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Issue 359

# PHTM

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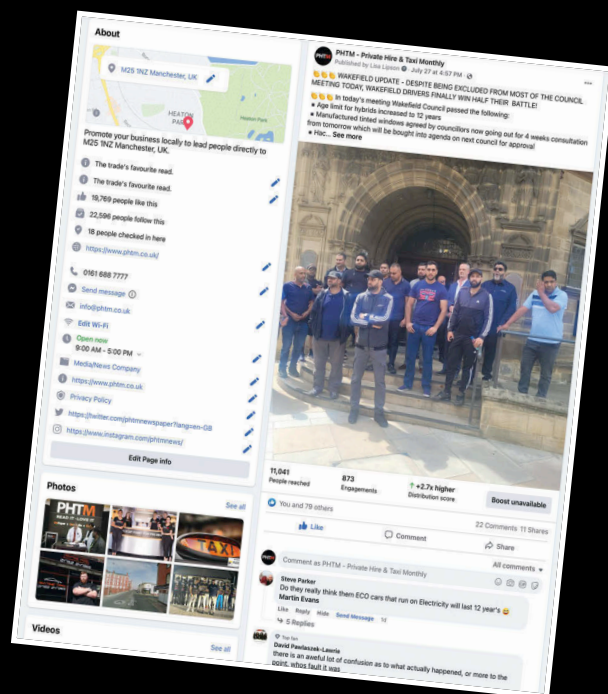
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# OUR INDUSTRY IS SHRINKING!

## FACT NOT FICTION THE FIGURES SPEAK FOR THEMSELVES

### ALL OF ENGLAND & WALES

	TOTAL LICENSED VEHICLES	TOTAL DRIVER LICENCES	TOTAL OPERATOR LICENCES
31 MARCH 2020	308,800	376,700	16,800
31 MARCH 2022	269,971	341,247	15,000

See full breakdown by licensing area on PHTM website - [www.phtm.co.uk](http://www.phtm.co.uk)

CLICK TO SEE WHAT HAS HAPPENED IN YOUR LICENSING AREA:

1. For number of Taxis & Private Hire Vehicles (PHVs) by licensing area [click here](#)
2. For number of Taxi & Private Hire Drivers plus Operators by licensing area [click here](#)

### INFOGRAPHICS BELOW SHOWING LATEST DfT STATISTICS FOR:

Numbers of Taxis, Private Hire Vehicles and their drivers plus Operators by area:  
London, England outside London and Wales, March 2015, 2020 & 2022

## VEHICLES

### LONDON

#### TOTAL LICENSED TAXIS

2015  
22.5k

2020  
19.0k

2022  
14.6k

#### TOTAL LICENSED PHVs

2015  
62.8k

2020  
96.0k

2022  
80.5k

-35%

-16%

### ENGLAND - OUTSIDE LONDON

#### TOTAL LICENSED TAXIS

2015  
55.9k

2020  
48.9k

2022  
43.4k

#### TOTAL LICENSED PHVs

2015  
95.5k

2020  
134.8k

2022  
122.2k

-22%

-9%

### WALES

#### TOTAL LICENSED TAXIS

2015  
5.1k

2020  
4.9k

2022  
4.3k

#### TOTAL LICENSED PHVs

2015  
4.1k

2020  
5.3k

2022  
5.0k

-16%

-6%

## WHEELCHAIR ACCESSIBLE VEHICLES

### LONDON

#### WHEELCHAIR ACCESSIBLE TAXIS

2015  
22.5k

2020  
19.0k

2022  
14.6k

#### WHEELCHAIR ACCESSIBLE PHVs

2015  
0

2020  
600

2022  
500

-35%

-16%

### ENGLAND - OUTSIDE LONDON

#### WHEELCHAIR ACCESSIBLE TAXIS

2015  
24.1k

2020  
20k

2022  
17.3k

#### WHEELCHAIR ACCESSIBLE PHVs

2015  
3.4k

2020  
4.1k

2022  
4.3k

-28%

### WALES

#### WHEELCHAIR ACCESSIBLE TAXIS

2015  
1.3k

2020  
1.3k

2022  
1.0k

#### WHEELCHAIR ACCESSIBLE PHVs

2015  
200

2020  
200

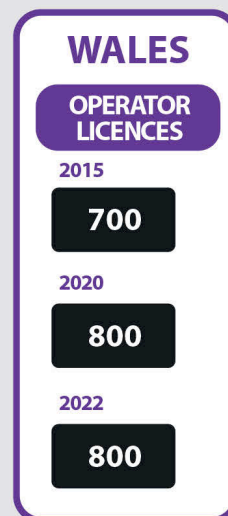
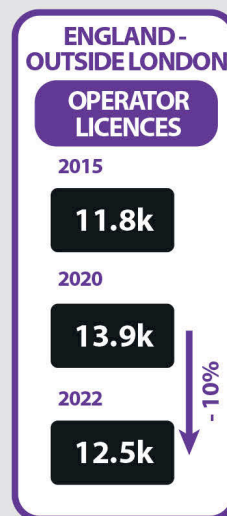
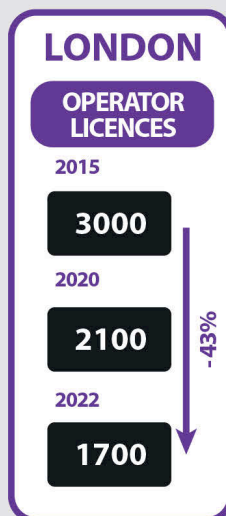
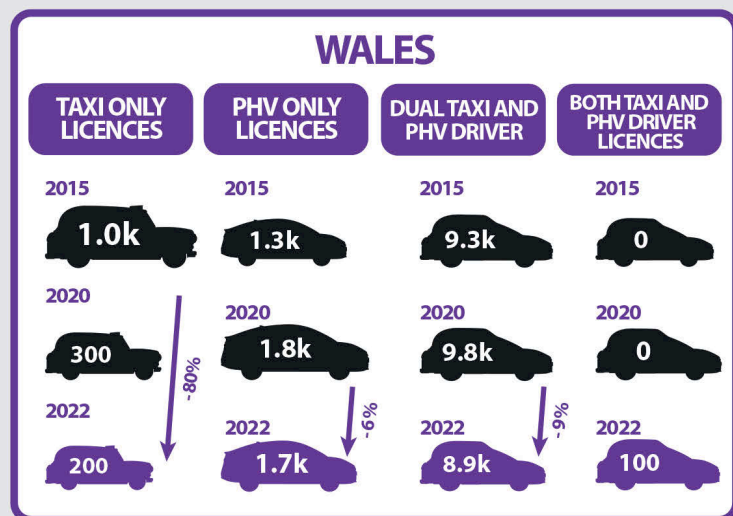
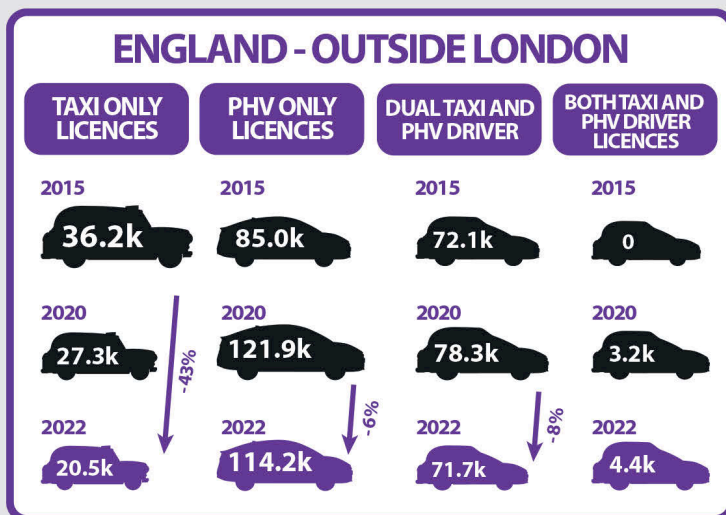
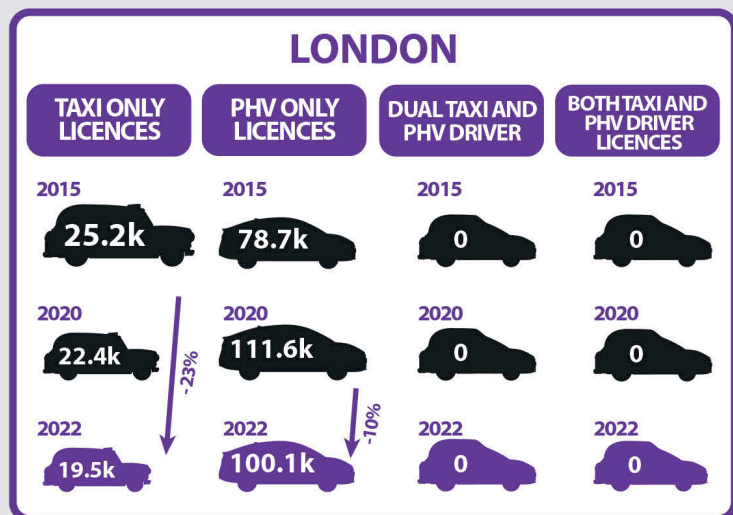
2022  
300

-23%

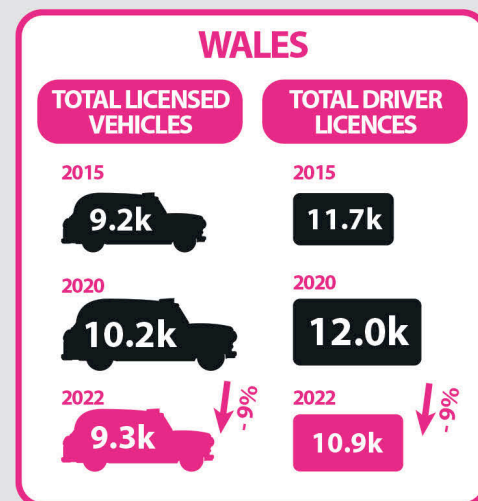
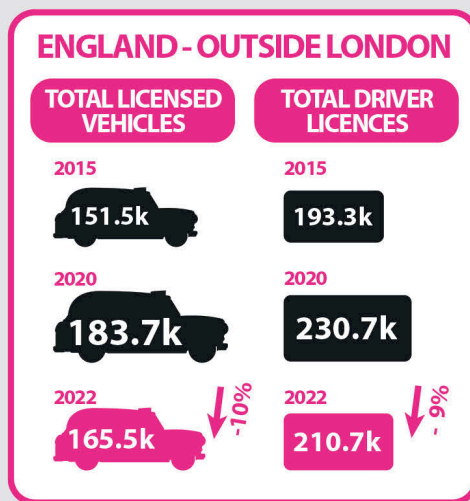
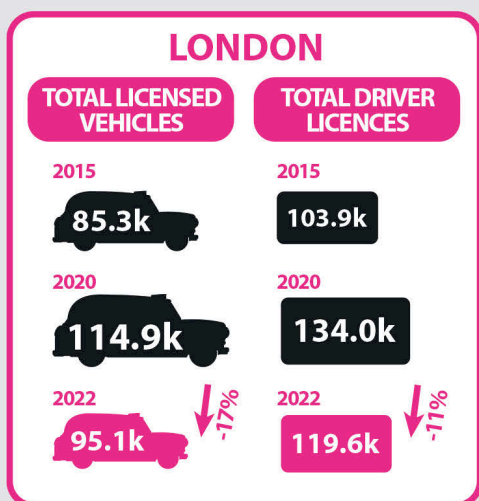


# OUR INDUSTRY IS SHRINKING!

## DRIVER & OPERATOR LICENCES



## OVERVIEW



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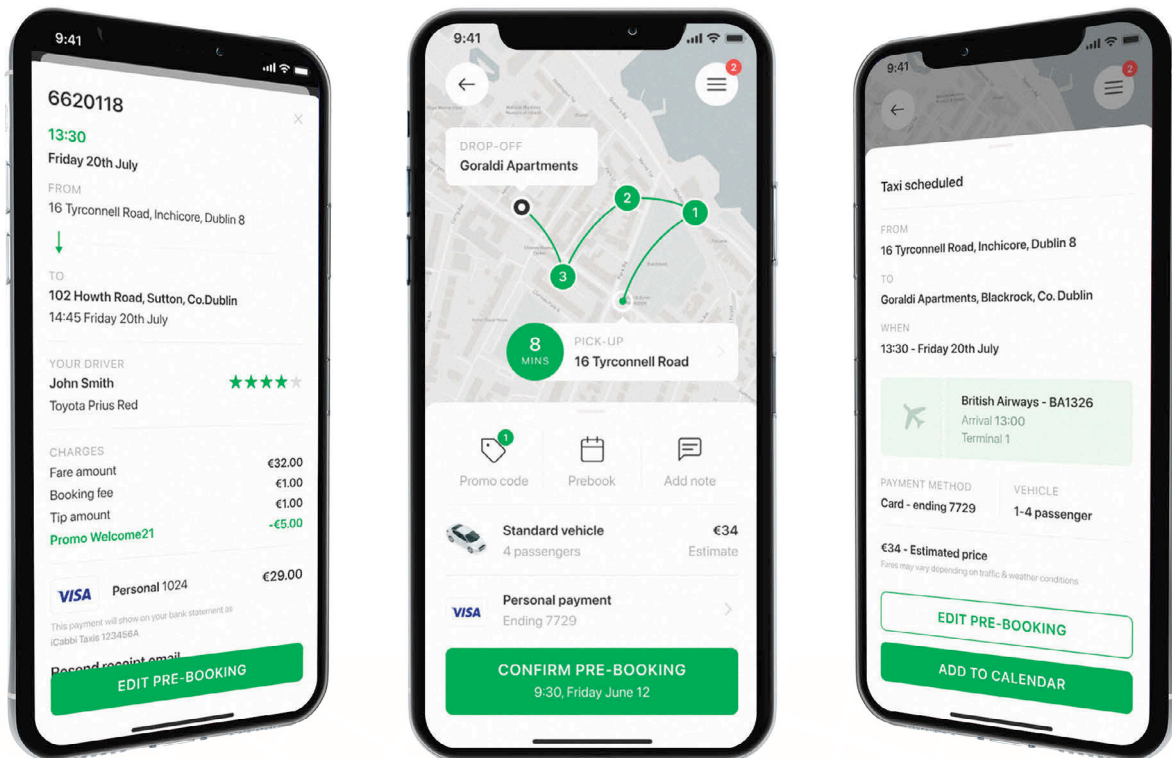
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TAXI ALLIANCE

# MERGERS AND ACQUISITIONS

## DG CARS ANNOUNCES TAKEOVER OF ALERT CARS BASED IN ARNOLD, NOTTINGHAM

DG Cars based in Nottingham has recently announced that it has taken over Arnold firm, Alert Taxis.

DG Cars announced its latest acquisition in a tweet by saying: "This will be our seventh acquisition of 2022 and makes us one of the fastest growing private



hire companies in the UK."

The firm, which has its headquarters on Colwick Industrial Estate, said the takeover will add around 30 drivers to its fleet.

It is believed that Alert Taxis will continue to be managed locally.

## GO CARZ INCREASES PRIVATE HIRE DOMINANCE IN THE WEST MIDLANDS BY TAKING OVER TWO FIRMS

Veezu, the parent company of Go Carz, has taken over Shrewsbury Taxis and Oswestry Cars. The Shropshire Star reports that their drivers and customers were informed by the company via text message.

It comes after Go Carz merged with Comet Cars in Shrewsbury in 2018, bringing its fleet up to 210 in the town. And last year, the firm bought Diamond



Cars in Telford. That move meant the Telford Go Carz fleet increased to 650. Go Carz operates across the West Midlands.

The firm says it "is committed to giving all passengers the highest quality service. We are constantly improving our technology to make your journey from the moment you book, till you arrive at your destination."

## VEEZU ANNOUNCES AMBER CARS TO JOIN FORCES WITH WHEELS AND SOUTH LEEDS AND HUNSLET CARS

Leeds' largest taxi and private hire vehicle operator, Amber Cars, has joined forces with Wheels Private Hire and South Leeds & Hunslet Cars, to further boost its offering across West Yorkshire.

The acquisition will see Amber Cars partner with an additional 250 driver-partners across the region where the well-known Wheels brand has been operating for over 20 years, incorporating South Leeds & Hunslet Cars since 2016.

Now operating under Amber Cars, residents and businesses in the area will benefit from increased capacity at peak times, plus the latest technology to provide an even better service.

The Wheels and South Leeds & Hunslet



Cars driver-partners will get access to new technology to improve efficiency and create more opportunities to earn. They will also have the option to subscribe to a vehicle hire agreement, accident management service, and a vehicle insurance policy.

Chris Neary, Amber Cars Regional

Director, said: "We are delighted to be welcoming Wheels and South Leeds & Hunslet Cars driver-partners and their passengers to Amber Cars. Not only will the residents of Leeds and the surrounding areas benefit from increased capacity and efficiencies, but Wheels and South Leeds & Hunslet Cars passengers will now be able to experience Amber Cars market-leading technology and service standards. This includes a winning combination of our booking app, advanced digital infrastructure, and professional driver-partners."

Amber Cars' acquisition strategy enhances its position as the biggest taxi and private hire operator in Leeds, with more than 1,650 driver-partner across West Yorkshire.



# MERGERS AND ACQUISITIONS

## WELL-KNOWN STOCKTON TAXI AND PH FIRM SELLS TO BORO CARS AFTER SUFFERING DOUBLE TRAGEDY

The Stockton family behind one of the area's best-known taxi firms has sold the business to Boro Cars after suffering a double tragedy.

GazetteLive reports that Tees Valley Cabs said the decision had been made with a "heavy, heavy heart" after serving the area for the last 30 years.

Run by four brothers, who "put everything" into the business, they now want to "spend more time with family - because let's face it, life's too short".

The brothers decided it is time to move on after losing their beloved brother Mohammed 'Fazza' Farooq "unexpectedly" and their mother not long after.

Goodwill messages have been flooding in from customers and former staff,



who said the hardworking brothers were a "pleasure to work for". Fazza, Mazi, Zazi and Abbass took over from County Cars 30 years ago with just two cars to their name, building up a fleet of 125 cars "slowly, over time".

But the family's recent heartbreak and a

"challenging economic climate took its toll". A statement from the brothers said: "As word is now out, we would like to officially confirm that our business has been taken over by another company who we wish the absolute best of luck. This is not a decision that has been taken lightly as we put everything we had into building our business to what it is today. As most people know we lost our beloved brother and mother, that's in itself has taken its toll on top of a very challenging economic climate.

"We would like to take this opportunity to thank the people of Stockton for all your continued support and loyalty along with our fantastic drivers and staff, we will miss every one of you."

