

Appendix 4

Response 1

1. Does "There are no plans to impose Hackney Carriage quantity restrictions on the creation of a new single zone" mean that you want to deregulate Hackney Carriage plates in Harrogate. If so how do you think drivers already in possession of a Hackney Plated cars will make a living.

2. Will drivers from different Counties be able to use our Ranks?

If so do you realise that the Ranks are already overflowing. Private cars disturb the Ranks constantly on weekends where it becomes impossible to ply trade on some occasions.

The Council don't seem to care to provide better signage especially on Parliament Street and the Ginnel.

3. If drivers from a different County come to ply trade off our Ranks why would they care about our queuing system and why would they care about not overcharging drunk customers.

4. If drivers from a different County have potentially 7+ points and an older car but as we are on a 7 points and you're out system how is that fair.

The 7 point system has also been disbanded by Leeds City Council but our Council still feels the need to implement an unholy unjust law.

5. Do you know around 30 Uber cars will operate around Harrogate on what should be our busy seasons and they will brazenly pick up flag downs because there's no one to stop them.

5. Do you know maybe around 7 to 10 Ripon cars which used to operate solely in Ripon until the disintegration of its nightlife now operate full-time in Harrogate Town.

6. Putting up fares is a double edged sword because out of town jobs have become a rarity since Uber have outpriced late night Harrogate Taxis so just putting up prices and then thinking the Council can up their prices assuming we make more is a misconception.

7. This obsession with Disabled access vehicles on the Rank will solve a certain problem is misconstrued, I haven't seen even one DAV be of any use.

Plus they take up extra space on the Ranks which are already at breaking point.

8. Having to give 14 days notice to register a new car seems to be another by-law which doesn't help a driver who's dealing with the high cost of living and needs to be on the road as quickly as possible.

9. Cars prices have now doubled.

With respect we haven't seen anything to help Harrogate Taxi drivers and the general attitude, sorry to say, seems to be if you don't like it tough.

Response 2

After the release of North Yorkshire County Councils decision to open up the zoning of taxi operating areas to one zone, and lifting restrictions of taxi numbers, i have to say, not only am i very disappointed, but this move will totally destroy the standard, and quality of the existing fleet and service that is currently in place for the public.

It will wipe out the thousands of pounds drivers have invested in the trade, drive the majority of drivers to the hot spots at peak times, leaving more vulnerable areas with lesser supply, completely empty of any kind of taxi service, making the public living in the quieter areas, without any kind of service.

What you have done here, is deregulation, under another name, and in areas of the country that have done this in the past, they have found that busy areas are swamped with taxis, that do not have adequate rank space to accommodate them, and so are left with vast amounts of taxis driving round the streets touting for business, and causing untold amounts of emissions and congestion. This decision, because if the size of North Yorkshire, is a big mistake, not only on the quality and standard that the public currently receive, but on the investment and income of thousands of drivers.

I therefore ask you for this decision to be reversed, and to keep the existing zones in place, along with the existing limits of numbers of taxis each area currently has.

By continuing with your proposals, you are not only putting the public in the quieter areas at risk of being unable to access taxis at busy times, you are also putting the busier areas in danger of over supply, causing illegal touting, higher emissions from continuous driving around looking for work, due to lack of rank space, whilst damaging drivers livelihoods to a degree that will drive them out of the trade, after already losing thousands of drivers during the pandemic.

Response 3

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Response 4

Just having a look through:

P7 –Consultation: “Safeguarding Children’s Board” – would this need changing to North Yorkshire Safeguarding Children Partnership”?

P47: Driver Safeguarding Training: It would be useful to have a direct mention of exploitation and recognising the signs. Do we know what training they deliver to staff and what is covered?

P57: Private hire operator safeguarding training: As above.

P69: Safeguarding and exploitation: section 481: I would add, trafficking and modern slavery, child sexual exploitation, child criminal exploitation (including county lines).

Response 5

Further to our conversation yesterday I’ve jotted down a few of my thoughts.

Disability is a protected characteristic under the Equality Act of 2010.

An unintended consequence of deregulation will be a drastic reduction in the amount of WAV’s.

It’s already known that existing WAV owners are intending to swap to saloon cars if this happens.

The reasons are well known within the trade as to why.

1. The initial outlay for the vehicle is more.
2. Drivers need additional training.
3. If on a rank the general public tend to walk past a WAV and get into a saloon car.
4. You can’t charge extra for the additional effort required in loading and unloading a wheelchair passenger.

All of the above makes operating a WAV a far less attractive option than a saloon car.

If this policy goes ahead unchanged in this regard the end result will be a dramatic reduction in the amount of WAV’s available for people with disabilities.

The Council could well shoot itself in the foot.

The Taxi and Private Hire Vehicle Licensing Best Practice Guidance for Licensing Authorities in England, Section 4 is worth a read.

Has N.Y.C.C. complied with section 4.17 with an Inclusive Service Plan? Have they carried out any surveys?

I'd suggest that N.Y.C.C adopt the same stance as Harrogate, any new plates issued must be a WAV.

I will in due course but jotting down a few more, particularly the need to zone the regions.