

Committee(s):	Date(s):
Safer City Partnership	06 June 2016
Subject:	Public
Taxi Marshalling Scheme	
Report of:	For Decision
David MacKintosh Community Safety Manager	
Summary	
<p>The Community Safety Team has been involved with the Taxi Marshalling Scheme at Liverpool Street since its inception in 2006. Working with TFL we currently pay for the service on Thursday and Saturday and TFL for Wednesday and Friday.</p> <p>TFL describes the scheme as very successful as it helps people to be transported back home securely at late hours of night. Taxi marshalling schemes are considered helpful in managing the Night Time Economy.</p> <p>A survey was conducted with users of the scheme between May and October of 2010. 64% had used the scheme before, and 79% described the scheme as “excellent”, with a further 20% describing it as “good” or “very good”. Comments received about the scheme were overwhelmingly positive, with a desire expressed for more ranks to operate elsewhere in the City.</p> <p>Over the years the scheme has been funded from various sources including the Community Safety Team budget, donations from the Crime Prevention Association and POCA money. Annual cost for the Corporation element of the scheme is approximately £30,000.</p> <p>This cannot be supported from within the Community Safety Team budget.</p> <p>Recommendation(s)</p> <p>That members agree to cease the Corporation funded element of the taxi marshalling scheme unless alternative sources of funding can be identified.</p>	

Main Report

Background

1. The taxi marshalling scheme at Liverpool Street was originally developed to encourage black cabs to come into the City at a time when our night time economy was starting to expand.

2. The popularity of the City's Night Time Economy has increased over recent years with a substantial number of premises being open after current train and tube services cease.
3. The City of London Corporation and City Police together with other partners have been working closely together to mitigate the negative effects of an increased night-time economy in the City area. These have felt most strongly during weekdays when office workers are seeking entertainment after work hours, but, are increasingly being felt on Friday and Saturday nights with the increase of promoted events in licensed premises.
4. The Safer City Partnership together with Computer Cab and the Public Carriage Office launched a marshalled taxi rank trial in Liverpool Street in June 2006. The aim of the scheme was to encourage Black cabs back into the City during the hours that licensed premises are closing and to encourage people to travel in Black cabs, taking away the risks involved in travelling in unlicensed minicabs.
5. The marshalled rank operates every Wednesday, Thursday, Friday and Saturday evening between 22:00 and 02:00. The marshals, who are licensed taxi drivers, are responsible for getting taxis and passengers away from the rank as quickly and efficiently as possible, whilst also providing a level of security for those waiting.
6. The Marshals:
 - Aim to provide a service where the first passenger at marshalling point receives first cab
 - Liaise between cab drivers and customers
 - Give out information as required
 - Wear high visibility tabards, carry mobile phones
 - Promote the scheme within the Black Cab trade to encourage drivers to use this facility and provide a wider service to the travelling public in this area.
 - Provide a feeling of safety and security to passengers and cab drivers in the vicinity.
7. The initial funding was from Safer and Stronger Community fund (CDRP) in 2006, then in 2007 the funding was spread around different agencies including licenced premises around the area. These were the Safer and Stronger Community fund, Public Carriage Office, Crime Prevention Association, Novus Leisure, UBS, JP Morgan and CIS security.
8. In 2008 the funding came back to Safer Stronger Community fund and Public Carriage Office who started to pay for 1 night per week.
9. In 2009 funding was agreed by Policy and Resources for the Liverpool Street rank at £20,000 per year for 3 years, funds charged to City Cash starting 2008/9. Also agreed was the funding for the new rank in Cornhill at £18,750 for 3 years 2009/12. (This rank was closed in September 2009 so a report was sent to Policy and Resources to cancel this)

10. After that, the Safer City Partnership team together with Transport for London co-funded this collaboratively with support from POCA funds.

Current Position

11. TFL regard it is a successful service and have extended the contract with the Marshalls until May 2017. The number of passengers using the service in the last three years is as follow:
 - Total 2014 44392
 - Total 2015 67131
 - Total 2016 (to May) 19517
12. The Corporation funds Thursday and Saturday nights. Wednesdays and Fridays are paid by TFL.
13. Currently the cost for two Marshalls between the hours of 10pm to 2 am is £33 per hour. The annual cost is approximately £30,000. The Community Safety Team cannot fund this amount from its budget (which is some £40k per annum in total).
14. If there is no other source of funding identified we will need to stop the service as soon as possible (we are already paying for April, May and June).
15. With the new tube services starting to run 24 hours from 19 August there is a potential for a reduction in demand for cabs at the rank. However, it should be noted that Transport for London believe that though people will find it easier to leave the City we will also have increased numbers of people arriving to socialise and use our licensed premises.

Options

16. If member wish to continue the Taxi Marshalling Scheme we need to urgently identify alternative funding sources. Member's suggestions are welcomed.
17. We have been unable to gauge from TfL the impact on the Marshalling scheme at Liverpool Street should we withdraw our element of the funding.

Proposal

18. We propose that the Scheme is terminated from the side of the Corporation unless an alternative source of funding can be identified urgently.

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