## TAXI OPERATOR TAKE ME GROUP ADDS DURHAM-BASED TAXI FIRM 1.A.B TO THE FLEET

Ambitious taxi operator Take Me, based in Leicestershire, the UK's fastest growing private hire and technology group, has just acquired private hire firm 1.A.B based in Durham. 1.A.B started in 1984 in Darlington with the motto: "Any-where in the town centre from A-B for £1... hence the brand name 1.A.B."

1AB describe themselves in today's market: "As we have grown, we have embraced current technology, from state-of-the-art dispatch systems, taxi butlers and in-car card payments, making it faster and more convenient for our valued customers to use our service. "With our ever-expanding company we are now in County Durham, Newton Aycliffe and the surrounding areas.

"Times change, but one thing that has not, is our commitment to putting your journey first. We pride ourselves on our reliability, competitive rates, and excellent customer service."

David Hunter, MD, Take Me, said: "We are delighted to announce that 1.A.B



has joined us. Their 170 fleet will enhance our operations in Yorkshire. The management team at Darlington is excited to be part of a larger network with all the benefits that this will bring. 1.A.B will sit alongside our other recent acquisitions in Yorkshire, including Star Cars in Catterick, Station Taxis in Malton, Pickering Taxis and Hello Coopers in Bedale."

David Hunter added: "Chris, from 1.A.B, approached me last December, looking at how we could bring benefit to the

company and after months of discussion and negotiations, we are delighted to announce this acquisition."

Chris from 1.A.B said: "We are excited about being part of the Take Me Group and look forward to the upcoming journey together. For us, the security and strength this partnership brings helps our family-run business of 39 years grow stronger and faster post-Covid and secures the future of our excellent call centre and office team and of all our partner drivers."

Take Me continues to expand with a further five more companies looking to join the group before the end of the summer.

Club Class in Northwich and its fleet of 80 vehicles will be merging with Take Me fleets in Crewe and Stoke-on-Trent in autumn.

Take Me will start to rebrand its companies later this year, as it becomes a mobility as a service provider, which manages its own fleets.

# IN THE NEWS

## ABERDEEN TAXI BOSSES WARN PLAN TO OVERHAUL KNOWLEDGE TEST WILL DAMAGE STANDARDS

Taxi bosses warn new plans to increase driver numbers in Aberdeen threaten to “seriously damage” standards built up over decades. AberdeenLive reports that councillors are pondering an overhaul of the street knowledge requirements for private hire drivers, despite claims the change could have a “catastrophic impact”.

Drivers must pass the test before getting their licences and candidates have to pass four sections – streets, places, routes and signs – so they can carry out jobs if they come across any issues such as roadworks or sat nav failures.

It is hoped that the changes could encourage more people to join Aberdeen’s private hire fleet following concerns of driver shortages.

The city council has four options put

forward for public consultation following agreement by the licensing committee.

- Amended general test given to PH drivers which would ensure they had enough knowledge to carry out jobs for bookings made at short notice.
- Street knowledge test axed for PH drivers altogether.
- Drivers can resit failed sections of the test only and not the entire test again.
- Drivers to gain an SQA qualification on taxi and PH alongside the street knowledge test.

However, three Aberdeen taxi firms joined forces to put forward an alternative proposal. ComCab Aberdeen, Rainbow City Taxis and Aberdeen Taxis suggested that PH drivers continue to sit the street knowledge test. They said that all drivers are “doing the same job”

and allowing PH drivers to skip the test would “seriously damage standards”.

The firms also asked that the test pass rate be reduced and for applicants to get two chances to resit failed modules. Rainbow City Taxis MD, Russell McLeod, said: “We should not forget that we have standards that have been built over the past 40 plus years that should not be disregarded because we have a shortage of taxis at some peak times.”

He added that a decision to stop drivers from taking the test could have a “catastrophic impact on our trade”.

But despite the argument put forward by the three firms, councillors agreed to move forward with the council’s recommended proposals and the consultation results will be considered by the licensing committee in September.



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# IN THE NEWS

## PORTSMOUTH PRIVATE HIRE VEHICLES TO USE CITY BUS LANES IN TRIAL LATER THIS YEAR

A trial allowing Portsmouth-registered private hire drivers to use five of the city's bus lanes has been given the green light to start this autumn.

The News reports that Portsmouth City Council cabinet member for transport, Lynne Stagg, said she and council officers had 'agonised' over how to run the scheme, which was first approved in December, in response to safety concerns from cycle groups and support from drivers.

"We came to the conclusion that it was better to do five lanes properly than 53 badly," she said at her decision-making meeting on Tuesday 5 July.

"And if private hire drivers drive properly then there is not a problem."

The trial will start in October and run into early next year after which a deci-

sion on the future use of bus lanes by the trade will be made.

Under it, drivers will be able to use Cavell Drive, Marketway, Mile End Road, Bishop Crispian Way and Queen Street bus lanes which will all be regularly monitored.

Peter Sutherland the representative for Uber drivers in the city said he was 'for' the trial but had complaints about the way the matter had been handled by the council and wanted access to be increased to 'almost all' bus lanes.

He said: "Bikes and e-scooters have access to bus lanes without going through any sort of proficiency training yet you throw your hands up in the air at the very thought of skilled, professional PH drivers having access."

"Over us, you would have some control."

Over them, you would have no control." But Portsmouth Cycle Forum founder Mike Dobson said the council was treating cyclists as 'potential roadkill'.

An interim report on the success of the trial will be produced before the end of the year after which the number of bus lanes included could be extended.

It is estimated the trial will cost £56,000.

Cllr Scott Payter-Harris said he supported the opening up of bus lanes but not the council's approach.

"I'm not overly enamoured by this being only five bus lanes," he said. "I think this is doomed to fail and it feels like it's been deliberately set up to fail."

"It's going to give a minute dataset - not a full picture of what's happening out there."

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# RANK RUMBLINGS

## BRIGHTON & HOVE CABBIES RAIL AGAINST PLAN TO MOVE RANK OUTSIDE HOVE STATION FOR CYCLE LANES

Taxi drivers have railed against plans to move the longstanding taxi rank outside Hove railway station as part of a redesign to create cycle lanes in Goldstone Villas.

Brighton & Hove News reports that the bad feeling has been made worse by claims that they had been consulted about the proposals and were happy with them. There are concerns that they will be pushed out of sight, with a new rank proposed in Station Approach although passengers would have to cross two lanes of traffic instead of one.

As drivers reacted to the proposed revamp, Cllr Jackie O'Quinn posted on a cab trade Facebook page: "They want to instal three zebra crossings around the station for pedestrians. Just by pressing the button on one of them you activate all three - totally unnecessary.

"I was told at a meeting last week that the taxi trade were very happy about having their taxi tank moved to Station Approach."

After drivers made clear that they were not happy, Cllr O'Quinn said: "It was very naughty of them to imply you had been consulted. I asked what the taxi trade thought of being moved and would they lose any spaces. I was told you were quite happy with the change."

As more drivers made clear that they had no knowledge of the newly announced scheme, she added: "I'm really annoyed about this. A bit typical of much that has taken place in the last couple of years."

Andy Peters, from the Brighton and Hove Cab Trade Association, and **PHTM** contributor, said: "On Monday 4 July the taxi trade reps received an email from the council with plans

to remove the rank from the top of Goldstone Villas, Hove, and to put it around the corner in Station Approach, effectively out of sight.

"We have reliably been informed by a Licensing Committee councillor that she was told that we 'are happy with the rank moving'. On behalf of the trade, I can categorically state that we are not happy at all.

"Furthermore, we are extremely upset that there has never been any consultation on this, even though we had a trade meeting with the council in April.

"Additionally, we have only been given extremely short notice to submit our grave concerns about not only the removal of the rank but also about the severe lack of consultation as major stakeholders in this issue.

"We would like to make it very clear that this rank has been in place for well over 40 years and to effectively shove it out of sight is absolutely unacceptable.

"We have worked extensively with the council on the Valley Gardens Project with several one-to-one meetings so for this plan to suddenly appear without any prior consultation with the local taxi trade can only be described as an insult.

"We have always tried in earnest to work with the council but it cannot go without saying that we feel as if we have been completely dismissed."

## PLAN TO RETURN RANK IN MANSFIELD TO EIGHT SPACES

Mansfield Council plans to increase taxi rank spaces in the town centre after saying it is becoming difficult for people to access cabs at 'all times of day'.

Chad reports that the authority has outlined a number of solutions to address the problem and says its plans come in a bid to improve taxi services as the town becomes a 'visitor destination'.

Under the plans which went before the council's licensing committee on 14 July, the authority proposes increasing the existing Queen Street taxi rank back up to eight spaces. The rank, behind the Old Town Hall, was cut to four spaces to accommodate extra disabled car parking spaces, but the council says these are no longer needed.

The council is also proposing to remove the rank at the former bus station, on Rosemary Street, due to a lack of demand as the site is redeveloped into fast-food takeaways and a hotel.

Susie Rhodes-Best, council licensing manager, says the proposals will help visitors to the town as it undergoes a 'radical transformation'.

## ABERDEEN COUNCILLORS APPROVE RANK REINSTATEMENT

Councillors in Aberdeen have agreed to reinstate a city centre taxi rank which was closed at the start of the pandemic. AberdeenLive reports that the 11-vehicle rank in Aberdeen's Back Wynd was shut when the central section of Union Street between Guild Street and Market Street was pedestrianised.

The Licensing Committee approved the plan on Tuesday 5 July, which will see the rank operating from 5am until midnight, as previously.

The move follows a consultation with the public, the taxi trade, Police Scotland and Aberdeen City Council's Roads and City Centre Masterplan teams. The majority of responses were in favour of the rank being reinstated, and the reopening will take place once road markings and signage are back in place.

# RANK RUMBLINGS

## CALL FOR RANK OUTSIDE NEW NOTTINGHAM BUS STATION OVER FEARS PASSENGERS ARE LEFT STRANDED

Taxi drivers are calling for a rank to be built outside the new Broad Marsh bus station over fears people are being left stranded when they arrive by coach.

According to NottinghamshireLive, National Express coaches moved into the new £50m bus station and car park in June. More than 400 coaches are expected a week, but some cabbies are furious there's no rank.

Drivers used to have a taxi rank as part of the former bus station, which has been replaced with pedestrianised space. Cabbies said some coach passengers have been left stranded with luggage, pushchairs, and wheelchairs, unable to find the rank outside Loxley House in Trent Street.

Nottingham City Council says it is also considering building another rank close to the station.

Chander Sood, 61, a taxi driver for more than 25 years, said: "Nottingham must be the only city in the country without a taxi rank outside a bus station. There is no facility for passengers carrying excessive luggage or for the elderly and

disabled. Where has the council's brain gone?

"The first thing people want to see when they leave the bus station is a taxi rank. At the old bus station, the rank was very visible."

He said ranks had already been taken outside Ocean nightclub and the train station as well as in Traffic Street.

Parmjit Purwaha, 64, a taxi driver of 20 years, said: "Trains, buses and taxis go together. We desperately need a rank outside the Broad Marsh. We are losing business. We have paid lots of money for new taxis. This is the pride of Nottingham this new fleet and the council should give us a rank."

Cllr David Mellen, leader of Nottingham City Council, said: "We've been consulting with taxi drivers throughout the Broad Marsh project and continue to work collaboratively with them. Free drop-offs and pick-ups are available within the new car park and we're currently looking at a longer-term rank at nearby Melville Street. There remains an established rank close by in Trent Street."

## TAXI DRIVERS ANGRY OVER PLANS TO SHORTEN HARROGATE RANK

Cabbies have reacted angrily to plans to shorten the length of the main taxi rank in Harrogate as part of the £11.2m Station Gateway scheme. The Stray Ferret reports that the rank on Station Parade, opposite the train and bus stations, currently accommodates about a dozen taxis.

Councillors want to reduce this by two vehicles and introduce a new bay over the road under plans to introduce single-lane traffic and new cycle paths.

North Yorkshire County Council, which is leading on the gateway scheme, included the taxi rank proposals in new design plans that went out to consultation on 20 July.

Tania Weston, the council's programme manager for the gateway scheme, told a media briefing about the new designs that cabbies were satisfied with the new arrangements, which also include creating extra bays outside Mainline Taxis further along Station Parade.

Paul McMahon, who owns PM Taxis, said cabbies were told in talks with the council that the Station Parade rank would stay in its entirety. He said: "They have completely backtracked on what we were told. How can you service a busy railway station, especially when conferences are in town, when you shorten the rank?"

Kevin O'Boyle, who owns Central Taxis, said: "This would be an unfair, derogatory step. Problems were pointed out at council liaison meetings a good six months back but it appears to have changed nothing."

## CARDIFF CABBIES' PETITION TO STOP STATION RANK REMOVAL

Unite the union has raised a petition on behalf of its Cardiff taxi drivers members against the relocation of the Cardiff Central Railway Station taxi rank.

Unite states that the general public are fully supportive of its campaign as the station rank has provided an essential service for over forty years. However, Cardiff Council and Transport for Wales Rail Ltd have proposed a complete relocation of the rank and Unite claims that there has been no impact assessment on how this will affect the public or the taxi trade itself and that its members have not been consulted and are not being included in plans that directly impact the taxi trade and the way that it provides a service.

The petition states: "The plans show a clear disregard to taxi drivers as part of an integrated transport system, as stated in Welsh Government Transport policy documents, and removes our rank from the convenience of easy public access, and public visibility at the front of the Cardiff Central Railway Station. This is clearly taking away public choice of transport if you require a taxi."

"Many drivers are asking the question, why the taxi trade is overlooked on the proposed final stage of planning by Cardiff transport infrastructure when they know we play such a vital role?"

"The reasons given for the proposal have been inconsistent, and prove that taxis and those who rely on them have been an afterthought throughout this process."



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# MEGA DEALS DIRECT

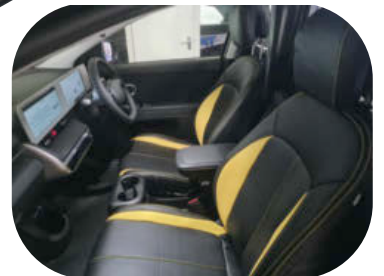
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# ROUND THE COUNCILS

## WEST SUFFOLK:

### WAV PLANS FOR NEW HACKNEYS DROPPED

The requirement for all new taxis to be wheelchair accessible has been dropped by West Suffolk Council.

Suffolk News reports that the council's cabinet agreed to a proposal removing all wheelchair accessibility requirements from hackney carriages on Tuesday 19 July, overturning a stipulation that all applications for new hackney carriages must be for wheelchair accessible vehicles (WAVs).

The cabinet also accepted proposals to merge existing taxi zones A and B, and to change the ten-year age limit on all taxis to 15 years. The ten-year limit was agreed in 2020 and due to start in 2025.

Taxi Zone A currently covers former Forest Heath District Council and Zone B covers former St Edmundsbury Borough Council.

Cllr Andy Drummond, cabinet member for regulatory and environment, said: "I am pleased cabinet has agreed to these changes. We have listened to both the taxi trade and its customers, including people who identified as having a disability or mobility issues.

"Our previous policy required all new or replacement vehicles to be WAVs. But an independent survey found that WAVs weren't suitable for the needs of all disabled people and that a balanced fleet was required.

"A policy due to come in in 2025 meant that all vehicles would need to be replaced when they reached ten years old.

"Analysis of the age of the fleet suggests that a very large proportion of licensees would need to replace their vehicles to adhere to this policy - including one third of WAV drivers. "This may have resulted in a reduced fleet size and could have caused unmet demand.

"While the council is committed to achieving a greener and more accessible fleet, it is recognised that the charging infrastructure needs to be improved to support this, as does the availability of electric WAVs.

"Increasing the maximum age of vehicles to 15 years will remove those taxis emitting the highest carbon emissions from the roads in 2025, while allowing more time for advancements in electric vehicle charging technology, infrastructure, and vehicle options to be explored.

"While the merging of the zones is a permanent change, the other changes are interim measures to allow more time for the council to consider and develop plans to achieve an accessible, safe, green and thriving fleet."

Cllr Drummond suggested zone merger would spread out WAV provision so it meets demand across the district.

The January 2022 review found it is currently unevenly split between two zones, with the fleet in Zone A including just under 12 per cent WAVs and the proportion in Zone B just over 48 per cent.

Jason Crooks, a Haverhill taxi driver, said: "West Suffolk Council have gone from one extreme to another.

"The first extreme was that every taxi had to be a WAV, and the new extreme is that there's no policy in place to keep some WAVs. Obviously 100 per cent is no good at all because it is not sustainable, but we have got to have some WAV provision written in the rules.

"Saloon taxis without wheelchair accessibility are so much cheaper than WAVs, so drivers will replace with them. Within two months of this policy even, I'm certain you will see the numbers of saloon taxis rise and WAVs fall.

"I don't believe the council has thought it through."

The agreed changes to are due to come into effect in Autumn 2022.

## SOUTH KESTEVEN:

### COUNCILLOR DEFIANT OVER TAXI POLICY

A councillor has vowed that she will not be intimidated after receiving abuse over a controversial taxi policy. The tactics have been condemned by the South Kesteven DC leader, who says councillors should always be able to speak their minds.

According to the Stamford Mercury, the abuse stemmed from a review into whether taxi drivers' vehicles should be fewer than five years old when they were first registered.

Councillor Linda Wootten (Con), the portfolio holder for corporate governance and licensing, said she had been targeted by angry members of the industry online.

She gave a defiant statement in a cabinet meeting on Tuesday 12 July, saying: "I take my role seriously and carry it out without fear or favour, and treat everyone with respect.

"During this process, I have been accused of lying and falsehoods, and certain taxi media have encouraged rubbishing my name online. I have remained professional at all times, and I can assure you I will not be intimidated, I will not be bullied and I am not a liar."

Council leader Kelham Cooke (Con) said: "I am incredibly sorry about the way you have been treated outside of this council chamber - we all take this role to do better for our area, and I'm sorry that you have been dragged into this."

He added that he had received death and stabbing threats in the past which "you never get used to".

"We should never be intimidated and always have the confidence to speak our minds and debate."

Coun Mark Whittington (Con) said: "Unfortunately a lot of people in public life are being subjected to unacceptable behaviour. We don't come into public life to have our reputations torn to shreds - we come to serve the public."

The proposal came as the government looks to review its best practice for taxis, reducing the first registration age from seven to five years. The cabinet resolved to review it in three months when a introduction date was known, and eventually adopt the change.

The Debate Not Hate report has recently reported that local councillors experience "increasing levels of abuse and intimidation" in public life.

# ROUND THE COUNCILS

## BASILDON:

### AMBITIOUS PLANS TO INCREASE DRIVER NUMBERS

A “severe lack” of taxi drivers in Basildon is putting night-time revellers in danger and isolating some of the borough’s most vulnerable residents, it is claimed.

