

# HACKNEY CARRIAGE AND PRIVATE HIRE FORUM Meeting

Venue: City Hall GC06

Agenda: 21<sup>st</sup> November 2019

Attendee	Representing
Cllr Ruth Pickersgill (RP)	<i>Bristol City Council</i>
Jonathan Martin (JM)	<i>Bristol City Council</i>
Sarah Flower (SF)	<i>Bristol City Council</i>
Stephen Pick (SP)	<i>Bristol City Council</i>
Patrick Masih (PM)	<i>Chair – BBLTA</i>
Mohammed	<i>Vice Chair - BBLTA</i>
Alan Dyte	<i>BPAC</i>
Christine Morgan (CM)	<i>Ngaged Training</i>
Raheet Javed (RJ)	<i>PH driver</i>
Mahad Jama (MJ)	<i>Magans Taxis</i>
Steve Lohia (SL)	<i>Prestige Cars</i>
Mike Bullock (MB)	<i>Bristol Executive Cars</i>
Clive Burdett (CB)	<i>Unite</i>
Richard Low (RL)	<i>Energy Team</i>
Gill Calloway (GC)	<i>Energy Team</i>

## 1. Welcome, Introductions, Apologies

- Apologies –
  - None

## 2. Minutes from last meeting

- Minutes were agreed as a true record.
- Previous Actions –

- SP to look at Watershed area as this has not yet been actioned still ongoing, to action. **ACTION A** to arrange walk around
- Parking enforcement – JM not done **ACTION B**
- JM to try and obtain stats of PHV's ticketed in bus lanes

### 3. Transport/Taxi Ranks Update

There was a discussion around the Baldwin Street rank and the rank outside of Motion and the proposed rank at the BRI. SP stated there is also a consultation due to commence at the beginning of December concerning the movement of the car club bay to Marsh St and turning the existing bay into a rank.

The rank positioned outside of the Co-op to be brought forward to 17:00 which would cater for the matinee performances at the Hippodrome.

The layby outside BRI, before the bus stop currently accommodates 6 vehicles, it is likely to be turned into a rank for 2 bays, 24 hrs this will be in consultation with the BRI to enforce, this area is currently being used as a pick up and drop up. The bays are outside before the bus stop. MB expressed concerns that this area will need to be enforced and he found that people with disabilities make it difficult for themselves, they would find it more beneficial to ring a private hire company. RP advised that lots of disabled users had advised that they have difficulty getting a taxi when leaving appointments so a rank was required.

RP requested an **Action C** that AD for BPAC with reference to the consultation state that it is really important for disabled access for comments to come forward

In regards to the rank outside of the Co-op PM advised that passengers find it difficult to find this rank and advised that a 24 hr rank was needed and the trade should be consulted on this. RP commented that a new TRO can take 6 months and a lot of time has already been taken and we are not at a point where we can have a new discussion surrounding this as we need to finalise the current arrangements.

AD spoke about the problem disabled people have faced since the ranks have been shuffled around and the metro bus has come into force, he said that disabled people do not know where the ranks are let alone pick up a taxi. He has asked for new signage and also for contact to be made with groups like BPAC so we can let people know. **Action D** SP – describing where the ranks are and contact key organisations. Alan will walk around with Patrick to show where the ranks are.

For a point of clarification JM mentioned that in respect of the Co-op rank, this closed 2 years ago. Do not call it the Co-op rank. The Trade need to do their bit and must start ranking outside of Boots on the new rank. The shelter has been fully wrapped and signed as a taxi rank. Work will start to enforce this but we want to work with the trade beforehand.

Clear Chanel who undertake the advertising, have now replaced the 24 sign which was their mistake to put it there in the first place.

PM raised that he felt the Council needed to change their behaviour and that we were trying to dictate to the trade who have been working hard on the co-op rank hard for months and months. JM reiterated that this will not happen. There will not be a rank outside of the Hippodrome. The new rank has been heavily invested in for the consumer experience.

## **4. Electrical Charging Points**

RL advised that funding was approved last year and they are now looking at sites where they can put charging points. They were trying to get a survey into a newsletter which gives the opportunity for driver's views on switching to electric vehicles. GC has been working on EV Taxi Project, which includes rapid charging points. There will be enough space for 4 vehicles with toilets in the car park as well. This will be in the Eastville Park area. A lot of practical restrictions on where we can put points, as it has to be on BCC owned land or on the highway and have the capacity for Western Power to make the installation. Footway widths/space available is also part of the consultation together with internally on design and layout. There is a site criteria, which is subject to user demand, close to taxi rank. Proximity to strategic road network

It takes approximately 30 mins to rapid charge a LEVC vehicle, modern vehicle larger vehicle may take a little longer and possible sites that have been looked into are College St Car Park, Charles Street, Victoria Street, Earl Street, The Grove Car Park. RP asked if a survey was undertaken outside of the Centre as a lot of drivers live outside of this area.

