

Sir/Madam,

As I completed the online survey, I had not realised I was at the end, and could not go back.

Please add this content to my online submission

CCTV I have previously taken dash cam footage to a Police station, by appointment. The officer did not view it, as he had made his decision, based on a conversation he had with my assailant. I also previously followed the Council's policy on vulnerable minors. 40 minutes after dialling 999; no officer had been despatched. I obtained an incident number and left when the person on the phone requested that I enter the premises alone.

Meter on at the start of journey: how long should a driver wait at address/premises.

Refusal of customers. It is a constant observation that base staff send drivers to known non payers and aggressive persons. They are not banned.

Many proprietors are single vehicle owners and use their vehicle for social domestic pleasure. If the top sign is off they are not for hire. There is no mention of this in your consultation. Hackney taxis do draw unwarranted aggression from motorists/individuals, who complain to council.

Point 6.8 mentions out of area working. What do you intend to do with Olacab, Uber etc. How will you ensure fit and proper standards of a remote operator. You also mention shareholders having CRB checks. Why? I was until recently a shareholder of 848848 who had no influence on 848848 Limited. Do you have access to Uber's share register?

Accident form: I raised this previously as it contravenes the terms of insurance in not admitting liability and making a statement.

Where does the driver obtain the car seats from when taxis are exempt.

Private Hire base operator's staff should have the same checks.

Many insurance companies/agents do not issue paper documents.

Many insurance policies have a condition that vehicles are maintained to manufacturer's intervals of servicing. No one checks service records. At least one proprietor does his own.

It is a condition that private hire operators have planning consent. I sent a list of operators to planning. Some had no consent, some addresses DID NOT EXIST. Licensing manager would not give me a list and refused to follow up as it was "before her time" All existing operators should be a public document, and a copy of planning consent with proof of address shown.

Trade body: previously a member of licensing staff handed out letters to a few drivers who happened to be on the rank, not proprietors always. This was to seek a representative. Proprietors were never advised of the name or contact details to submit any items. Communication appears to be by a private facebook account.

Rank locations: there have been several consultations and little notice and action taken. There was an opportunity when monies were spent to improve Lancaster and Morecambe centres. A J Inman was to coordinate, but did not. Meetings with the then Licensing staff/police resulted in the useless rank provision, which is not enforced by police or enforcement. Ms. Peck advised she would support our proposals to remove the rank from Market Street, Morecambe. She did not do it energetically, if at all. Others are time related, on the wrong side of the road, or were instated for very strange reasons. They need completely revising as the fees include the provision of ranks, some of which are not even maintained/used.

The following I do NOT wish to be published:

Taxi fares are liable for INCLUSIVE VAT. Invoices are sent out PLUS VAT. The driver is zero rated unless his turnover is above the threshold. Those fares should not be plus VAT.

All vehicles under eight seats are liable for VAT if the operator is above the threshold. All vehicles above eight seats (mainly buses) are zero rated. Leaving aside that some "airport " operators should pay VAT, and do not issue VAT receipts, you would have more wheelchair accessible vehicles if companies could own vehicles and not be liable for VAT.

Council representative bodies could lobby the government to give taxis the same zero rating as bus tickets, and make purpose built WAVs zero rated. 16.7% of the price is a lot of money when the meter rate is the same as a 5 year old saloon.

Regards William Riley [REDACTED]  
To be attached to my online submission  
cc C Hartley