The Echo reports that the borough is facing a licensed driver shortage according to council documents, and Basildon Council is now considering ambitious plans to drive up those numbers, with plans afoot for a pilot scheme which will see trainees earning as they learn on the job.

The council says it recognises Basildon has an “aging licensed driver workforce, with a significant proportion close to retirement”.

Councillors are set to vote on proposals to introduce an “Earn as you Learn” licence, giving trainees nine months to learn on the job. Previously drivers would have to take a six-month course, during which they could not work. A similar approach was adopted by Rochford Council in January.

Councillor Kerry Smith says it’s vital more taxi drivers are trained up to provide door-to-door transport for the isolated and disabled and ensure people can get home safely late at night.

“For young women out after a night out, maybe who have had a few drinks, the safest way to get home is with a borough registered cab,” he said.

“We need to support our taxi drivers and keep them going.”

## LANCASHIRE:

### PLAN TO TACKLE ILLEGAL RANK PARKING

A crackdown on drivers illegally parking in the taxi bays outside Preston Minster is set to take place.

Lancashire County Council states that civil enforcement officers from the council and Preston City Council will be joining forces to tackle this issue with a series of visits.

The first enforcement took place on the evening of July 15. The visits will build on previous enforcement exercises, which included penalty charge notices being issued to drivers who had parked illegally.

County Councillor Charlie Edwards, cabinet member for highways and transport at Lancashire County Council, said: “We fully support a vibrant city centre economy and taxis play a key part of that.

“Unfortunately members of the public are illegally parking in the taxi bays which is causing a problem.

“On Friday and Saturday evenings in particular, taxis are finding they are unable to use the rank because it is already full with cars which shouldn’t be there.

“People wanting a taxi are quite rightly going to the rank, which is what it is designed for, but the taxis are forced to wait elsewhere or pick people up in the middle of the road causing an obvious danger.

“Many of the people parking in the rank illegally are either on a night out or staying in Preston overnight. There are alternative places for drivers to park their cars.”

Councillor David Borrow, cabinet member for planning and regulation at Preston City Council, said: “Hackney carriages play an integral role in ensuring that visitors to Preston’s city centre can get home both quickly and safely.

“The longstanding issue of private vehicles parking in the Church Street rank in the evening causes disruption by preventing licensed vehicles from using these dedicated spaces effectively.

“It’s anticipated that proactive parking enforcement of private vehicles parked on the rank will not only assist the licensed hackney carriage trade, but will also improve public safety for pedestrians and road users in the area.”

## HYNDBURN:

### CHECK BANS ONE VEHICLE, FOUR MORE WARNED

Five taxis and private hire vehicles have been issued with safety warnings and one ordered off the road immediately, after spot checks by police and council officers. According to the Lancashire Telegraph, the operation in Hyndburn - which also involved the DVSA - took place on Friday, July 1. On the night, 15 licensed hackney carriages and private hire vehicles were pulled into the council’s Vehicle Maintenance Unit where a thorough inspection was carried out.

Of the 15 vehicles, one was issued with an immediate prohibition notice by the inspector from the DVSA due to faulty indicators, and two were issued with delayed prohibition notices due to more minor faults.

Although a vehicle with worn brake pads was not bad enough to be issued with a prohibition notice, the council issued an immediate suspension warning until the problem had been rectified.

A suspension notice was also issued to a vehicle which had a defective brake light. Guidance was also given to two other drivers who met all legal obligations but could improve on some safety elements by replacing a headlamp bulb and taking action to fit new brake pads.

The spot checks are carried out in addition to the MoT inspections which are carried out every four months on all licensed vehicles.

Cllr Miles Parkinson, the leader of Hyndburn Council, said: “Spot checks like this are carried out periodically, even though most licensed vehicles are subject to a test which is more stringent than a normal MoT test every four months.

“This ensures that our high standards are being always met. Through this additional work members of the public using vehicles licensed in Hyndburn can be assured that the vehicles are safe and suitable.”

Cllr Munsif Dad, leader of the council’s opposition Labour group, said: “Gradually the safety standards of licensed vehicles in the borough is improving. We welcome that.”



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- Central Armrest



**HYBRID**

Cash Price	Customer Deposit	60 Monthly Payments	Amount of Credit	Total Amount Payable	Fixed Rate of Interest	Representative APR
<b>£21,495</b>	<b>£1,000</b>	<b>£426.98</b>	<b>£20,495</b>	<b>£26,618.75</b>	<b>5.0%</b>	<b>9.4%</b>

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<b>£15,995</b>	<b>£1,000</b>	<b>£312.40</b>	<b>£72.09</b>	<b>£14,995</b>	<b>£19,744</b>	<b>5.0%</b>	<b>9.4%</b>

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# PROTEST PLIGHT

## ADCU STAGED 24-HOUR STRIKE IN RESPONSE TO THE UBER FILES LEAK

The ADCU staged a 24-hour strike on Wednesday 20 July, to demand Uber be held accountable for the findings of the Uber Files, to see feature in this issue, [click here](#).

TechCrunch reports that the ADCU asked drivers not to open the app on Wednesday and asked passengers to not use the service. The union also held a public demonstration at Uber UK's London head office between 12pm and 2pm. The ADCU said there was "good observance" of the picket line.

The union is demanding that Uber immediately obey the UK's Supreme Court ruling on worker rights in full, which last year re-classified Uber

drivers as workers. Furthermore, the ADCU demands that Uber pay its drivers back pay owed as a result of the court ruling; end "unethical political influencing in the UK," and dismiss executive board member Pierre-Dimitri Gore-Coty, a "convicted criminal in France, whose conduct endangered drivers and passengers and was exposed in the Uber files," the union said in a statement.

"Uber is desperate to whitewash away the Uber Files revelations as sins of the distant past, but management behaviour is as egregious now as ever it was," said Yaseen Aslam, ADCU president. "Uber continues to defy the Supreme Court ruling to deny drivers

their full rights to minimum wage and holiday pay for all working time. In making partial settlement in the wake of the landmark ruling, Uber took advantage of vulnerable drivers, already impoverished by the pandemic, to pressure them to settle for far less than what was really owed and to surrender their statutory rights."

The ADCU also says Uber only counts the time between dispatch and drop off, excluding waiting time, leaving drivers short-changed of about 40% of their true working time and is demanding that Uber increase fares to £2.50/mile and 20p/min and its commission be capped at 15% not 25%.

## HAVOC THREAT AS PHV DRIVERS VOW TO BLOCKADE SANDWELL AQUATICS CENTRE DURING GAMES

More than 100 drivers protested outside Oldbury Council House on Tuesday 26 July, ahead of the full Sandwell Council meeting.

The Express and Star reports that the Sandwell Private Hire Drivers Association (SPHDA) promised to cause havoc during the Commonwealth Games after meeting with Sandwell Council officials the previous week.

The drivers are demanding Sandwell Council reduces licence fees and cuts the number of car safety checks, improves health provision for drivers and allows MoT checks to be carried out by local mechanics instead of having to use the authority's one garage, which they claim is unfit for purpose. SPHDA spokesman Mohammed Niwaz said: "We were told the council would look at our complaints and they would sort out what they could by next March. "Well, that would be just before the elections so then the new administration could change everything, basically



they have offered us lollipops and we will not accept them."

He said: "We will be parking all around the Aquatics Centre during every day of the Commonwealth Games and creating a blockade, perhaps Sandwell Council will listen then."

The threat from cabbies is all the more real because as they are all self-employed they do not need to ballot like rail workers and refuse workers who have also threatened strike action during the games.

Explaining the cabbies' grievances, Mr Niwaz said: "We have to pay the highest licence fee around, nearly £400. We can't just go to a doctors for a health check but must go through the council's occupational health service which can take months, where in Birmingham and Wolverhampton they get seen by doctors straight away.

"Sandwell Council is killing the taxi industry in the borough.

"Our costs have rocketed recently. I have been a taxi driver for 40 years and have never known it so bad. It used to cost me £45 to fill my tank but now it is £70, so knowing that we are paying out hundreds of pounds more because we are in Sandwell than other drivers in Dudley, Wolverhampton and Birmingham is disgusting."

Previously, on more than one occasion, traffic has been brought to a standstill in Sandwell as protesting drivers marched from West Bromwich to Oldbury Council House.

# PROTEST PLIGHT

## CHIEF EXECUTIVE APOLOGISES AFTER CABBIES BLOCKED FROM WAKEFIELD COUNCIL PUBLIC MEETING

A group of drivers and representatives were blocked from attending a Wakefield Council licensing committee meeting which took place on Wednesday 27 July. Security staff eventually allowed the drivers in, four at a time after a 25-minute stand-off, thanks to chief executive Andrew Balchin being informed of the situation. However, most of the agenda items relating to taxi trade licensing issues had been dealt with by the time the group gained entry to the meeting. According to the Wakefield Express, there were comments made in the council chamber as the meeting was closed. One of the attendees said: "We have been blocked at the front doors for 25 minutes, this is supposed to be a council meeting that is open to the public, it is absolutely disgusting. It took the chief executive to get us in. It's supposed to be a public forum this is the death of democracy."

Wakefield Drivers Association (WDA) simply wanted to hear updated reports and were asking for understanding and a relaxation of the 'six point ban' rule, a review on tinted window restrictions, a fare increase, and extending the grandfather rights for taxis and PHVs, as they struggle to cope with the cost-of-living crisis.

After the meeting, Nadeem Ahmed, Conservative councillor for Wakefield South, said he contacted Mr Balchin after receiving a phone call from drivers about being refused entry, he said: "These people are hard-working taxpayers, who came here to exercise their democratic right, they were promised their concerns would be considered at a public meeting which they were then stopped from attending, it's wrong."

Cllr Akef Akbar, Independent councillor for Wakefield East, said: "I think that the drivers' voices are being blocked from being heard. I am quite surprised that there are two security guards here

today, I have never seen them used before for anything since I was elected, either here or at the Town Hall. It is quite obvious they are here for these guys."

Tony Homewood, licensing committee member and Conservative councillor for Ossett, spoke with the drivers after the meeting and told them he also planned to raise the issue with the Chief Executive.

He said: "When I came, I was allowed to go straight into the building, no one stopped me." After the meeting, Mr Balchin issued a statement which read: "Our licensing committee meetings are open to the public to ensure that all decisions are seen to be open and transparent. We are sorry that on this occasion a miscommunication meant that some people were not initially allowed into the meeting. This was resolved as quickly as possible, although we accept this has caused upset to those initially unable to access the meeting. We would like to reassure people that we are taking steps to ensure as far as possible that this does not happen again."

Despite being excluded from most of the council meeting, Wakefield drivers managed to win half their battle as Wakefield Council passed the following:

- **Age limit for hybrids increased to 12 years**
- **Manufactured tinted windows agreed by councillors now going out for four weeks' consultation from Thursday 28 July which will be brought back onto the agenda for the next council meeting for approval**
- **Hackney drivers can charge tariff 2 all day and night whilst a consultation is launched for new tariffs which is to be advertised from 28 July**



**NPHTA** comment: security staff were at the front doors to stop entry to anyone attending the meeting, despite some being actually registered to speak. At first they said: "We are not to allow any members of the public in." This then changed to: "We are not to let any drivers in as it is a closed meeting!" This changed again, telling councillors: "We were not told to not let anyone in, we weren't briefed where to send them!" Oddly enough, they were not there prior to the meeting, followed us into the meeting, and left after the meeting? So, they were only there for that one role! This should NEVER be allowed to happen, it is not even lawful to do so, as they are public meetings.

The most annoying part of all this is that the reports being considered were very favourable towards the trade, we were there to thank them and commend them on the common-sense approach and the understanding.

**PHTM** would like to say congratulations to Yasar Ahmed, Chairman WDA and ALL the Wakefield drivers who stood together to achieve this result! And to **NPHTA** director David Lawrie for supporting the trade locally, as always.



# IN THE NEWS

## CABBIES' DAILY BATTLE RUNNING THE GAUNTLET IN CHAOS HIT **MANCHESTER** AIRPORT

Cabbies at Manchester Airport and others across the country, have been running the gauntlet this summer.

Manchester's under-fire flight hub has suffered months of delays, cancellations, and baggage issues, resulting in thousands of angry holidaymakers.

But the problems with it go further than just affecting travellers. John Scarlett, 34, regularly takes customers to and from Manchester Airport with his company JMS Topgear Travel, sometimes making as many as six trips to the flight hub in one day. The issues at the airport mean John is sometimes left waiting for hours before picking up clients - something that has serious implications for his business.

"For taxi drivers at the airport, time is money," he told the Manchester

Evening News. "We can't afford to be sat there waiting."

John said the usual wait time from touchdown to a customer emerging is around 45 minutes - but he has been forced to wait more than two hours on a string of occasions.

"Obviously that has a knock-on effect with your following bookings," he said.

"I can book six journeys a day. But then you get one delay and then you can't do all your jobs, and you're rushing around trying to find a backup driver that can do your second or third job."

The cabbie also called the Terminal 2 West car park pickup point an "accident waiting to happen," with passengers walking out in front of cars and drivers blocking the way.

He also blasted the airport over num-

ber plate recognition barriers into drop off zones, which he said often don't work, once again slowing him down in a job where every minute is valuable.

"Other people are being affected, not just passengers. It's a brand new terminal, but they can't even get the simplest things right," John said.

A Manchester Airport spokesman said: "Having received feedback about the position of the registration plate reader in one of our car parks, we have carried out extensive trials and are looking to move it to a more suitable location in the near future.

"Regarding the pickup point in Terminal Two, we are confident there is sufficient space to allow those collecting passengers to park and walk on foot to either the reception lobby, or the arrivals area."

## VIKING 5 TAXIMETERS



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# IN THE NEWS

## HUNDREDS GATHER FOR FUNERAL OF **CARDIFF** TAXI DRIVER AND SON WHO TRAGICALLY DIED IN BANGLADESH

Hundreds of mourners have gathered for the funeral of a Welsh taxi driver and his son who died in Bangladesh of a suspected poisoning.

Rafiqul Islam, 51, and Mahiquil, 16, were found unconscious with other members of the family in a flat on Tuesday, 26 July and died on the way to hospital.

Police officers broke into the apartment in the morning when relatives raised the alarm after the family did not wake.

Bangladesh Police said they believe the family could have been poisoned and launched an investigation.

The streets of Mr Islam's home village in Sylhet, in the east of the country, were lined with people on Thursday afternoon during the service.

Mr Islam's mother, Zarina Jobbar, and his brothers and sister attended, having

flown out to the country after news of the incident reached them.

His wife, Husnara, 45, and their two children, Samira, 20 and Sadiqul, 24 remain in hospital.

Sadiqul is said to be beginning to recover but Samira remains in a critical condition, according to friends of the family.

Chair of Cardiff Bangladesh Society Salam Abdul said: "We are deeply saddened with the news of Rafiqul Islam and his son. May Allah grant them Jannah, and help the other family members who are fighting for their lives and who are in critical care."



"This has shaken the community here in Cardiff," he added.

"Mr Islam was a lovely, delightful man who was a hard-working family man."

Mr Abdul and others have described Mr Islam as a "generous person" who was "always smiling and happy".

Muhibur Islam, from Jalalia Mosque and Islamic education centre, described Mr Islam as "a well-loved and well respected member of the community".

He said: "This is such an awful tragedy and we're in utter disbelief."

A FCDO spokesperson said: "We are providing consular assistance to a British family following an incident in Bangladesh and are in contact with the local authorities."

**PHTM** sends condolences to the family, friends and colleagues of Mr Islam.



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# IN THE NEWS

## PLYMOUTH'S ANYTIME TAXIS PLANS TO SUE BT AFTER PHONE GLITCH DRIVES IT OUT OF BUSINESS

Plymouth's Anytime Taxis is looking to take legal action against telecoms giant BT after a phone glitch drove it out of business.

According to the Plymouth Herald, the Union Street-based company has ceased trading after losing nearly all its drivers when custom fell away because people couldn't ring its office number. Ben Burgess, who owned the company, said he was "devastated" at losing a business he only started in December 2021 and had been steadily growing.

He said: "It's not sustainable any more and it's because of BT. And it's devastating. The amount of time and energy I have put into this business is huge. I even missed my daughter's sports day because I was working."

Mr Burgess has lodged a complaint with the Communications Ombudsman and has taken legal advice. He said he is considering a £200,000 claim against BT to make up for lost trade and to cover £35,000 of contracts and loans for which he is personally responsible. He said: "We are looking to claim back every penny for foreclosure. I have got bills to pay and a family to feed. The figure of £200,000 is a rough number, it is not including the lost earnings I will try to get back for the drivers."

The telecoms nightmare struck Anytime Taxis in mid June when it saw journeys shrink dramatically after its phone line stopped accepting calls from anyone not on the BT/EE network.

Since then the number has intermit-



tently worked and not worked, sometimes receiving calls from some providers but not others. On one Friday night alone only 31 calls came in, when normally there would be more than 200.

The highly-unusual problem appears to be because the company's landline number - 247365 - was given to it by mistake, and may be being claimed by a business elsewhere in the UK.

Phone provider BT has apologised to Mr Burgess and launched an investigation. It said it was doing everything it could to resolve the problem, but the glitch persisted and it reached the stage where only four of Anytime Taxis' 12 self-employed drivers were still working for the firm because trade had dropped so much.

Not only did the company lose phone access for weeks, losing thousands of fares, it also damaged the firm in other ways. It had chosen the 247365 number because it represented it being open for business 24 hours a day, seven

days a week, 365 days a year and all its branding and logos were based around that number. Anytime Taxis had eight private hire vehicles, two hackney black cabs and an eight-seater minibus.

Mr Burgess has announced the closure of Anytime Taxis on social media and received nearly 100 messages of support in just a day.

A defiant Mr Burgess said he won't give up on his business dreams and said he was considering options. He said: "I have a lot more to give and achieve in this trade. This won't be the last you see or hear of me."

BT admitted the glitch is complicated and unusual. The problem appears to stem from the allocation of the number, done via a method of porting (transferring) that is regulated by Ofcom.

Under this system, people and businesses who change their provider can keep their old number and it is simply moved across. But if they choose to have a new number, the old one can be given to someone else.

It is possible the problem arose because another phone provider may have incorrectly transferred the 247365 number from its list of allocated numbers, and it was then given to BT and then on to Anytime Taxis.

BT said it has apologised to Mr Burgess and offered to cancel charges linked to the number and provide a new number to the company.

A spokesperson said: "We're very sorry for the problems Anytime Taxis have experienced due to this number error. Based on how phone numbers are allocated to various communications providers, this number should not have been made available for BT to offer to Anytime Taxis.

