



DERBY CITY COUNCIL

TAXI LICENSING AND APPEALS COMMITTEE

16 DECEMBER 2009

Report of the Corporate Director of Environmental Services

TAXI MARSHALS

RECOMMENDATION

- 1.1 To note the information set out in this report.

SUPPORTING INFORMATION

- 2.1 Taxi marshals have been working at key hackney carriage ranks in the City centre on Friday and Saturday evenings between 10.30 pm and 3.30 am since April 2007. Their main role is to assist members of the public to leave the city centre efficiently and safely by managing key hackney ranks, particularly in Friar Gate. Typically, the marshals help some 4000 taxi customers each weekend.
- 2.2 Since the scheme started in 2007, they have had a significant impact in reducing disorder around taxi ranks, working closely with the police and Taxi Licensing Enforcement Officers. Their value has been recognised by all parties – taxi drivers, customers, police, local businesses and licensing officers. The success of the Taxi Marshals scheme (along with Street Pastors) has recently been further recognised by a prestigious safety award for Derby.
- 2.3 The scheme, which has been co-ordinated by the Community Safety Partnership (CSP), has operated using short-term funding streams but these will no longer be available from April 2010 and concern has recently been expressed that the scheme would not be able to operate beyond the end of March 2010. The annual cost of the scheme is approximately £44k. A number of possible alternative funding options were considered including:
- Funding from hackney carriage licence fees – this cannot be done because what can legitimately constitute the fees charged by a local authority can only relate to the administration and enforcement of the licensing function. This approach would also have been unfair to those drivers/owners who do not work at night.
 - Raising the initial 'hiring charge' element of the hackney carriage fares to cover the cost of Taxi Marshals – this would have been extremely difficult to administer. The charge would have to apply across the board, and not just to those journeys undertaken on Friday and Saturday nights. As with the preceding point, it would also create a level of unfairness for those

drivers/owners who do not work at night, but who in effect would be subsidising the rest of the trade. Each of these concerns could potentially give rise to legal challenges against the Council.

- Seeking voluntary funding from the hackney trade – again extremely difficult to administer and totally dependant on the full co-operation of all trade members.

All of these options were discounted on legal and operational grounds.

- 2.3 In order to find a way of maintaining this valuable service the Chair of Licensing has met with the Director (designate) of the future Neighbourhoods Directorate. The Director has agreed that the Taxi Marshal scheme will, from April 2010, be managed by the new Streetpride service, and funding will be found from efficiency savings arising from the establishment of Streetpride. This will ensure ongoing funding for Taxi Marshals and a more co-ordinated approach to 'street scene' issues by linking in with other planned night-time operations.

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Background papers:	None
List of Appendices:	Appendix 1 – Implications

APPENDIX 1

IMPLICATIONS

Financial

1. The future funding of the Taxi Marshal scheme will be found from efficiency savings from the establishment of Streetpride services.

Legal

2. None directly arising from this report.

Personnel

3. None directly arising from this report.

Equalities impact

4. None directly arising from this report.

Corporate objectives and priorities for change

- 5.1 The information contained in this report contributes to the corporate priority of **making us proud of our neighbourhoods** and **giving excellent services and value for money**.