JM advised that there are currently 2 HCV's LEVC they are hugely expensive vehicles and the Council recognised the increase charge. LEVC does bring the price down to approx. £50k. Dynamo, Ford and Mercedes, are all bringing out new vehicles. There are rapid changes across Europe with clear air zones coming into force. Manufacturers will be stopping diesel production over the next decade and thus expanding network as the demand for EV increases.

A PHV costs substantially less than an HCV., however, with the significant increase in LEVC vehicles if more money is released from central government then we can look into this further. Clean air zones are being implemented not just in Bristol but across the country. Manufacturers will be following suit especially as core cities look at wheelchair accessible vehicles.

## **5. Clean Air Zone**

In 2016 when we were formulating plans for the policy change Euro 6 was highest standard. We were very mindful that a clear air zone would be implemented. We were under a legal obligation which had a beneficial affect on public health. There are a small number of euro 5 diesels that will be affected if they do not change their vehicles in 2020. The impact is going to be much reduced. Taxis and private hires will be exempt. PM was concerned that Euro 5 should also be exempt until it has reached the end of the life of the vehicle. He had written to Mayor and asked that he was either charged and then received a refund as he felt that the trade were suffering and do not have money on the table.

RP mentioned that there are mitigations, ie blue badge holders exempt from charge, home carers. If people want to lobby now is the time. JM reiterated that the trade must respond to the consultation, these comments will not be passed on and encourage drivers and BPAC to respond.

## **6. Taxi Cop Update**

PQ recently attended course on how you can practically assist vulnerable people. For example a child ordered a taxi to go to the Suspension Bridge and now has a few volunteers helping him Asim, Nicky, and other Police staff.

Police are looking into ANPR and they are likely to have their own taxi hot list start to create a database of drivers, so colleagues from traffic etc can also stop vehicles and may well get own equipment if funded.

He went on to say that there has been an increase in both serious offences and unlicensed vehicles, which has taken a bit of his time. Vehicles not displaying their plates and overcharging issues wastes a lot of his time.

Drivers drug driving, is happening more often and is looking to increase testing on drivers. In respect of Drug driving test this works same as drunk driving test. Driver gives sample, court etc.

## **7. Policy Update**

- **JM** – Policy changes in the pipeline. Pre-election now, difficult position trying to second guess what the national standards will be. DBS – lot of criticism around documents providing ID – looking at update service and applying online.

## **8. Issues from Private Hire Trade**

MB felt that the standards in BCC have increased so much so that you have created a way around for non-Fit and Proper to go to South Glos. RP advised that if the Government bring in national standards the same will apply to South Glos as BCC

What is the turn around times for plates asked MB and JM advised that w are below 4 days. South Glos take a lot longer to get.

## 9. Issues from Hackney Carriage Trade

It brought up that payment card machines have been requested by the trade to be used and on balance JM agreed this was a good move and a modern pay of people paying for things. There may be some disagreement but this is proposed by the trade who are in support of the move and policy change.

Taxi conference review next meeting. **Action E** JM – will put together and bring to next agenda. Next meeting in January.

## 10. AOB

- AD – Everyone in the room to ask their drivers to talk to blind people nothing worse than no one talking to you. Drivers not being helpful to blind people.
- RP – Top tips from Guide Dogs association. To be circulated.
- JM – Mot failures – newsletter will mention failure on first presentation. Public service the vehicle should be capable of passing the certificate of conformity. This is simply not right we have 50% failure rate on first presentation.

## 11. Actions for next meeting:

Action Point	Matters arising	By Whom	Completed?
A	SP to look at Watershed area as this has not yet been actioned	SP	
B	Request an officer from Parking Enforcement to attend Forum in respect of enforcement action at Boots rank	JM	
C	Trade to raise awareness of 2 vehicle rank outside Boots	PM	
D	BPAC to make comments on consultation re disabled access	AD	
E	Taxi conference review notes	JM	

**Next meeting: 23<sup>rd</sup> January 2020**