"We've apologised to the customer and, to recognise the problems and inconvenience caused, offered to refund all the charges linked to this number. We've also offered to provide the business with a new number."

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TEMPORARY FUEL SURCHARGE ON THE METER  
FOR HACKNEY CARRIAGES - IN RECOGNITION OF  
THE SIGNIFICANT ADDITIONAL COSTS TO THE TRADE  
OVER THE LAST FEW MONTHS**

## BANNED LINCOLN CABBIE DENIES ALLEGED LEWD BEHAVIOUR - BECAUSE HE IS IMPOTENT

A private hire driver is challenging a decision to revoke his private hire licence over an allegation that someone gave him oral sex in his car - because he is impotent, a court heard.

According to LincolnshireLive, Daniel Boulton, 54, has not been able to work since the City of Lincoln Council revoked his licence on April 6 this year. Direct Cars driver Mr Boulton, from

Branston, took his appeal to Boston Magistrates' Court on July 18 where a date was fixed for a contested appeal hearing at Lincoln Magistrates' Court later this year.

His solicitor Matthew Tye said: "There was allegedly some lewd behaviour witnessed by staff at the YMCA in his private hire vehicle. There is factual denial that that behaviour happened.

"There's an allegation that someone was performing oral sex on him in the car.

"He's been impotent for a number of years and cannot get an erection."

Becky Scott, legal services manager at the City of Lincoln Council, said: "There is an appeal listed for November 10, 2022 and the council can provide no further comment at this stage."

## ST HELEN'S TAXI DRIVER REFUSES TO CHARGE FOR JOURNEY AFTER WOMAN PARKS AN HOUR AWAY

A woman visiting a Merseyside town for the first time was blown away by an act of kindness by a local cabbie.

According to the Liverpool Echo, Hayley Bane, from Birkenhead, travelled to St Helens on Friday, July 22 to attend a gig at the Totally Wicked stadium.

Along with her friend Emma Jones, the pair found themselves unfamiliar with the area and opted to park their car at the nearest car park they could find.

This was at a Premier Inn hotel around an hour's walk from the stadium. After

having some lunch the friends attempted to ring a taxi, but were unsuccessful - so set off on foot.

Managing to hail a black cab, Hayley explained the situation and was moved by the driver's actions. She told the Echo: "We got in and the driver set off for the stadium. We got chatting and the driver asked us were we staying there and I explained that no, I had just paid to park there.

"The taxi driver said there are plenty of places closer to the stadium where we

could park. Then he turned off his meter, took us back to the Premier Inn and said to me to follow him. He led us to Marshalls Cross Lane, where we parked about a five minute walk to the stadium, and he left without charging us a penny. He left before we could even thank him. I would love to get in contact so we can say thank you."

Hayley took to social media in an attempt to track down the kind driver, and her post has received many comments applauding his actions.

## COURT UPHOLDS SUSPENSION OF WYRE TAXI DRIVER WHO CRASHED 10 TIMES IN SIX YEARS

A Wyre-based taxi driver who crashed more times than any other driver in the borough over a six year period has been suspended from work.

According to the Blackpool Gazette, Wyre Council successfully defended the decision of its Licensing Committee to suspend Robert Neil Davies' dual driving licence for six weeks at Blackpool Magistrates Court.

Complaints had been made to the council about Davies' conduct after he failed to report a car accident within 72 hours as required by law under a

hackney licence. He also failed to get the vehicle checked for roadworthiness and continued to use it for work.

Wyre Council officers reported that Davies - who had reported ten car accidents since 2016 - had been the only Wyre driver involved in more than three accidents over a six year period.

Davies appealed the council's decision to suspend his dual driving licence, but the Magistrates' Court upheld the decision and dismissed the appeal on Wednesday, July 27.

The suspension requires Davies attend

a driver's awareness course. He was also ordered to contribute £250 towards the council's costs in defending the case.

Mark Billington, corporate director for environment for Wyre Council, said: "We are very pleased with the decision of the Magistrates.

"Licensing authorities have a responsibility to ensure the public travel in safe, well maintained vehicles driven by competent drivers and the licensing committee determined that Mr Davies had fallen short of these standards."

# REASONS WHY YOU NEED ON-SITE EV CHARGING

In my last PHTM article on EVs, I emphasised the urgent need for a rapid increase in on-street charging infrastructure, and its importance in providing an overnight charge for on-demand drivers with no private home parking.

## No private parking, no EV

An ongoing critical issue to many professional drivers in deciding on the viability of going electric, is the time, and place to charge up. For those without private home parking, or on-street charging facilities this mostly means - no driveway - no EV.

If, on the other hand, you do have private parking, (and this goes for companies with depots), it would be a mistake to delay further, and to waffle over whether investing in EVs and charging infrastructure is a good idea.

## EVs and Infrastructure - The Chicken and Egg Problem of Our Day

This is a chicken-and-egg problem that has stymied so many on-demand fleets, and drivers' motivation to make the switch so far.

It's mostly true to say, that no one wanted to build electric vehicle charging infrastructure until there were more electric vehicles; yet, no one wants to purchase EVs until the charging infrastructure has expanded.

This will be irrevocably swept away by the fast-growing fleet of EVs that are increasingly affordable, with larger batteries and ranges that consumers love.

The other 'chicken and egg' dilemma is that of on-demand driver's needs, where duty cycles, high-mileages, and battery sizes still mean the inconvenience of on-shift charging top-ups for many, and yet higher-use EVs work out even cheaper to own than ICE vehicles.

## The Problem Solved

The one shining example of how the chicken and egg problem is solved, is Tesla. Elon Musk realised from the start, that if Tesla was to succeed and scale up, there was a need to provide a robust, rapid and plentiful number of chargers for the exclusive use of his EVs.

This has proved to be so, and then some... with Tesla currently valued at more than double the rest of the world's automakers combined.

So successful has the Tesla Supercharger network been, that since May, it has already been opened up - as a limited pilot - to all other EV brands. The full number of Tesla superchargers will be accessible to all in September.

## A Role Model to Emulate?

While this business model worked for Tesla, it should be noted that the attributes for its success were based around supply and demand. Tesla in this case supplied its own infrastructure and then created its own demand, which then increases the need for both, creating a virtuous cycle.

This is a strategy and business model that can work brilliantly for on-demand fleets with depots and private parking facilities.

## Depots, Forecourts of the Future

The daily need for electric PHVs and taxis to charge, due to high mileages, and the narrow geographical areas they operate in, means that conveniently sited depots, providing charging, and adjacent services, such as food and beverage, means there is a wide range of opportunities available that are often only a few degrees away from current and existing operations.

As an EV Consultancy, we have clients in other sectors, such as hospitality and hotels, who are relishing these new market opportunities, and tapping into innovative strategies and a whole new world of repeat, increased revenue streams from e-mobility and energy.

## Site and Fleet operators, why you need on-site EV charging

By investing in charging infrastructure now, there is an open playing field for those that can take advantage of the fact that EV demand is outpacing public rapid charging infrastructure.

Encouraging drivers to go electric by providing the suitable charging infrastructure required is a once-in-a-generation opportunity. It is a win-win, for operators and drivers alike.

## Mind the Gap

For those operators, and other industry stakeholders with ambitious objectives to scale, now is the time to plan and take action. The shift to electric can be seen as a challenge to overlook, or an opportunity for those that take it.

Tesla proved to the sleeping giants of the auto industry that EVs are the way to go. The legacy manufacturers, dithered, and hesitated, taking a reactive approach, only for a start-up from 2008 to become the dominant force in the shift away from internal combustion engine to electric.

Those legacy car manufacturers are now virtually eating from the hand of Tesla, as many of their customers will now rely on Tesla's Supercharger network going forward, and this extra demand will only strengthen the gap between Tesla and the rest.

## Are you happy to let other operators take the lead on the shift to EVs?

Since 2014: The Connect Consultancy has provided an independent, and end to end suite of products and services in the fast evolving e-mobility sector. Our goal is to provide scalable and innovative strategies for decarbonising transport and energy.

Article supplied by Tim Scrafton

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# GREEN MEANS GO

## WORK ON ELECTRIC TAXI WIRELESS CHARGING GETS UNDERWAY IN A UK FIRST FOR **NOTTINGHAM**

Work is underway in Nottingham on a trailblazing scheme to allow electric taxis to charge up wirelessly while they wait for passengers.

The West Bridgford Wire reports that the city council secured £930,000 from the Government's Office for Zero Emission Vehicles through Innovate UK for the Wireless Charging for Electric Taxis (WiCET) project. This is a UK first involving both LEVC and Nissan Dynamo electric taxis, placing Nottingham at the forefront of green technology innovation.

Nottingham is already at the forefront of the green revolution, with a fleet of hackney cabs which includes 54 electric taxis – the most operating outside London.

Nottingham City Council has used Government funding to install dedicated electric taxi rapid charge point infrastructure near taxi ranks, alongside almost 300 publicly accessible sockets across the city.

The work on Trent Street close to Nottingham Station will see five wireless charging pads installed into the road, allowing local taxi drivers taking part in the trial to charge electric vehicles without any cables while they queue in one of the busiest taxi ranks in the city.

Drivers will simply drive over the charging equipment, start their charge, and drive away once they have passengers.

Five LEVC and four Nissan Dynamo electric taxis have been fitted with wireless charging systems. These vehicles will be loaned to drivers for the trial to provide insight and learning into how the technology can be developed for the future.

The council will also be able to understand the effectiveness of wireless charging for its own fleet charging needs.

Construction and testing will be ready for the trial to get



underway in August.

Portfolio Holder for Environment, Energy and Waste, Cllr Sally Longford, said:

"This pioneering scheme, at no cost to the council or local taxpayers, could be a real gamechanger in EV charging and we'll be keen to find out from cabbies how it's going and how we might apply wireless charging in the future."

Richard Sander, technical consultant at Cenex and WiCET project manager, said: "We're excited to see the works begin to install the five wireless charging pads as

part of the WiCET project. This marks a key milestone in demonstrating real-world wireless charging and making the transition to electric taxis easier for drivers in the future."

## **WEST BERKSHIRE CABBIES GIVEN AN INCENTIVE TO GO GREEN**

Taxi and PH drivers in West Berkshire have been given an incentive to go green. According to Newbury Today, they could be offered subsidies to buy electric cabs by next year. Moves to cut the £266 licence fee for EVs, and for hybrid vehicles by 50 per cent, were also applauded by the district's licensing committee on Monday 4 July.

In addition, councillors were asked to support the capping of the cost of EV rapid charges for taxis licensed in the district. The decision will be made at the council's executive committee in September, before which officers will look into the financial and legal implications.

The proposal follows a survey of the 545 private hire and taxi drivers in West Berkshire to gauge interest in ultra-low emission vehicles.

At the time of the survey, 95 per cent of the fleet was diesel with just one hybrid vehicle in the fleet. Now there is one EV and more than half the drivers said they would be changing their vehicles in the next three years. Most said they felt the cost of buying an EV was prohibitive.

"I'm pleased there is tangible progress on this," said Cllr David Marsh. "I also think we could help the trade by putting some of the planned council rapid charge units at ranks."

"There is a good business opportunity here for early adopters of this scheme. I think a lot of people would prefer to get in a green taxi these days."

The committee also supported the idea of cabs charging up overnight in car parks. The council has already pledged to install charge points in 25 car parks this financial year.

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# MOBILITY MATTERS

## THREE GLASGOW CABBIES AT SAME CITY RANK REFUSE BLIND WOMAN BECAUSE OF HER GUIDE DOG

A blind woman was left saddened after being refused by three Glasgow taxi drivers because of her guide dog.

GlasgowLive reports that the shocking incident happened to Allana Grant at Glasgow Central station rank around midnight on a recent Saturday.

The 33-year-old had been on a night out with partner Ian when they attempted to get a taxi home after being unable to book a cab using an app.

After waiting an hour at the rank, Allana, Ian and guide dog Felix were knocked back 'point-blank' by three different drivers before a fourth finally accepted them.

She told the Daily Record: "The queue was enormous as you can imagine for a Saturday night. The taxi marshal came

to get us and they took us to the front where they tried three cabs.

"He asked if the first three drivers were alright to take the dog and we just got a straight-up no.

"It was sad but it has happened before, you kind of become a bit resigned to it because you know the authorities won't do anything about it. I don't see that I am asking for anything special."

Allana said there should be "no reason" why the three - who are all believed to be Glasgow City Council licence holders that operate independently - shouldn't have accepted the fare.

She added: "As far as I am concerned, it is discrimination founded on complete misperceptions. The dogs are highly trained and clean. There really is no

argument about the dogs making a mess or misbehaving."

Meanwhile the cabbie who accepted the fare, Stef Shaw, called for the three drivers in front of him to be stripped of their badges.

He said: "The taxi drivers who refused this guide dog or those who have refused any guide dog should have their licences revoked immediately.

"They obviously have no compassion or care for disabled people and are not the type we want to see in our trade."

On learning of the incident, a council spokesperson said: "This is a highly concerning incident. It is both a criminal offence and a breach of their licence for a taxi driver to refuse to take someone accompanied by a guide dog."

## BLIND MAN DENIED HULL TAXI RIDE AFTER DRIVER CLAIMED HE HAD ALLERGIES THEN WANTED TO PUT DOG IN BOOT

A partially sighted Hull man was denied a taxi ride in Hull after the driver claimed he had 'allergies', despite not holding an exemption certificate.

According to HullLive, on June 13, Elliott Ainley and his guide dog 'Legend' hailed a taxi outside Hull Paragon Station in order to get a lift home after their usual bus service was disrupted.

As Elliott prepared to enter the taxi, the driver refused him because of his guide dog, claiming he had 'allergies'.

When Elliott asked the driver to show his exemption certificate, he was unable to do so, putting him in breach of both the Disability Discrimination Act 1995 and the Equality Act 2010.

After an uncomfortable exchange, Elliott was still denied access and forced to wait for another taxi.

Speaking to Hull Live, Elliott said: "After I told the driver he was breaking the law by refusing to take us, he changed his tune slightly and offered to carry us.

However, he wanted to place Legend in the boot with a back seat folded down so he could stick his head through into the passenger compartment, which is also illegal. The law states that assistance dogs must not be separated from their owner, so we couldn't travel.

"Thankfully we managed to get another taxi and got home.

"I have reported the incident to Licensing at Hull City Council and also Trans Pennine Express, as well as requesting any available CCTV footage, so the incident has started to be investigated.

"However, as guide dog refusals by taxis seem to be sadly on the increase, I feel the incident needs publicising to raise awareness as it is very much needed to help educate people and prevent this from happening again."

Former head of the Hull Hackney Carriage Association, Peter Nilsson said: "The rules are simple, hackney carriage drivers have to take guide

dogs as it is part of the regulations, much like wheelchairs.

"You can get an exemption certificate, but the only way you can get one is by being allergic to dogs. If that exemption certificate is not in the window, then chances are that the driver just doesn't want a dog in his taxi.

"We are professional drivers doing a professional job, and to deny members of the public with disabilities access to our taxis is disgusting.

"In my opinion, if a driver denies a guide dog access when they are not exempt, they should have their licence removed and never be allowed to be a taxi driver again."

A council spokesperson said: "Whilst we can't comment on this specific case until the investigation has concluded, we can say that as a matter of policy unless they have an exemption certificate, most licensed drivers are expected to carry assistance dogs."





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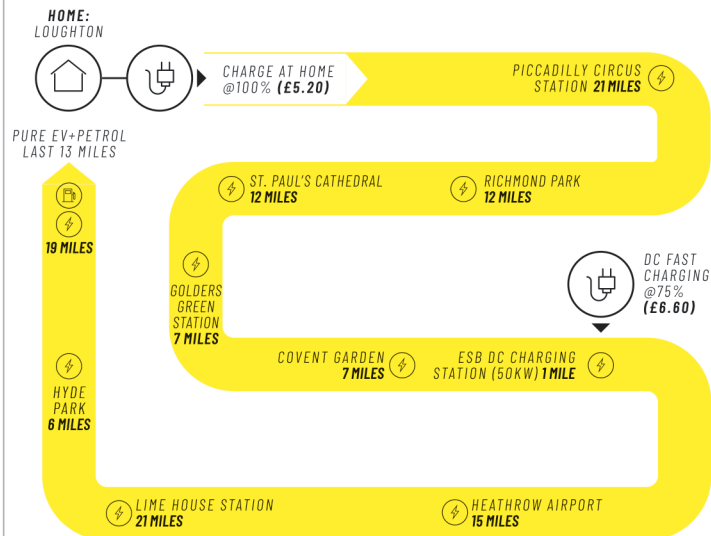
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# CHARITY CORNER

## BRADFORD PRIVATE HIRE FIRM, **BARKEREND TAXIS'** SUPPORT HELPS MMA FIGHTER ON WINNING DEBUT

Bradford private hire firm Barkerend Taxis has helped a teenager make his winning debut at a recent MMA bout at Barnsley.

The Telegraph and Argus reports that Haziq Mahmood, 18, from Bradford, beat Jake Watkins in a BMF event at the Barnsley Metrodome on Saturday 16 July.

Haziq said: "I made my debut fighting against a tough opponent in Jake Watkins. We both were making our debut in MMA but with the hard work and sacrifices I had made for months on end I won, moving me up to 1-0.

"The show had thousands of people in



attendance and I had hundreds of my own supporters from Bradford who travelled to Barnsley in three minibuses which had been put on courtesy of my

sponsors Barkerend Taxis.

"They also provided me with funds to support my training such as new gloves, shin guards and punchbags and walkout T-shirts and hoodies for my supporters.

"This allowed my supporters to represent me as a fighter and an individual who represents the whole of Bradford."

Haziq, who trains at Strike Kings, Mata Leao Brazilian Jiu Jitsu and Abusins Muay Thai in Bradford, aspires to be in the UFC.

"He's a very good lad and he's training very hard," said Tawheed Ghazanfar, manager of Barkerend Taxis. "He's improved so much over the last couple of years."

## VETERANS ENJOY RETURN OF BLACK CAB TRIPS TO WORTHING THANKS TO THE **TAXI CHARITY**

After a two-year hiatus, 60 black cabs once again made the journey from London to Worthing with a group of veterans. In Your Area reports that the Taxi Charity has been taking veterans to the town to enjoy a meal and entertainment every year since 1948 – apart from during the pandemic.

On July 5, as per tradition, the volunteer cab drivers gathered in South Holmwood, near Dorking, where veterans enjoyed sandwiches and cakes made by the villagers, and perhaps the odd glass of beer.

The cabs then travelled in convoy along the A24 to Worthing where they were met by the Mayor of Worthing, Councillor Henna Chowdhury, and Worthing Town Crier Bob Smytherman.

