

Appendix A

From: [REDACTED]

Sent: 03 January 2014 18:04

To: licensing; Greenall, Michael; Burns, Shirley; Coates, Christopher; Hill, Billy; Redfern, Robert; Denwood, Sheila; Johnson, Anthony; Dixon, Jonathan; Harrison, John

Subject: Rank Marshals, Call-out Fee

Licensing

This is a much better idea than the phone link to Dalton Square and I wholly support it, it is just a pity that it has taken this length of time before anything that is remotely beneficial to the Hackney trade has finally been considered, but even now you are still missing the point.

The main Taxi rank in Lancaster has been closed yet you still only supply one space on North Road during the day, and no proper signage has been provided, so when the public pass this rank they are unaware that it is a Taxi rank and walk straight past and go to the private hire office around the corner because even if the public see the Taxi they don't realize that it is for hire they just think that it is parked up, or waiting for someone.

During the build-up to Christmas we had the ridiculous situation where people were queuing 20/30 deep outside 32090's office of which some of these people had walked straight passed the north road rank where there was a Hackney carriage driver sat twiddling their thumbs. The Council are seriously failing in there duty to provide a viable service to both the traveling public and to those trying to provide the service, I'am totally disgusted in the way that our trade has been dealt with, I just hope that this isn't two little two late!

I myself would prefer option three with the amount to be set through consultation with the trade, but as I have said before if common sense is not allowed to be used then both the council and the trade must be honest and not pretend that this is not the current situation, because we have all seen how this council prefers to deal with certain members of our trade, so we need to get this right!

Regards

[REDACTED]

Hello Licensing,

I am replying with my views on the taxi marshal and call out fee.

I think both are a good idea and should be introduced at the earliest opportunity.

I vote for option 3 for the booking fee. I understand that on first thought addresses some distance away could run up quite a charge, but I feel in reality as the miles are charged up to a maximum of £1.00 trade competition will keep the fee down for the more distant addresses and the trade will self introduce competitive maximum call out fees.

Regardless of the chosen option, it is important provision to regulate this anomaly as other authorities have done is emplaced.

Best regards



From: [REDACTED]
Sent: 23 January 2014 19:19
To: licensing
Subject: Taxi marshal scheme

Hello

I think it would be a very good idea to introduce the taxi marshal scheme as this would stop the illegal ranking and the drivers getting fined as they are trying to make a living.

Also to your recent email I am not the member of LCHPA.

Yours faithfully

[REDACTED]

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: 06 January 2014 13:57
To: Peck, Wendy
Subject: Re:

TAXI MARSHALS ON NORTH ROAD RANK.

At present I am not in a situation to either agree or disagree regarding of having two Taxi Marshals on North Road rank. Not enough information regarding the expenses involved in employing 2 marshals has been provided by the Licensing department. If cost of the Marshals is going to be paid by Hackney Proprietors then I am not in favour of having the Marshals. And also in my view some Hackney drivers will not co-operate with the rules implemented by the council.

BOOKING/CALL OUT FEE.

I don't think it is necessary to introduce a booking/call out fee. This is a problem for the Private Hire Companies and not Hackney Drivers. Taxi users at present do not fully understand how the tariffs work, and to introduce a booking fee will only confuse matters further.

[REDACTED]

Dear Wendy

The Taxi marshal idea on North road (Diggles) rank is a bad idea, The rank works through the day as well as night time and you are only suggesting that this be monitored for a few hours on a Friday and Saturday night.

Listening to what the members of the LRC where talking about the costs and the powers that the marshal will have this being none, I don't think the scheme would be effective in any way all I can see is tax payers or members from the trade paying for something that they don't want.

Introducing such scheme means that I don't have to return to a rank and allowing cars to park in car parks makes a mockery of what has been going on don't you think?

Kind Regards



Dear Wendy

In principle I believe the taxi marshal scheme to be a good idea although I wish it had of been implemented in April 2013.

This proposal still leaves a very big gap in providing a taxi service during a normal working day as well as just catering for the night trade. I believe this to be many other proprietors feeling as well.

If I can be of any assistance please feel free to contact me.

Yours sincerely

