

From: Pauline Cookson <[REDACTED]>
Sent: Saturday, May 8, 2021 5:27:37 PM
To: Curtis, Jennifer <jcurtis@lancaster.gov.uk>
Subject: Re: Consultation - PHO Conditions

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RESPONSE TO PH COSULTATION

Good Afternoon

I operate an airport transfer business and have long been frustrated that we are required to operate under Private Hire regulations which are designed specifically on the assumption that all Private Hire cars are 'around town cabs'. Airport specialists operate in a very different marketplace:-

- 1) Bookings - ALL our journeys pre-booked, usually months ahead of the the date of travel.
- 2) Vehicles - ALL our vehicles are necessarily large comfortable estate cars (to accommodate up to four passengers with luggage on journeys of never less than 60 miles).
- 3) Door signs - ALL our customers are collected from their homes or their places of work. The large door signs (or so we were assured when they were introduced) exist so that people trying to hail a cab in the street can distinguish between a Hackney Carriage & a Private Hire car. The door signs are therefore redundant on an airport car. A licence plate on the back of the car is sufficient assurance of legitimacy.
- 4) Additional signage - ALL our customers are sober (they wouldn't be allowed on their flights otherwise). Signs which threaten our academic, business & family customers with a £75 fine for soiling the interior of the car are unnecessary (and even insulting).

I note that the Council proposes to continue to sanction Executive Hire as a second category of Private Hire (section 5.10) even though the need for such a service must be absolutely minimal in the Lancaster area. Executive Hire businesses are more usually based in large cities or adjacent to large industrial complexes such as British Aerospace at Warton, Preston. We do have two universities but my experience suggests that academics, even senior academics, have little interest in riding behind a 'prestige' car badge or a driver wearing a suit and tie.

I suggest that the second category should be Airport Specialist Hire (restricted to cars employed exclusively in airport transfers) which must account for at least 20 or 30 cars currently licensed by the Council.

It is particularly frustrating, when visiting airports , to see other airport specialist cars, licensed by other local authorities, presented in a much more professional, attractive & appropriate way -- much more relevant to the role they perform.

Regards,

Peter Cookson
Airport Connexion
[REDACTED]