World War Two veteran Ernie Davis said: "It was so good to be back in Worthing again with the amazing Taxi Charity. The volunteer cab drivers look after us all so well and it was great to



spend the day with so many friends that I have made through the charity." Locals and holiday makers were delighted to see them return to The Promenade Rooms on the pier after the pandemic forced a two-year break.

Taxi Charity volunteers, veterans and invited guests enjoyed a fish and chip lunch and entertainment from Mickie Driver and Mike Marandi.

Guest speaker was double above knee amputee Darren Swift who gave an emotional and inspirational talk. The veteran was injured by an IRA bomb in May 1991 while serving with the Army's Dog Unit in Belfast.

Taxi Charity chairman Ian Parsons said: "We've enjoyed memorable trips to the Netherlands and Normandy recently, but there's no place like home. And Worthing has been the Taxi Charity's home for almost 75 years.

"Veterans and Cabbies have always enjoyed our annual visit to this lovely seaside town and after missing two trips during the pandemic this was an emotional return. It was a pleasure to be back amongst friends and I'd like to thank all our wonderful volunteers for making this possible."





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# FIT AND PROPER

## SUNDERLAND PRIVATE HIRE DRIVER CONVICTED OF ILLEGALLY PLYING FOR HIRE HAS LICENCE REVOKED

A private hire driver from Sunderland has been convicted of driving without insurance and illegally plying for hire.

The Sunderland Echo reports that Mahsum Sultan, 31, was interviewed by Sunderland City Council licensing officers after a complaint from a member of the public who alleged overcharging during a journey and that the journey had not been booked in advance.

Mr Sultan as a private hire driver committed the offence of 'Plying for Hire' and driving without insurance as his policy states that all journeys must be pre-booked.

He initially denied any wrongdoing but later pleaded guilty to both offences when he appeared at South Tyneside Magistrates Court on July 5.

Mr Sultan received eight penalty points on his licence and was ordered to pay total fines and costs of £404. Newcastle City Council, where he was licensed, has now revoked his private hire driver's licence.

Cllr Jill Fletcher, chair of Sunderland City Council's Licensing and Regulatory Committee, said: "I am glad that our officers were able to take action against a driver flouting the law.

"We will take action against all taxi and private hire drivers who put the people of Sunderland at risk by driving without valid insurance, regardless of which local authority they hold a licence with.

"The details of the complaint were raised with Newcastle City Council which licensed Mr Sultan at the time and we are pleased to hear that Mr Sultan has had his licence revoked.

"This demonstrates the benefits of having strong working partnerships with our neighbouring councils and the desire and determination we share to quickly deal with rogue drivers."

## CABBIE GETS SIX POINTS AND £500 FINE AFTER DRIVING AT 78MPH NEAR GLASGOW AIRPORT

A part-time taxi driver has been slapped with six penalty points for careless driving.

According to the Daily Record, James McNicol, 67, had dropped off the last fare of his shift on September 27, 2021, when he drove at 78mph in a temporary 40mph zone on the M8 near to Glasgow Airport.

Fiscal depute, John Penman told Paisley Sheriff Court: "Police officers were driving on the M8 approaching the slip road at Glasgow Airport. The speed limit was a temporary 40mph due to barrier repairs ahead and it was dark, it had been raining and there was surface water.

"Police observed a white vehicle enter the motorway and continue to accelerate beyond 40mph to 78mph for 0.3miles and overtook one vehicle before police stopped the accused.

"Officers main concern was the speed and condition at the time of the offence. Dashcam footage from the accused's car was reviewed."

McNicol admitted a charge of careless driving. Defence solicitor, Kris Buchanan told the court McNicol had

finished his last fare and was in a hurry to get home. He accepts his speed was not acceptable and he is apologetic and remorseful for his actions.

"He has no previous convictions and is technically retired but works part-time as a taxi driver to supplement his income. His taxi licence is in the

process of being renewed which has been paused pending today's outcome. Sentencing, Sheriff Tom McCartney fined McNicol, from Cambuslang, £500 and ordered this to be paid at £50 per month. In addition, he issued six penalty points reduced from eight to reflect McNicol's early plea.

## GAINSBOROUGH TAXI DRIVER HAS LICENCE REVOKED AFTER 'ROAD RAGE' INCIDENT

A taxi driver in Gainsborough has had his taxi licence revoked following a complaint received from a member of the public. The Lincolnite reports that West Lindsey District Council's Regulatory sub-committee made the decision to revoke his taxi licence following a hearing on Thursday 21 July 2022

After hearing all the evidence, the committee determined that the driver, due to his behaviour, could no longer be considered a fit and proper person to hold a taxi licence.

Kim Enderby, Senior Licensing Officer for the council, said: "We were contacted

by a member of public who reported being in a 'road rage' type incident involving a vehicle displaying a West Lindsey taxi licence plate.

"A dashcam on the car driven by the witness had captured the whole incident. We immediately began an investigation, interviewed the taxi driver and assessed all available evidence.

"We believed that the way in which he had behaved fell far short of what is expected by the council. This decision sends a clear message that poor behaviour by anyone licensed by West Lindsey DC will not be accepted."

# FIT AND PROPER

## WILTSHIRE TAXI DRIVERS WARNED COULD LOSE LICENCE IF THEY OVERCHARGE PASSENGERS

Taxi drivers have been warned that they could be stripped of their licences if they add their own charges onto fares to pay for the soaring cost of fuel. According to the Wiltshire Times, council officials are investigating complaints that some Wiltshire drivers have broken the rules by overcharging passengers.

The cost of a litre of unleaded fuel went up by 20p last month, helping to push inflation to a 40-year high.

Wiltshire Council has offered to increase the fares drivers can charge by ten per cent.

But it says drivers should not be making their own decisions on prices,

unless they agree a higher fare with the passenger before setting off.

Its cabinet member for transport Councillor Dr Mark McClelland said: "We've had some reports of taxi drivers adding charges to the tariff as a way of meeting rising costs, and it's important for passengers to understand that they cannot do this."

At the moment, between 7am and 10pm on every day but Sunday, drivers can charge a basic £3.50 plus £2 per extra mile

The council says it is prepared to raise this rate by ten per cent between 6am and 10.30pm. A consultation exercise on its plans has just come to an end.

Dr McClelland added: "We do recognise the cost pressures faced by taxi drivers. We'll know the results of this consultation soon and will take action once we have considered the feedback. "Part of our business plan mission is to have vibrant, well-connected communities and growing economies, and a thriving public transport network is part of that. It's for this reason that we're listening to the views of hackney carriage licence holders here in Wiltshire, while also ensuring that taxi users are charged according to the law."

Taxi firm owners say the rising cost of fuel is a big issue - but the bigger problem is a shortage of drivers.

## ROYAL BOROUGH TAXI DRIVER BANNED AND FINED FOR PICK-UP OUTSIDE HIS LICENSED DISTRICT

A taxi driver has been banned from driving and ordered to pay almost £3,000 after plying for trade illegally during last year's Henley Royal Regatta.

According to the Henley Standard, Sharafat Anayat, 39, from Maidenhead, was found guilty of illegally picking up passengers outside of the district where he is licensed.

He was also driving without the required insurance, failing to wear his council-issued driver's badge and of obstructing council officers in the course of their duties.

At Oxford Magistrates' Court, the district judge heard how on August 13, 2021, council officers spotted Anayat's car parked on double yellow lines in Thames Side with his taxi roof light on, which means it is available for hire.

But Anayat's car was licensed by the Royal Borough of Windsor and Maidenhead and so cannot pick up within another district without a prior booking.

A council officer asked Anayat if he could take him to an address in Slough and he replied saying he could do the journey immediately for £50 and opened the door to allow the officer entry.

The licensing officers then introduced themselves and asked to see Anayat's badge, which was not being worn.

Then, under the guise of retrieving his badge from the vehicle, Anayat drove off.

The judge agreed that Anayat's actions were a serious offence which could put public safety at risk. He was disqualified from driving for three months and ordered to pay a £900 fine, £2,000 costs and a £90 victim surcharge.

## GLASGOW CABBIE WHO WAS OVER THE LIMIT IN CRASH FINED AND DISQUALIFIED

A taxi driver from Glasgow who crashed his hired car in snow on the A65 Settle bypass on March 31 this year has been disqualified from driving for being over the alcohol limit.

The Craven Herald reports that Sharzad Anjam Amjal, 35, had collided head on with a transporter vehicle when visibility became poor.

He was found to have 58 microgrammes of alcohol in 100 millilitres of

breath. The legal limit is 35 microgrammes.

Skipton magistrates were told by Amjal's solicitor that the defendant was currently in Pakistan but had accepted responsibility. He said he had believed he was under the limit.

Magistrates disqualified him from driving for 14 months and ordered he pay a fine of £150, a surcharge of £34 and costs of £85.



# ..CAZ CRISIS...CAZ CRISIS..

## SHEFFIELD TAXI DRIVERS STRUGGLING WITH CAZ AND COSTS TO FILL THEIR TANKS

Rising fuel prices and the clean air charge hasn't hit anyone harder than cab drivers. YorkshireLive visited Sheffield to see how black cab drivers are coping with the cost of living, and their thoughts on the new fares.

This comes after the city's new Clean Air Zone will be introduced in early 2023, costing drivers even more money on top of rising fuel prices - causing Sheffield Council to 'raise them for the first time in six years.'

But taxi drivers told YorkshireLive that they are still finding it incredibly difficult to afford a living - one said: "[the fares] won't make a massive difference but at least it will be something".

The fares will increase by 20p for every 195 yards up to 17,600 yards. There will also be 20p added for every 48 seconds the cab driver is kept waiting. Prices will increase on bank holidays



and there is a £50 soiling charge.'

Despite this, one cab driver, Aftab Alam said: "It still won't make a massive difference" and "it won't be enough as the price of diesel is too high."

Another taxi driver said that "It's the green zone, we aren't getting any help" and that he is struggling to live.

Asked if swapping to an electric car

would help, one cab driver explained: "[The council] bring electric cars now but they are so expensive - it's sixty-four thousand pounds".

When asked if the fare increase will put people off using taxis, all the drivers YorkshireLive asked said no - the fare rise will hardly be something the public will notice.

Taxi driver, Mussie Weldegergsh told me that filling his tank would cost him £140: "We lose our money" and that "when you compare those [costs] we have to deal with the [taxi fares] are nothing," he said.

Cllr Karen McGowan, chair of the licensing committee, said about taxi drivers: "You do offer value for money. "I hope members of the public appreciate the service you offer."

The council has also agreed to review the fares each year.

## SOME TAXI FIRMS ACCUSED OF "PROFITEERING" FROM BATH'S CLEAN AIR ZONE

Some taxi operators carrying passengers from Wiltshire into Bath have been accused of "profiteering" from the Clean Air Zone charge.

According to the Wiltshire Times, Paul Carter, of Paul's Taxi in Melksham, says customers are being "overcharged" by some taxi firms which are imposing the £9 CAZ daily charge on their passengers. "By law, if you have a meter fitted, you cannot charge more than what's on the meter," said Mr Carter, 51.

Hackney carriages are not allowed to pass on the charge - customers should only pay what is shown on their meter. But private hire firms are allowed to charge whatever they like if no meter is fitted or has been taken out, as the fare is then a private transaction between operator and customer.

Mr Carter said: "I raised my concerns

regarding the CAZ with Fleet Licencing at Wiltshire Council months ago to explain that Melksham companies were passing the £9 per day fee onto the customer.

"This is against the conditions of a hackney carriage licence. This also has implications for villages en-route to Bath. The fare from Melksham to Bath is approximately £30. From Shaw Hill this would be approximately £25. If the £9 fee is charged to the taxi, they will lose it from the fare.

"Is it worth their while? I suggest not, which means the villages will not be served well if the fee is not passed on.

"I raised this concern with Melksham Without Parish Council around April/May.

"Customers have told me that the charge has been passed to them and

they have even cancelled bookings with other companies to be driven by me (at my expense as I have to pay the fee) when I have explained the situation.

"I have been told first hand by a proprietor in Melksham that he gives customers the choice of paying the fee or being dropped off on the London Road before the charging zone. This is not allowed. We are not allowed to pass this fee on to the customer."

Mr Carter has been a taxi driver for the past 21 years. He says: "Anecdotally, I have heard of issues in other towns" where some taxi firms are passing on the £9 charge to customers.

He has complained to Wiltshire Council's Taxi Licencing department and was told the issue of CAZ charging would be raised in a newsletter to all taxi drivers in Wiltshire.

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# PRIVATE HIRE APPS ARE LEGAL: R (UTAG) v TFL & TRANSOPCO UK LTD

Philip Kolvin QC and Ronnie Dennis analyse an important Court of Appeal ruling on the lawfulness of TfL's decision to grant the company behind FREE NOW a London private hire vehicle operator's licence; as reported in Local Government Lawyer.

The phrase “plying for hire” consists of three words. In the first case on its meaning to come before the Court of Appeal since the phrase was enacted 150 years ago, **United Trade Action Group Ltd, R (On the Application Of) v Transport for London & Anor [2022] EWCA Civ 1026**, the court has construed it definitively. Practitioners may be relieved to learn that in doing so the court upheld long-standing orthodoxies.

The background is that the **Metropolitan Public Carriage Act of 1869** established the exclusive right of hackney carriages to ply for hire without any pre-booking. However, the Act did not affect the right of individuals to visit a jobmaster's yard and hire a horse and carriage privately. Over succeeding decades the jobmaster became the operator, the horse and carriage segued into a motor car, the telephone replaced the visit to the yard and cab radio systems allowed operators to maintain contact with their vehicles wherever they might be. Then, Parliament legislated to license PHVs outside London through the **Local Government (MP) Act 1976** and within the Capital through the **Private Hire Vehicles (London) Act 1998**. By those dates, the private hire industry was operating across the land, in parallel with hackney carriages.

The current issue was brought to a head by the development of the PH app, which enables the customer to order a PHV on their mobile phone. Some also enable customers to view anonymised outlines of PHVs in the locality with estimates of how long it may take a vehicle to arrive once booked.

In **Reading Borough Council v Ali [2019] 1 WLR 2635** the council prosecuted an Uber driver parked lawfully by the roadside awaiting a booking through the Uber app. The prosecution failed at first instance, but the council appealed to the Divisional Court, alleging that the display of the vehicle's outline on the app amounted to plying for hire. The Divisional Court applied the principles in **Cogley v Sherwood [1959] 2 QB 311**, namely that plying for hire involves *exhibition plus solicitation*. It held that the vehicle was not exhibited. Nothing about the vehicle stated: “*I am for immediate hire*”: the outline on the app simply provided information to the customer as to whether there were vehicles in the locality of the sort that had been given out by telephone for decades. Nor was the vehicle engaged in solicitation. It was just waiting innocently by the roadside for a private hire booking as it was fully entitled to do. Anyone purporting to step in would be told they could not do so, but would have to make a booking through the app.

That was not that, however. UTAG remained dissatisfied with the ruling in **Reading v Ali**. It judicially reviewed the decision of TfL to grant a licence to Transopco UK Ltd, which operates the FREE NOW app. In argument before the Divisional Court it was forced to concede that the facts were materially indistinguishable from those in **Reading v Ali**. The Court dismissed the application for judicial review on this “*plying for hire*” issue, holding it was bound to follow that decision.

And so UTAG took its case to the Court of Appeal. The essence of its argument was that **Reading v Ali** was wrongly decided, and that all that is needed for plying for hire is that a driver turns on their app or drives around in search of bookings. It relied on earlier authorities, which had been discussed and discounted in **Cogley** and/or **Reading**, to the effect that exhibition is not the touchstone of plying.

FREE NOW argued that private hire drivers are not required to dematerialise between bookings. They can go anywhere other drivers are entitled to go. Furthermore, the operator is entitled to convey to the customer the whereabouts of PHVs in the locality. Such information can be conveyed orally and textually – it does not become unlawful that it is conveyed graphically.

The Court of Appeal resolutely disagreed with UTAG's arguments and preferred the arguments advanced by FREE NOW and supported by TfL. Approving the long-standing authority of **Cogley v Sherwood** it held that plying meant *exhibition plus solicitation*. To the argument that a vehicle plies for hire if it “*drives around or parks in a public place waiting for someone to hire it*”, it held that cannot possibly be enough. Such a test, it said, would criminalise almost the entire PHV industry.

Bean LJ, with whom Singh LJ and Phillips LJ agreed, stated:

*45. I agree with the Divisional Court in Reading BC v Ali that plying for hire requires a vehicle to be not just exhibited or on view but, while exhibited, to be soliciting custom in the sense of inviting members of the public to hire it without a prior contract. I do not consider that drivers of PHVs using the FREE NOW app can be said to be plying for hire. Neither the “exhibition” nor the “solicitation” element of the test is satisfied.*

UTAG's application for permission to appeal to the Supreme Court was refused, and they were ordered to pay both TfL's and FREE NOW's costs.

The full judgment can be read here: [bit.ly/3Bh4vj0](https://bit.ly/3Bh4vj0)







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# CCTV YOUR SECURITY

## MANDATORY TAXI CCTV PROPOSAL SCRAPPED IN CHESTERFIELD AS DRIVERS FEAR COST IMPLICATIONS

Chesterfield Borough Council has scrapped a proposal to make cabbies install CCTV in their vehicles at their own expense after an outpouring of concern over the costs involved.

The Derbyshire Times reports that a consultation was held by the council over whether to make CCTV in taxis and PHVs mandatory, however drivers commented that the cost to install it, likely to run into hundreds of pounds, would be too high for an already 'strained' trade.

One respondent simply wrote: "Cost, cost, cost."

Another stated: "The cost should be covered by the council itself. It's not fair on drivers who contribute a lot towards the council with fees etc. anyway. Adding this to our costs would be substantial for us and many will not be able to afford it."

Many respondents saw the benefit of having CCTV in increased safety to both passengers and drivers, however many stated it should be left up to the drivers themselves whether they should have it or not.

One respondent stated: "Should be drivers' choice if they want CCTV, too

much big brother."

A spokesperson for the council said: "All local authorities are legally required to consult on whether there is reasonable local cause to make the use of CCTV mandatory.

"After considering the results of the council's recent public consultation on the issue - which invited taxi drivers, operators, owners and partners to put forward their views - members of the appeals and regulatory committee concluded that, on balance, it was not proportionate to require all drivers to install CCTV at this time."

## CONSULTATION ON MANDATORY CCTV IN UTTLESFORD TAXIS AND PRIVATE HIRE VEHICLES

CCTV could become mandatory in taxis and PHVs in Uttlesford district in a bid to safeguard children and vulnerable adults. Uttlesford District Council is in the process of identifying whether the measures would improve the safety of local taxis and PHVs or result in privacy issues.

EssexLive reports that the council's Licensing and Environmental Health Committee approved an eight-week public consultation on the plans at a meeting on Tuesday 12 July.

