorted!

④ I would like to be more involved in the work of S.C.

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Q 4

Continue to restrict the number of Hackney Carriages.

York is not suitable for an unrestricted number of Hackney Carriages. Similar towns & Cities as mentioned in your report continue to restrict and so should York.

There is not enough rank space for unlimited Cabs, there is not enough work for them all and standards would fall.

The problems with plates being rented and disputes about ownership happened because the Council over the years allowed it to happen.

Clearer rules about proof of ownership are needed - Insurance, reg. documents should be in the owner's name. Other councils manage to regulate Licences and vehicle ownership details without de-restricting numbers.

Please return your completed questionnaire by 12 January 2011 to:

Scrutiny Services  
City of York Council  
The Guildhall  
York  
YO1 9QN



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6) The number of taxis goes hand in hand with the number of taxi ranks and number of spaces at each rank. Long established popular ranks will, if numbers were to rise dramatically, attract even greater numbers which will then likely have a knock on effect to the surrounding network.

Current compliance with the Duncombe Place part time rank has been raised as a problem. What practical options for enforcement ~~is~~ are in place, or could be put in place, for part time ranks?

There is competing demand for the limited road space in the central area (Bus stops, cycle racks, etc) hence requests for additional ranks should ~~be~~<sup>not</sup> be viewed in isolation.

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7 Taxi's are just other peoples cars and shouldn't be considered any different. It makes no difference whether I travel as an individual in a taxi or my own car. Keep taxis out of the centre of York and stop them using bus lanes.

8 the current system works, the balance of hackneys to private hire is about right. the problems in the past about plate ownership is caused because over the years the council allowed it to happen, and turned a blind eye to the renting of plates. the proving of ownership is easy (bill of sale, registration document and insurance) other councils can regulate this without de-restricting licences.

9 The city needs to be welcoming to visitors and residents alike and the current gridlock cannot be allowed to continue. Much of this is the way vehicles including taxis circumnavigate the city to allow people a few yards off their journey. Making roads within the inner ring road a pedestrian zone might help reduce cross city traffic, disabled/accessible vehicles might be permitted access but far more stringent control is needed as some put pedestrians in danger by their poor driving.

10 Disabled people all want a good taxi service, but they will only use it when they are confident it will be available when they most depend on it, when their train or flight has been delayed, and it is wet and cold, and the driver will not look for any excuse to get them home or to an unfamiliar destination.

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#### **Item 14 – The ITA views we wish the scrutiny committee to consider**

The ITA represents the interests of many independent taxi owners and drivers who work the taxi ranks and most have no connection to any ‘taxi company’. The taxi trade is made up of self-employed individuals working hard to support their families; many have financially committed themselves to the trade.

Many of our views are given in the questionnaire but these are some others we would wish to bring to your attention”. Paragraph 3 of the report states that “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.” Having stated this, several comparisons have been made regarding taxi provision in other towns. As a further comparison we have compiled the table below showing taxi provision in surrounding towns and cities.

#### **Taxis per head of population (All restrict taxi numbers)**

<b>Council</b>	<b>No/Taxis</b>	<b>Population</b>	<b>Ratio</b>	<b>Taxis/1000 pop.</b>
York	179	191,000	1 per 1067 people	0.94
Harrogate	149	157,900	1 “ 1059 “	0.94
Hull	170	262,400	1 “ 1543 “	0.65
Leeds	537	715,404	1 “ 1332 “	0.75
Bradford	225	506,800	1 “ 2252 “	0.44

To compare York with these towns, using Leeds as the benchmark:  
York and Harrogate have 25% more taxis than Leeds  
Hull has 13% less taxis than Leeds  
Bradford has 41% less taxis than Leeds

It can be seen from Annex A that in general larger towns and cities have a restricted taxi policy and smaller towns and rural areas do not.

We consider that the survey system is the best method available to measure taxi demand and should be retained along with the restricted numbers policy. We feel sure that the Spring 2011 survey will show no unmet demand.

We have shown that York compares very well with taxi provision compared to other local towns and cities but we appreciate that more WAV’s may be necessary to achieve government guidelines regarding the Equality Act. If this is the case then a controlled approach should be implemented until a quota is reached.

We are sure the option of derestriction would be a disaster for the taxi trade and also the City of York and should be dismissed.

***A J Davies***

For the Independent Taxi Association – York  
10-01-11