

# PARKING

## Consultation

The LPHCA's formal submission to London Councils (formally The Association of London Government) on parking, bus lane usage and picking up and setting down issues.



Thank you for giving The Licensed Private Hire Car Association (The LPHCA), which incorporates The London Private Hire Car Association the opportunity to respond to your parking consultation.

You will be aware that we were the 'lead body' in campaigning and delivering Private Hire Vehicle Licensing in London after many years of campaigning. All Private Hire vehicles and operators in London must now be licensed and by the end of 2006 all drivers will need to be licensed. **Around 95% are now licensed and the remainder have temporary permits.**

The LPHCA is dismayed by the lack of recognition that the near to 40,000 Private Hire Vehicles get in the capitol, in particular by parking attendants and other traffic management related bodies including London's local authorities.

The Private Hire sector (minicab and chauffeur) is now the largest 'door to door' public transport mode in the capital used by every sector of the community, undertaking **around 1 million journey movements' daily carrying over 10 million passengers a week.**

Licensed Private Hire Drivers are ticketed when dropping passengers, disabled people and children, they are penalised doing their work and little or no dialogue or action has been forthcoming to address these issue from **London's Local Authorities**, so The LPHCA is using this opportunity to highlight our difficulties.

Whilst TfL and The Mayor's office have engaged regularly with the Private Hire Trade we are now urgently requiring the ALG and the London Boroughs to have regular dialogue with us and to resolve the issues facing the industry on Parking, Red Routes, Picking up and setting down.

Even Licensed Taxis have some difficulties but they are of course afforded regulatory assistance on 'red routes' and because of their distinctive appearance they are afforded some discretion by sensible traffic enforcers who recognise the role they play.

The Licensed Private Hire Sector has gone through a lot of pain to become licensed and is now looking for parity with Licensed Taxis. The LPHCA accepts that there is an issue with the need for better signage on Private Hire Vehicles and I have been having ongoing dialogue with the Mayor whom we believe shares the same view. (A review on better signage has been undertaken by TfL and we eagerly await positive action in the very near future).



London Councils Headquarters  
Haymarket London

Regarding Red Route and yellow line problems, TfL has a database of all Licensed Private Hire Vehicles (PHVs) as it licenses them so enforcement and validation would be easy. **We therefore seek amendment to traffic regulations to enable PHVs to enjoy the same rights as Licensed Taxis on pick ups, set downs and parking.**

London's Local Authorities should be making provision for PHV as well as taxis in their Transport Plans and we are seeking more dialogue and understanding on our role in the London Plan.

As well as wanting the above problems resolved we also, (now that we are licensed), require the use of the bus lanes as a government recognised public transport mode. You will be aware that Private Hire does more Local Authority work than any other small vehicle people moving mode, we also undertake more and more work for the disabled and disadvantaged than any other mode, more and more in projects like Taxicard.

# STOP

It is an absolute farce that a disabled, elderly or hospital passenger can be transported in schemes like Taxicard one day in a taxi, which are more expensive than PHVs and can use the bus lanes, and then the next day be transported in a cheaper PHV that is not allowed in the bus lanes.

Once identification is improved we want access to bus lanes, like other forward thinking authorities around the country have done with great success. **Where Local Authorities have adopted bus lane access for PHVs roads are clearer, there are less traffic contraventions and congestion is reduced.**

We know that TfL has assessed the impact of PHVs in bus lanes and any impact on bus times would be non existent or negligible compared to the benefits.

We mention all this because it would help you to achieve your 2 primary objectives – **Congestion & PCN reduction.** It would also contribute to the **reduction of car usage, green house gases and carbon monoxide emissions.**

Steve Wright MBE  
Chairman LPHCA

# ENOUGH!