According to the draft survey, both video and audio recording is being considered. This comes after the DfT set out a series of recommendations to local authorities aimed at protecting passengers.

Licensing officer Steven Mahoney said at the meeting: "Most of those measures have been adhered to already, we've ticked most of those boxes. But the one we haven't done is a consultation on the CCTV in taxis and PHVs."

During the consultation period, the requirements for CCTV provision in

taxis and private hire vehicles would be advertised to the public, according to Mr Mahoney.

Once the data has been gathered, the findings will be presented at a second committee meeting in October.

The public will be asked for their opinions on audio and video CCTV and whether they believe it will have an impact on passenger safety.

They will also be asked if they think any benefits to public safety would

outweigh any adverse effects on privacy, or the costs to the drivers.

A specific set of questions will also be asked to cabbies responding to the survey, including on whether they already have CCTV in their vehicles and whether passengers have ever complained or made positive comments.

According to a council report, any CCTV provision would have to comply with data protection laws.

### NPHTA COMMENT:



Chelmsford trade echos the sentiments of the UK industry; the issue is not invasion of privacy, or lack of desire, only affordability, even more so in light of the struggles after the effects of Covid.

We keep encouraging councils to apply for funding, but we make it clear that the funding must be applied for on the basis of public safety (including that of drivers) and enhancing the existing street level CCTV schemes by creating a mobile network of systems, patrolling their regions, 24/7.

According to recent statistics released, only three councils throughout the UK do not allow or mandate CCTV within their licensed vehicles, this is under review and will be down to one, or maybe zero by 2023.



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# UNSUNG HEROES

## CABBIE HELPS CATCH ARMED ROBBER WHO TERRIFIED STAFF IN SHOPPING CENTRE NEAR SUNDERLAND

An armed robber who terrified staff in a shopping centre stall in Washington was caught by a taxi driver, security staff and members of the public who detained him at the scene.

According to the Northern Echo, Anthony Potts, 34, was sentenced to more than three years behind bars after he threatened a stall holder in Washington as part of an early morning crime-spree earlier this year.

Newcastle Crown Court was told how the thief entered The Galleries at around 9.30am on 9 March, before approaching staff working on a mobile phone stall. The offender then pulled out a hammer and swung it onto the till, putting a hole in it, smashing it onto the ground and demanded cash.

Feeling threatened, the stall holder

picked up notes which had fallen to the ground from the damaged till and handed them over to the offender.

Potts then walked off with the money and started to approach shoppers minutes later, asking for their car keys. Becoming agitated in an exchange with one couple, he moved the hammer to his right hand but was told to "jog on" by the man.

Potts then left the centre and got in the driver's seat of a taxi as the driver helped an elderly customer. He threw the stolen cash in the air and refused to get out.

The taxi driver was not deterred by Potts, and eventually succeeded in pulling him out, although Potts snapped his car key fob in the struggle. He was then detained by the driver, members of the public and security

staff until police arrived and arrested him at the scene.

Potts, from Gateshead, later admitted robbery, attempted robbery and possessing an offensive weapon and was sentenced to 45 months imprisonment. Detective Sergeant Kimberley Wright, of Northumbria Police, praised those who helped to detain him at the scene. He said: "We are really pleased to have been able to put Anthony Potts before the courts, it must have been a shocking ordeal for everyone involved.

"Fortunately, after Potts fled the scene, thanks to the bravery and determination of a taxi driver, security staff and members of the public, it wasn't long until Potts found himself in handcuffs.

"I would like to thank everyone involved in bringing Potts to justice."

## MAN STABBED FOUR TIMES IN BIRMINGHAM ATTACK WANTS TO FIND CABBIE WHO SAVED HIS LIFE

A man stabbed four times in a shocking street attack is desperate to find a taxi driver who 'saved his life'.

According to BirminghamLive, the victim, 30, thought his heart "burst" after being knifed in the Winson Green onslaught on July 3.

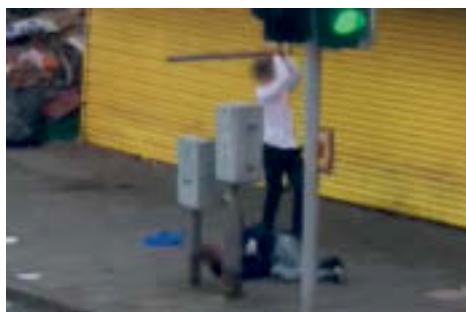
And despite laying defenceless in Dudley Road, pleading with his two attackers not to kill him, they began raining down on him with metal bars.

The beating left the victim - now in recovery - with shattered bones and both mentally and physically scarred.

But he believes it could have been much worse had the brave taxi driver not intervened, scaring off his attackers.

Now, the victim wants help in locating the cabbie to thank him for his heroism. He told BirminghamLive: "Without him, I would be dead. He saved my life.

"I was stabbed four times down my back and once in the lung. When they



pierced my lung, I thought they'd stabbed me in my heart. I thought I was dying.

"The taxi man was the only person to run over and help. I remember everyone else recording on their phones.

"He put pressure on my lung, using his finger to stop me bleeding out. I need to find him to say thank you for saving my life."

On the brutal attack, which broke out at around 4.30am, he added: "It started

off as an argument but then they pushed me against the shutters and stabbed me.

"I fell to the floor, but they carried on hitting me with metal bars and broke my arm. One of them pulled my hood over my head so I couldn't see.

"At this point I was screaming 'stop you're killing me, you're killing me', but they wouldn't listen. That's what upsets me the most - the way they carried on even after stabbing me."

The victim, who didn't want to be named out of fear for his own safety, said "nothing like this has ever happened" to him before.

He added: "I haven't managed to sleep for about two weeks. My doctor is saying it will take me six months to recover physically."

West Midlands Police is yet to make any arrests but confirmed the force is still investigating.



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## LIFE SENTENCE FOR **BIRMINGHAM** CABBIE WHO STABBED EX-WIFE TO DEATH IN SAVAGE ATTACK

An 'obsessed' taxi driver stabbed his ex-wife to death on her doorstep whilst wearing an afro wig as a disguise. BirminghamLive reports that jealous Mohammed Arfan stalked Marena Shaban from her place of work to her home in Bordesley Green before launching a 'frenzied' attack.

He slit her throat inflicting a total of 20 knife injuries to the 41-year-old as a child witnessed the 'savage' killing.

The 42-year-old then fled the scene, discarding the hair piece and blade.

He initially denied the killing in a bid to cover his tracks. He claimed he hadn't seen or spoken with his ex-partner for over a year. But, with CCTV showing he stalked Marena, he was arrested.

On Friday 15 July, at Birmingham Crown Court, Arfan from Ward End, Birmingham, pleaded guilty to murder, shaking and crying throughout the hearing in front of Ms Shaban's devastated friends and family.

He had previously admitted possession of an offensive weapon and was sentenced to life with a minimum term of 22 years.

Judge Melbourne Inman QC said: "This was a planned attack which arose from your jealousy."

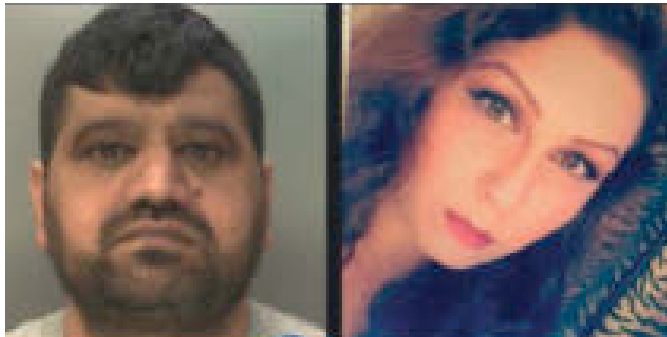
The barbaric killing occurred on January 28 this year, around 13 months after the pair had separated having had an arranged marriage when they were teenagers.

Prosecutor Peter Grieves-Smith QC said: "The defendant was unhappy about the separation and became obsessed with her lifestyle."

"He wasn't able to speak to her on the telephone as she blocked him. However he followed her on social media and also to her home and work."

"Ms Shaban felt she was being stalked and the defendant's behaviour concerned her greatly as she sought to rebuild her life."

On the day he would end her life, Arfan drove past the shop where she worked



more than a dozen times in his taxi, including five times in as many minutes. At 7pm as Ms Shaban was due to finish her shift he left, having sat and watched her for an hour and a half, and drove to the cul-de-sac where she lived in a flat with her mother at North Holme.

Around seven minutes later she was dropped off on the street by her new partner.

Mr Grieves-Smith said: "She walked towards her home address. At that point she was attacked and killed before she made it into the safety of her home. She was killed on her mother's doorstep."

He added: "One witness to the attack was a boy. He saw the defendant approach Marena Shaban as she was about to open the door. He attacked her straight away. He described the attacker as having afro hair."

"In the defendant's car was a wig box. The wig matching that description. The boy describes Ms Shaban's throat being slit. He just grabbed her and slit her throat, he said."

Members of the public soon tended to the victim and medics battled to save her life but she was pronounced dead at 7.50pm.

Later that night relatives told Arfan of her death to which he replied: "Where am I going to find an English speaking woman now?"

He initially told a 'pack of lies' to police

claiming he had not seen Ms Shaban for up to five months as well as making up a false alibi.

Mr Grieves-Smith said: "A significant feature of this case is the way the defendant was able, having killed her, to feign grief and control his responses to questions after."

"He visited the scene of the killing and saw the body and lied to the police about his involvement."

In an emotional statement Marena's mother said: "The social, emotional and mental implications of Marena's tragic death have been catastrophic."

"The loss of a child is devastating and no parent ever envisages outliving their child."

"Marena was a devoted mother of four with an infectious smile who adored and loved her children, putting them first. The devastation felt by her children is indescribable."

She thanked detectives for their speed, support and relentless work to catch Marena's killer.

Judge Inman, passing sentence, said: "It's clear from the evidence you were never able to accept the marriage was over and that Marena was free to pursue her own life."

"You became aware she had met someone else and you became extremely jealous and angry."

Detective Inspector Jim Colclough, from the force's Homicide unit, added: "This is a really tragic case, where four children have not only lost their mother, they are now without their father."

"This was a really intense investigation where a suspect was not immediately obvious, but the evidence was against him and I am really pleased that Arfan has pleaded guilty."

## TEENAGER PLEADS GUILTY TO CAUSING DEATH BY DANGEROUS DRIVING IN **BRADFORD** CRASH

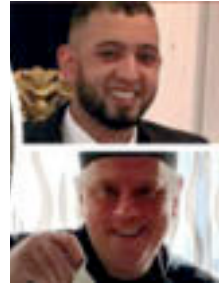
A teenager has pleaded guilty to causing the deaths of three people by dangerous driving in a horror crash on the M606 in Bradford.

The Telegraph and Argus reports that the 16-year-old boy, who cannot be identified for legal reasons, appeared before West Yorkshire Youth Court, at Bradford and Keighley Magistrates' Court on Monday 4 July, to face three counts of causing death by dangerous driving, which he admitted.

The teenager's next hearing will be at Bradford Crown Court, where he will also face a further charge of dangerous driving; robbery; theft of a motor vehicle and threatening with an offensive weapon in a public place.

Those offences are alleged to have happened on the same day as the fatal crash - June 13.

At the time, West Yorkshire Police said a 15-year-old had been arrested on suspicion of causing death by dangerous driving after a Ford Transit van was driven the wrong way up the M606 and smashed head-on into a PHV. The teenager, wearing a grey tracksuit, appeared in court on crutches to confirm his details before entering guilty pleas to causing the deaths of 28-year-old PHV driver Sohail Ali, his 49-year-old passenger Simon McHugh and 18-year-old Kyden Leadbeater. Mr Ali and Mr McHugh were pronounced dead at the scene, while Mr Leadbeater, a passenger in the van,



died in hospital the following day.

Another teenager in the van was seriously injured.

District Judge Susan Bouch said the sentencing powers of the youth court would not be sufficient, so the matter would be sent to a Crown Court hearing on August 1.

The other charges, which were not put to the teenager in the hearing, will also go to the higher court.

The court heard that prior to the crash, the van failed to stop for police, took a wrong turn on the slip road of the M606 and carried onto the motorway before striking a vehicle.

Prosecutor Richard Davies said police did not follow when the van went the wrong way. He said the teenager had "absolutely no regard for himself or anybody else".

## OPERATION CLAMP TACKLING VIOLENCE AGAINST TAXI DRIVERS LAUNCHED IN **BOLTON**

A crackdown on violence against taxi and private hire drivers is one of several police operations being rolled out this summer to tackle anti-social behaviour across Bolton.

The Bolton News reports that this comes amid recurring incidents of violence in the borough, with attacks on cabbies one of the most striking concerns.

In response, Operation Clamp has been launched by Greater Manchester Police to confront crimes against taxi driver such as stone throwing and attacks.

Cllr Mudasir Dean, Bolton Council cabinet member for stronger communities, said: "I've had a number of meetings with taxi drivers who are concerned about this, and I've even been out with drivers.

"It's something that's been going on for a long time which we've raised with our



police partners and drivers have often found it difficult in some areas particularly around Tonge and Brightmet.

"But police have stepped up, they've been doing a lot of awareness raising in schools, because some of the violence has come from young people throwing stones and eggs and things like that."

As well as school visits, the operation has seen repeat offenders banned from

taxi services and several arrests made. This comes amid wider efforts to tackle anti-social behaviour which police say people in Bolton have named as a top priority after incidents in Great Lever, and the Bolton Interchange in the town centre in March and recently in Little Lever.

Cllr Sean Hornby, who represents Little Lever, said: "To a certain degree the pots being damaged is quite trivial but when you've got the soldiers being beheaded at the cenotaph next door, when you've got the roof at the library being damaged and youths throwing stones at cars it all gets more serious." He added: "It just wants a crackdown, I'm sceptical that more centres for young people would stop this because the youths who get involved in this, they just don't want to be engaged with anything that's organised."





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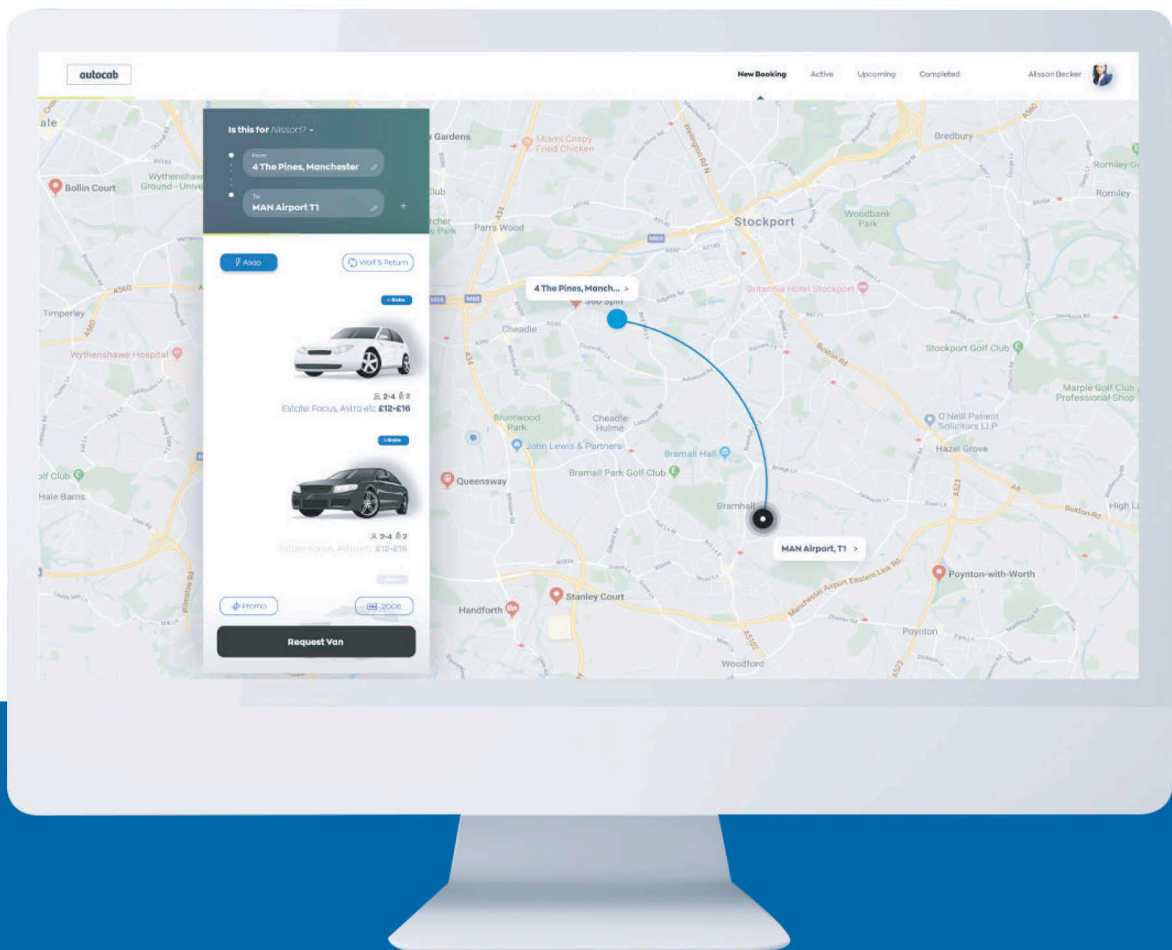


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# SHAME SHAME

## TWO YEARS' JAIL FOR ROAD RAGE **FALKIRK** CABBIE WHO DELIBERATELY STRUCK CYCLIST

A Falkirk cabbie has been jailed for two years after deliberately aiming an eight-seater minibus at a cyclist who had confronted him about his dangerous driving.

The BBC reports that 60-year-old Charles Yorston steered the minibus, which contained passengers at the time, at cyclist Andrew Learmonth as he drew level with the motorist's window.

31-year-old prison officer Learmonth told Falkirk Sheriff Court that he approached the minibus as he believed that Yorston had "cut him up" at traffic lights in Grangemouth.

The driver admitted to hitting the rear

of the taxi to get the driver's attention and that he shouted at him, to make the driver "aware of what he had done".

Learmonth claimed that as he drew level with Yorston, he noticed a "look of anger" in the driver's eyes. Passengers in the minibus said the motorist swore at Learmonth, and then "jerked the wheel with an unnatural movement" towards the cyclist, striking him.



The force of the impact sent Learmonth flying to the side of the road, where he banged his head against the kerb, cracking his helmet and leaving him with a fractured right elbow as well as cuts and bruises.

Yorston was found guilty last week of causing serious injury by dangerous driving.

He was sentenced to two years in prison and banned from driving for four years.

The motorist, who denied the charge and insisted that he had not been trying to 'scare' the cyclist, was told in court that Mr Learmonth was "lucky not to have been killed".

## SIX YEARS' JAIL FOR **BIRMINGHAM** CABBIE WHO HAD SEX WITH GIRL, 14, AFTER GETTING HER DRUNK

A married taxi driver deliberately got a teenage girl drunk before having sex with her at a house in Birmingham.

As a result of the incident the victim had attempted suicide.

According to BirminghamLive, Mohammed Zubair, 58, from Erdington, who had previously admitted sexual activity with a child, was jailed for six years.

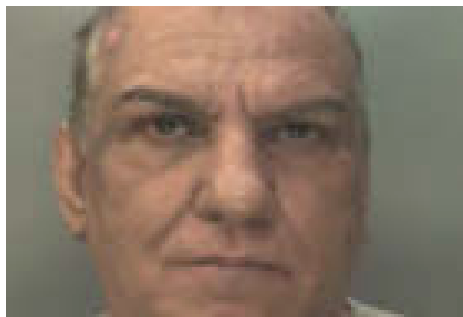
He was also put on the sex offender register for life.

Sarah Allen, prosecuting at Birmingham Crown Court, said: "She recalls that he was talking inappropriately about sex life with his partner, making sex videos and about other underage girls.

"It was all highly inappropriate sexualised conversation that should not have been taking place."

Miss Allen said the 14-year-old had been on a sofa and that she became so unwell that she was sick.

"It was during that time he took the opportunity to take advantage of her,"



she added.

Miss Allen said the girl was "conscious and was able to understand what was going on."

Miss Allen said Zubair then had sex with the teenager and that it was her first sexual experience.

A couple of days later she told a friend what had happened.

She said that it had had a detrimental effect on the victim's mental health who then had counselling.

In passing sentence Judge Richard Bond said: "Although you do not drink

alcohol yourself, I have no doubt you were fully aware of what the effects of drinking alcohol would have been on such a young girl.

"The incident has had a real effect upon your victim who has talked about wanting to go to hell and feeling disgusted by what you did. You targeted a particularly vulnerable girl.

"You ensured she would comply with your urges by ensuring that she was drunk and having seen that she had been sick you took complete advantage over her.

"You were made aware on at least one occasion that she said no during the incident."

Jonathan Barker, defending, said Zubair had no previous relevant convictions and that his last conviction was in 2014 which related to his work as a taxi driver.

"He said he suffered from ill health and went on: "The offence was out of character. The defendant regrets his behaviour and is remorseful."



# SHAME SHAME

## OLDHAM PRIVATE HIRE DRIVER LOSES LICENCE AFTER ATTEMPTED FRAUD DISCOVERED BY COUNCIL OFFICIALS

A PH driver has had his licence revoked following an Oldham Council investigation into fraudulent documents.

According to the Oldham Chronicle, during the Covid pandemic, councils accepted certain documents via email because offices were closed due to restrictions on working.

In June 2020, Yasir Qudratullah, from Oldham, sent his insurance certificate and vehicle log book into the licensing team.

Officers noted that alterations had been made to the documents to make

it appear that insurance was in place when it had run out.

Further investigations with the insurance company and the DVLA confirmed this to be the case and legal proceedings against the 36-year-old were started.

Qudratullah was charged under the Fraud Act 2006 and pleaded guilty on the day of his trial. At a sentencing hearing at Tameside Magistrates' Court, Qudratullah was fined £80 and ordered to pay a victim surcharge of £34, plus council costs of £600.

The council's licensing panel subsequently removed his licence.

Councillor Jean Stretton, Cabinet Member for Neighbourhoods, said: "The council will not hesitate to take enforcement action against anyone who attempts to obtain a licence by deception.

"If this hadn't been picked up by our diligent officers, members of the public would have been driven around by a man without insurance which is a significant safety risk, and one the council will not tolerate."

## 15 MONTHS' JAIL FOR WEST BROMWICH CABBIE WHO FORCED TONGUE IN WOMAN'S MOUTH BEFORE SEX ATTACK

A brave woman has told a court how she no longer feels safe following a sexual assault. The young woman was being driven home in a taxi before the driver, Asif Hussain, 44, forced his tongue into her mouth.

DerbyshireLive reports that Derby Crown Court heard how Hussain, from West Bromwich, left his victim "hysterical from sobbing, hyperventilating" and "thinking she was going to be raped" in his cab.

Jailing the married father-of-one for 15 months, Judge Shaun Smith QC added: "This is about a 23-year-old woman who got into a (then) 41-year-old man's taxi and trusted that taxi driver to take her home, be polite, take her money and go to another job.

"She thought she was going to be raped or seriously hurt and felt effectively powerless, she said and that's because you wanted to satisfy your own sexual desires. I would be failing in my public duty if I did not send you to prison."

Mark Achurch, prosecuting, said the Derbyshire victim had been out with a friend on the night of the sex attack. He

said Hussain saw her standing outside a takeaway holding a pizza box and asked if she need a cab home.

The prosecutor said a fee of £20 was agreed and the defendant first dropped one

of her friends off at her Derbyshire home and then drove to the victim's address.

Mr Achurch said: "She went to leave the vehicle and he forcibly grabbed her by the face and put his tongue in her mouth. He put his hand down her top and into her bra, she was saying 'no' on several occasions and described him making 'sexual moans' while he continued while she was frozen in fear.

"The defendant then put his hand down the front of her skirt and tights but then stopped when she told him, falsely, she was on her period. She opened the door and ran into her home."



Mr Achurch said DNA from the victim's bra was linked to the defendant and to his red Toyota Prius car which at the time was registered as a taxi with Leicester City Council.

Hussain denied the offence until the day of his trial in June where he pleaded guilty to one count of sexual assault. He has no previous convictions or cautions of any kind. Mohammed Latif, mitigating, said that since the sexual assault in November 2019, his client has been disowned by his former wife who he had been with him for almost two decades. He is now remarried with a nine-month-old child.

Mr Latif said: "He has disgraced himself in his community, among his work colleagues and within his own family. It is plain that the defendant feels completely embarrassed by his conduct, fully accepts his responsibility for it and the impact it has had on her."

Mr Latif said Hussain is no longer working as a taxi driver and instead is now a delivery driver. As well as the jail sentence, Judge Smith ordered Hussain to sign on the sex offender register for ten years.



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## DRIVER AND PASSENGER UNBELIEVABLY WALK AWAY UNHURT AFTER MANCHESTER PHV OVERTURNS

A private hire driver and his passenger 'unbelievably' walked away uninjured after a minicab flipped onto its roof in a scary shunt in Moston.

The Manchester Evening News reports that police attended the scene of the crash, on Lightbowne Road in Moston, on the afternoon of Friday 22 July 22. They found that the silver PHV had collided with a lamppost, and ended up



on its roof.

Releasing photos of the aftermath of the collision, Greater Manchester Police said: "Patrols attended a one vehicle [road traffic collision], vehicle overturned on Lightbowne Road, [Moston], earlier this afternoon.

"Unbelievably no injuries to driver or Passenger. Driver reported. Street light was one day old. Vehicle now recovered."

## POLICE INVESTIGATION AFTER TAXI CRASHED THROUGH A WALL IN GREENOCK

Police are investigating how a taxi crashed through a wall in Greenock. According to the Greenock Telegraph, the cab ploughed through a brick perimeter and came to rest just inches from a building in the town's Inverkip Road.

It is not known if anyone was hurt in the smash which took place in the early hours of Wednesday morning, 6



July, as police have only released limited information relating to the incident.

A police force spokesperson said: "We received a report of a vehicle having been involved in a road traffic crash on Inverkip Road, Greenock, in the early hours of July 6.

"Enquiries into the incident are continuing at this time."

## NEIGHBOURS HEAR MASSIVE BANG AS PRIVATE HIRE VEHICLE ENGULFED BY FLAMES IN LIVERPOOL

Neighbours heard a "massive bang" as a private hire was engulfed by flames on a busy road.

The Liverpool Echo reports that Merseyside Fire and Rescue Service received a 999 call at around 7.43pm on Wednesday, July 27 reporting a car fire on Seth Powell Way in Huyton.

Once one fire engine arrived at the scene just four minutes later they found a Ford SUV private hire vehicle well alight in the road. Firefighters used cones to stop traffic from passing the car and got to work putting out the flames with one hose reel jet.



Pictures from the scene show what looks like major damage to the inside of the car.

Merseyside Police also attended the scene, but nobody was believed

to be injured.

An eyewitness reported hearing a "massive bang" before seeing smoke coming from Seth Powell Way.

The man, who asked not to be named said: "We heard the bangs from our road and thought there had been a crash because we heard a massive bang. I saw the smoke and flames through the trees and could smell the burning.

"It looks like nobody is hurt as there are no ambulances. I hope everyone is OK." Firefighters were left to dampen down the vehicle.

## LANCS WOMAN ISSUED £100 PARKING FINE AFTER PULLING OVER IN TAXI RANK TO TAKE A CALL

A Lancs mum has told how she was slapped with a £100 parking fine after pulling over into a taxi rank for less than a minute to take an emergency call.

The Bamber Bridge mum, 36, was forced to pull over in a taxi bay outside Morrisons on June 16 after she got a sudden phone call. She instantly pulled over in the nearest safe place in order to answer her mobile phone.

However, she was appalled a couple of days later to receive a PCN notice from parking firm, ES Parking Enforcement Ltd, telling her that she had to pay £100 within 28 days, or £60 within 14 days. She appealed, pointing out the circumstances, but to no avail.



The letter from ES Parking, informing her that her appeal has been rejected, seen by Lancs Live states: "Photographic evidence shows you did not park within a marked parking bay.

"There are multiple signs stating vehicles must be parked fully within the confines of a marked parking bay. The terms and conditions of parking at the above site were displayed."

The mum told Lancs Live: "At that moment, my priority was to answer the phone, and to make sure that the caller was safe.

"I was stationary and I was following the law, and as quickly as possible.

"I wasn't causing an obstruction, I wasn't stopping anyone else on the car park and there wasn't a taxi waiting to pull in and I wasn't in somebody else's space, and it was literally like a minute, but it cost me a lot of money."

## MUM AND CHILD MOWN DOWN BY CAB AS THEY WALKED ALONG PAVEMENT IN BATLEY WEST YORKS

A mother and her four-year-old child were left for dead after being mown down by a "taxi" in Batley, West Yorks. According to The Sun, the terrifying incident came as the pair walked hand in hand along the pavement on the afternoon of Monday 4 July.

A red "cab" driver appears to mount the kerb and knock the pedestrians back before speeding off, leaving them lying in shock and pain on the ground.

Both the mum and child suffered broken bones from the collision but are stable in hospital, according to relatives. Yet their furious family have gone on social media to hunt down the motorist, by sharing CCTV of the horror.

In the footage which the family posted, a red car with a taxi logo can be seen driving fully on the pavement as the pair take a lunchtime stroll.

The driver appears to make no attempt to change direction as he ploughs into both pedestrians, crushing them against a stone wall separating the



street, Track Road, from the green open space beyond.

The driver then veers over to the other side of the road, clips the opposite kerb, and speeds away from the scene. A cloud of dust is left hanging in the street as if the car, resembling a VW Passat, has scraped the stone wall.

Police say the woman was seriously injured in the accident. A huge police cordon was placed around the area which was sealed off for a forensic examination.

Photos show a photographer docu-



menting the scene of the crime.

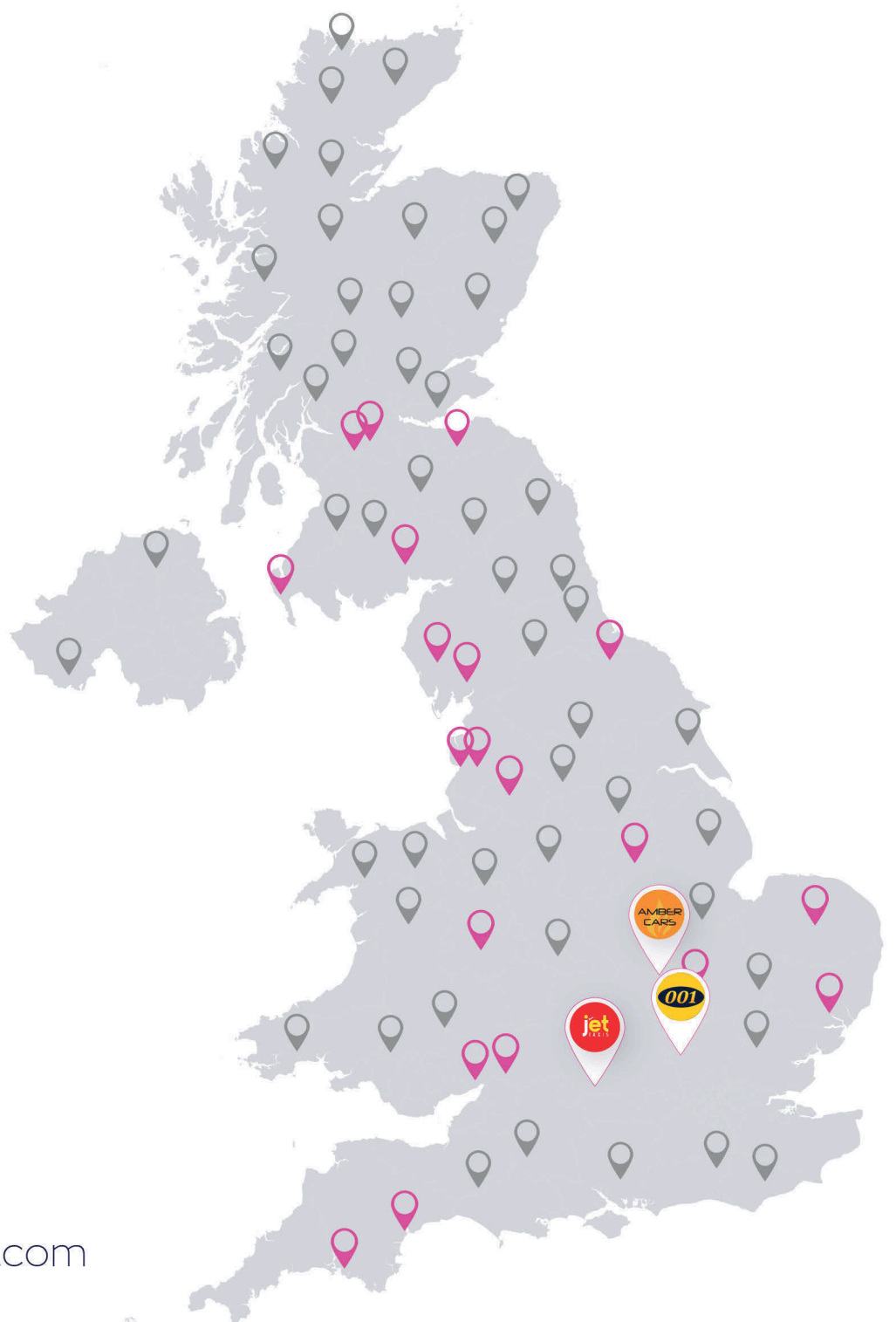
West Yorkshire Police said: "Police were called to a reported road traffic collision on Track Road, Batley, at 12:46pm yesterday involving two pedestrians. A woman and child were taken to hospital where the woman's injuries were confirmed as serious but not life threatening. The child did not have serious injuries. Enquiries are on-going to establish the circumstances.

"Anyone who may have witnessed the incident or circumstances leading up to it is asked to call West Yorkshire Police."

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## SWANSEA TRADE UNITES TO SUPPORT PH DRIVER SERIOUSLY INJURED IN VICIOUS KNIFE ATTACK

In the early hours of Wednesday 29 June, a PH driver working for Yellow Cabs received a job to pick up two customers. Upon arrival at their destination, in the Mayhill area of Swansea, the occupants attempted to rob him. Sadly the driver was stabbed six times sustaining serious injuries to an artery in his leg, groin and back. Thankfully members of the public intervened and gave the driver essential first aid which saved his life. He was rushed to hospital where he

underwent eight hours of surgery. Detective chief inspector Mike Owens said: "An 18-year-old man from Caerau, Cardiff, has been arrested on suspicion of wounding with intent and is currently in police custody. "Enquiries are continuing to ascertain the full circumstances of the incident and to identify other suspects." **PHTM** was contacted by Rhys Hearn, a night manager at a rival Swansea taxi firm, to ask if we would share the story and the link to the Just Giving page to

help support this driver during his long road to recovery. He wrote: "I've decided to help his firm get a fund raiser set up to raise money for his family, he's self-employed so his mortgage and other bills still need to get paid. Put politics and all other competitive BS to one side and all come together and unite to help." PLEASE SHARE JUST GIVING LINK: <https://bit.ly/3R5pyuh> **PHTM** wishes the driver a speedy recovery.

## GRIMSBY CABBIES SAY TROUBLE NOT JUST A NUNSTHORPE PROBLEM AFTER SHOCKING SHOOTING

Grimsby cabbies say they feel vulnerable to attack in many areas of the town dismissing ideas of recent trouble as a Nunsthorpe problem.

According to the Grimsby Telegraph, long-serving taxi drivers said the shooting on the Nunsthorpe estate on Wednesday 6 July, and the criminal damage to a taxi on Oxford Street "can happen anywhere."

It is believed a taxi had been called to pick up two young men on the Wednesday evening and was in Sutcliffe Avenue when a moped pulled up alongside. It is thought the two men were in the rear passenger seats when a shot was fired, possibly from a shotgun, into the car. The front windscreen of a taxi on Oxford Street was shattered at around 5pm.

Humberside Police say 11 people have now been arrested in connection with the shooting.

One driver who has worked in Grimsby for many years said: "You regularly get stones or eggs thrown at the vehicle. There is no protection for us whatsoever. If you ever tried to sort it out yourself, we would be the ones to get into trouble.



"I have been attacked with a full bottle of vodka when someone said they wanted taking to Nunsthorpe for a fiver. I said it would cost whatever it said on the meter or they had to get out.

"So I told them to get out. One of them kicked my wing mirror and another came at me with a bottle of vodka which was full. I legged it.

"When I got back to the station they turned up again but did not realise there was a policewoman watching and she arrested one of them.

"Taxi drivers are often the target. In other towns and cities you have a warden on the rank, but there's nothing in Grimsby."

He added: "You can't say its just Nunsthorpe or anywhere else. You can't discriminate. You get trouble in some of the posh areas."

Another driver, who has been taxiing for 12 years said: "It is shocking what happened and how things are going in certain areas. There have always been problems in certain parts of the town, you get stones thrown near the bridge at Wintringham Road.

"The trouble goes in spits and spats. It is usually mindless vandalism. I wouldn't say I would not go to an area of the town. I've not had problems on Nunsthorpe. It has been good to us over the years.

"But when you spend so much on your vehicle and end up off the road it causes big financial problems.

"A lot of the firms are struggling to get drivers without all this trouble."

In his most recent statement issued on Saturday, senior Investigating Officer DCI Craig Nicholson said: "We are doing everything we can to understand exactly what happened, why it happened and who is responsible so that we can bring them to justice for their actions."

## WILD WEST SHOOTINGS **WORCESTER** PHV DRIVER LUCKY NOT TO BE HURT AS HE IS SHOT AT

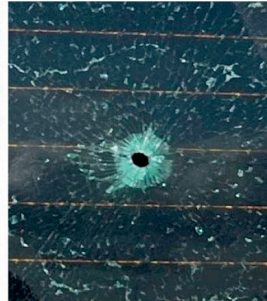
A PHV driver says he is lucky he was not badly injured after someone shot at him during a spate of 'wild west' shootings in Worcester.

Faust Mazzocchi was behind the wheel of his Mercedes Vito in Whittington, Worcester near junction 7 (Worcester South) of the M5 when he heard 'an almighty loud noise'.

Fortunately, there were no passengers in his nine-seater private hire van at the time of the incident on Monday afternoon, 27 June.

West Mercia Police is hunting the driver of a white BMW 3 Series after a similar attacks across the city the same day which officers believe are linked.

The 61-year-old driver was around 30 to 40 metres away from the motorway



"I couldn't believe it - it looked like a bullet hole. I wasn't frightened for my life but I was a bit shocked by how loud the noise was.

"If that bullet had come through at a different angle it could have hit me in the back of the head," he said.

roundabout, bound for Birmingham Airport, when he heard the shocking sound.

He said: "I thought something had fallen on my vehicle. I looked in the rear view mirror and saw the rear windscreen was shattered. Then I saw a hole."

He pulled over and dialled 999.

Mr Mazzocchi said he waited 45 minutes but nobody from West Mercia Police arrived. In the end, he could not wait any longer and had to leave to continue his work.

"It's crazy. It could have been so much worse. That's why I think it's a serious thing," he said.

## TEENAGER STABBED **INVERNESS** CABBIE WITH SCREWDRIVERS IN UNPROVOKED HORROR ATTACK

A teenager stabbed an Inverness cabbie with screwdrivers the High Court in Glasgow has been told.

According to the Inverness Courier, the thug also told his victim he would blind him during the terrifying attack.

The then 16-year-old carried out the unprovoked attack on the PHV driver in Inverness last July.

The 44-year-old had confronted the boy after fearing he and a friend were going to flee without paying.

The now 17-year-old - who cannot be named due to his age - pleaded guilty on 13 June, to assaulting the victim to his injury and danger of life as well as attempting to rob him.

The High Court in Glasgow heard how the private hire driver picked up the boy and his female friend in the early hours of July 7. During the journey, the girl claimed she had forgotten her bank card and asked to return to where they had been collected.

Prosecutor Greg Farrell said the taxi driver became "suspicious" that they would not pay the fare. He agreed to go back, but only if one of the pair remained in the car. They returned, the girl got out and then the boy followed. Mr Farrell said the driver advised them to pay or he would call police.

The teenager initially claimed he would stump up, but then "without warning" punched the cabbie and screamed: "Give me money!"

Mr Farrell said the driver tried to re-enter his vehicle, but the accused swung his arms while making repeated stabbing motions and saying 'I will make you blind'.

The driver struggled with the boy and observed he had a screwdriver in each hand. He managed to grab one of the tools, but the teenager continued the attack with the other.

The driver was also choked as the thug sat on top of him.

The teenager went on to hold the screwdriver at the cabbie's eyes as he still demanded money.

The taxi driver eventually managed to escape back to his vehicle before the boy smashed a window.

Nearby residents who witnessed the horror attack raced out to help the injured cabbie with two bravely restraining the attacker while waiting for police.

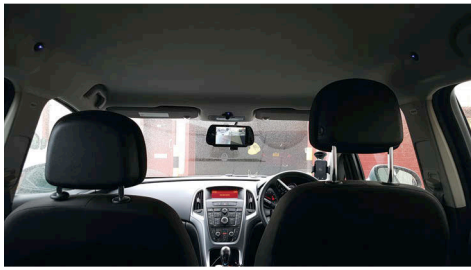
After the victim was rushed to hospital, he was found to have a number of wounds to his neck, head and back. He luckily did not need surgery and was able to leave hospital later that day.

The attacker meantime was quizzed by police and stated: "F\*\*\*\*\*g hell, lying b\*\*\*\*\*d."

The teenager is currently held in a secure unit in Paisley, Renfrewshire.

Lady Stacey adjourned sentencing for reports.

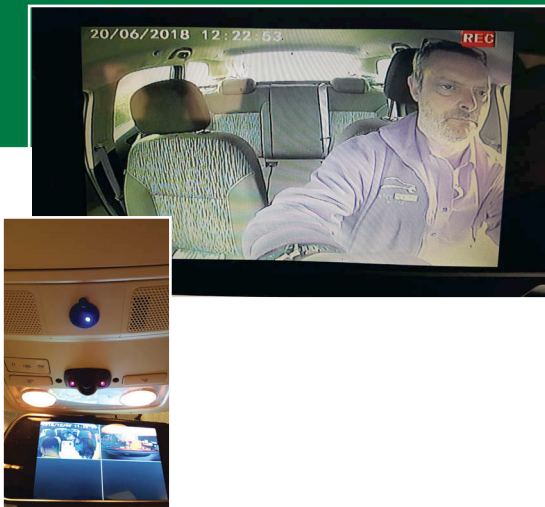




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# JUST DESERTS

## COMMUNITY ORDER FOR KIRKALDY CREEP WHO STROKED TAXI DRIVER'S HAIR AND KISSED HER HEAD

A Kirkcaldy man stroked a taxi driver's hair and pulled her towards him to kiss her on the forehead after paying his fare. According to The Courier, Linas Karjus, 44, left the vehicle without saying a word following the attack in Kirkcaldy's Alexandra Street in October 2020.

At the town's sheriff court, Procurator fiscal depute Amy Robertson said the taxi had been dispatched to an address in the town's Overton Mains and Karjus got into the vehicle.

The fiscal depute said: "The witness (driver) could smell alcohol from the accused, who appeared to be under the influence. The journey took place and the accused paid the fare. However, when he was handing over money he put his right arm behind the

witness's head and stroked her hair.

"She froze at this and was in shock and felt scared and intimidated.

"He then pulled the witness towards him and kissed her on the forehead.

"She advised she could not move and the accused left without saying a word."

Karjus, from Kirkcaldy, pleaded guilty to sexually assaulting the woman while she acted in the course of her employment, on June 16 before the case went to trial.

Defence lawyer Kieran Clegg said his



client had been at a friend's house drinking alcohol that day and having taken a taxi, in a "moment of stupidity and loss of inhibition" made a decision to act in that way.

The solicitor said Karjus had mentioned "cultural norms" but fully accepts his behaviour caused distress to his victim. However, Mr Clegg also revealed his client still has difficulty realising how his actions were sexually motivated.

Sheriff Ian Anderson sentenced Karjus to carry out 140 hours of unpaid work as part of a community payback order and placed him on the Sex Offenders Register for five years.

The sheriff told him: "This must have been a frightening experience for the taxi driver."

## NINE YEARS' JAIL FOR SOUTH SHIELDS ROBBER WHO HELD KNIFE TO CABBIE AND THREATENED TO KILL HIM

A taxi passenger held a knife to a driver's neck and threatened to kill him if he refused to hand over cash.

ChronicleLive reports that the cabbie was left with a small cut to his throat during a terrifying ordeal as he pleaded for Marc Brunton to leave him alone.

Brunton got away with a coin bag but has left the cabbie with flashbacks, anxiety and always feeling "on high alert and unsafe".

Now Brunton has been branded a danger to the public as he was jailed at Newcastle Crown Court.

The victim picked up Brunton from Hebburn Metro station, in South Tyneside and took him to South Shields last December.

Brunton said he had to leave the car and get cash at the destination, while the driver waited outside.

Prosecutor Andrew Walker told the court: "The defendant then returned a few minutes later, this time with a hood

up and probably having armed himself with a knife, if he hadn't already had it on him from the earlier part of the journey.

"The defendant went to the rear of the taxi, initially claiming he had dropped some cash in the back, pretending to look for it. Thereafter, things took a different turn.

"The defendant held out the knife to the throat of the complainant and started demanding he hand over his coin bag containing his takings from that night.

"The complainant pleaded with the defendant to leave him alone but the defendant persisted, threatened to kill him and put the knife to his neck and said he would cut his throat, he swore



on his children's lives he would cut his throat."

The court heard the victim, who repeatedly said "please, no" during the one minute and 20 second attack, was asked if he wanted to see his family again.

Mr Walker added: "He was in fear for his life and said 'are you going to kill me because of the money' and the defendant replied 'yes.'"

Brunton, 31, from South Shields, who has previous convictions for robbery and violence, admitted robbery and having a bladed article.

Judge Robert Spragg sentenced him to nine years behind bars with a five-year extended licence period.

The judge told him: "There is a significant risk of you committing further specified offences and a significant risk of you causing serious harm.

"You held a knife to a man's throat and threatened to kill him."



# JUST DESERTS

## SIX YEARS NINE MONTHS' JAIL FOR MAN WHO THREATENED TO STAB TERRIFIED BRIDLINGTON CABBIE

A robber targeted a cabbie in an ordeal that was the "absolute stuff of nightmares". According to the HullLive, crack cocaine-addict, Richard Patton had fallen on hard times and was living in a tent. At Hull Crown Court, Patton, 33, admitted two offences of robbery and another of possessing a knife on May 8 and 9 this year.

The 74-year-old Bridlington taxi driver had received a call to pick up Patton from some flats to go to Melbourne Avenue in the resort. Patton got into the car and told the driver: "It's nothing personal but you're going to get robbed. Just keep driving."

He threatened the driver with a knife and demanded to see his driving licence so he could see where the man

lived and go round there. The cabbie had to drive around Bridlington for 20 minutes and handed over his wallet, with £200 cash. Patton also took a bag containing about £150 and a mobile phone before getting the cabbie to stop and running off. He was later arrested from a nearby tent where he was living.

The victim later said that he had never experienced such an incident during his 22 years as a taxi driver. "It's difficult to put into words how terrified I was," he said. "I have not been able to work



since because of the mental anguish. "He said that he was going to stick it in my neck. The thought that violence might be brought to my home was unbearable. It's the absolute stuff of nightmares. It's just not right that someone who is serving the public should be threatened with violence of any kind."

Patton had convictions for 30 previous offences, including robbery, dishonesty, burglary and assault.

Judge John Thackray QC told Patton: "Taxi drivers play a valuable role in society and are vulnerable. They deserve the protection of the courts. The effects of offences like this are very often profound and long-lasting."

Patton was jailed for six years and nine months.

## SENTENCE DEFERRED FOR THUG WHO ATTACKED GLASGOW PRIVATE HIRE DRIVER WITH GLASS BOTTLE

A thug freed early from jail brutally attacked a private hire driver who demanded he pay his fare upfront.

Brandon Lundy smashed a bottle over the head of Samson Emmanuel leaving the victim blood-soaked in July 2021.

The Daily Record reports that Lundy, 22, had earlier threatened to kill Samson and left the driver with a horror wound by his left ear, needing surgery and a vital blood transfusion.

Lundy - who had been released from prison after a previous violent crime - later called police to confess to the attack. He is now back behind bars after he pleaded guilty to assaulting Samson to his severe injury, permanent disfigurement and danger of his life.

Lundy will return to court in August for sentencing.

The High Court in Glasgow heard Samson went to a pick-up in Cranhill around 5.20am on the morning of the attack. Lundy got in the back and

stated he wanted to be dropped off in Hillington, ten miles away. Due to the distance, Samson asked for the fare upfront which annoyed the thug.

The worried driver tried to calm Lundy

down. Prosecutor Shanti Maguire said: "Lundy then shouted: 'I am going to kill you' if he did not take him to Hillington." Samson left his car and ordered Lundy to get out. The thug punched the cabbie in the face.

Miss Maguire said: "Mr Emmanuel put his hands up to protect himself and then ran off. Lundy picked up a glass bottle, went after him and then hit him around the head area causing it to break. He cut the driver's face and said: 'See, I told you'."

Lundy fled and, despite blood spurting



from the injury, Samson managed to drive himself to hospital. The injury was life threatening due to the amount of blood lost.

Detectives traced the contact details of the PHV booking which included an email address in Lundy's name.

Four days after the attack, Lundy then called police saying: "Basically it was me that done it."

He asked to be picked up by officers, but then went AWOL. On 23 August last year that he was eventually found at an address in the city's Riddrie.

The court heard Lundy had been on licence at the time of the attack. He had been freed from an 18-month jail-term earlier imposed for an assault to severe injury conviction.

The sentence had not been due to expire until September 26 2021.

Judge John Morris QC remanded Lundy in custody as sentencing was deferred for reports.



## DO YOU EVER SAY TO YOURSELF....“JUST LEAVE US ALONE!”

Well, unfortunately I have lost count of the number of times that this has run through my head over the forty years that I have been in the trade as a licensed proprietor/driver here in sunny Brighton & Hove. Why? Well because it just seems that we go from one thing to another to have to deal with both locally and nationally.

I really don't think that there has ever been a couple of years or so of settlement for the trade, not only here but probably with almost every licensing authority where proprietors/drivers could just get on with the job of transporting people from A to B, and more importantly plan ahead. This is especially where local authorities control the metered fares.

## RANK RELOCATION

So, what am I moaning about now? Well on 4th July we received an email from the council, via licensing, telling us of plans to 'relocate' a well-established taxi rank right by the station in Hove... although I would say: "shoved out of the way, out-of-sight and out-of-mind" is a better description. We were provided with the plans that showed bike lanes being put in place and because of this there was no room for the rank.

At this point I should mention that we are a Green controlled council that has been hell bent on putting cycle lanes everywhere. One hastily installed on a major road during the pandemic had to be completely removed because of so many objections, but we still have one on the seafront that is causing a major bottleneck most of the day.

About three years ago the very well-established taxi rank at Brighton Station was removed from the front and put at the back causing considerable resentment between the trade and the council, and also making certain journeys far more expensive.

What is so annoying is that as major stakeholders we were never consulted about the relocation plans for the Hove Station rank and incredibly we have been informed by a councillor on the Licensing Committee that the council was told that we taxi drivers were happy about this!



Please imagine the considerable number of expletives that I would have liked to have inserted here... or perhaps make up some of your own.

I have often stated that I believe that compared to other areas we have a pretty good relationship with our council and are fortunate to be on first name terms with those who effectively control us. However, every now and then we seem to take a step backwards and this is especially relevant where our friendly councillors decide to retire, only to be replaced by others who have absolutely no knowledge of the trade.

The rank at Hove Station that has been planned to be 'shoved out of the way', has been in existence all the time I have had a taxi and indeed many, many years before then. I remember it being there when I was a youngster, so I reckon it has got to have been place for at least sixty years.

The photo shows my first taxi way back in 1986 using the rank before we all had to have a specific livery of white and aqua.





So, we had the bombshell notification and with only about ten days to write in about it. Well, I got in touch with the local 'Brighton & Hove News' straight away so I could stamp my feet - see the Rank Rumbblings feature on page 14 of **PHTM** or [click here](#).

A few days later I had a meeting planned with Licensing and a couple of colleagues on another matter. As I was down at the Town Hall I was asked if I would like to speak to the project manager of the scheme who happened to be in the lobby with the plans on the wall. I should say at this point that it is not just the rank that is in question but a good proportion of the area that has other changes involved as well. I thought: "Why not" and took a deep breath as I approached him, we introduced ourselves and I let him get on with it.

However, it wasn't long before I had to interject to tell him that under no circumstances will the rank ever be moved and I certainly made this very clear in the politest way that I could, on the basis that I am of course 'fit and proper', I thanked him for his time and headed off to the meeting. I have to make the point that he was a very pleasant chap and probably just doing other people's bidding.

Because of the fuss I made about this we were told that he was now coming to our Trade Forum meeting the following week. So I looked forward to seeing him again.

That meeting came and after he and his fellow project team colleague said their piece, I said my piece again and this time in front of other trade reps and local councillors. The deputy Chair offered his apologies about us not being informed and I had to remind him that this was the second time he has apologised when a rank was stolen from us during the pandemic to widen some paving for so called 'social distancing'.

I put it to them that we consider that removing the rank was actually a done deal as the decision has obviously been made to which this was denied... but we all know how councils work.

A meeting has now been set for August... but I ain't changing my position!

## FARE REVIEW

We had a Fare Review in April and only just got it through on a 5% increase. This was after several months

of the standard procedure of preparation where we originally put in for a 3.5% increase. But because the CPI rate was shown to be nearer 7% at the time, we were fortunate to have two of our friendly councillors put in a late amendment for us for 5%. We only just got that through on a 6/5 vote, with the Greens voting against, which we were not at all happy about and I certainly made my feeling clear on this.

However, very surprisingly, at the Trade Forum meeting it was hinted to us that we could possibly have a chance for a further Fare Review this year which would certainly help with the shocking price of fuel at the moment. The only issue is that the next Licensing meeting is not until October, such is the process of Fare Reviews.

My only concern is that we are now facing the prospect of using 30p units having used 20p units for many years. I remember the time when it clicked over in 10p units and the concern when we moved to 20p units.

The issue is that we have got to the point where we have reduced the yardage, which is currently at 146.7 for 20p, and if we reduce the yardage further then of course the 20p will click over much faster, and I think to the point where it will look like a fruit machine.

Going to 30p units will be a big step but it won't click over so fast and instead click over in big jumps. Will the public accept this is the big question. We could go in 25p units but I don't see this as being practical as this will leave odd fares such as £7.85 which seems strange to me.

I have to say though that in all my years of being involved with Fare Reviews I have never known two in one year. However, I have already declared to my colleagues that someone else can sort this prospective one out because of the time involved and of course you never end up pleasing everyone. I've stated that I am happy to advise on this and my first advice was to never refer to this as a 'Fare Increase' - it's always a 'Fare Review' which sounds much nicer...

**Andy Peters**

**Brighton & Hove Cab Trade**

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## THE UBER FILES: FREQUENTLY ASKED QUESTIONS ANSWERED



What is the Uber Files? Who was in the leak? Who is the source of the data? What do the Uber Files reveal and why does the investigation matter? Here the International Consortium of Investigative Journalists (ICIJ) answers these questions.

### WHAT IS THE UBER FILES?

The Uber Files is a global journalism collaboration that reveals how ride-hailing juggernaut Uber stormed into markets around the world, how it used stealth technology and evasive practices to thwart regulators and law enforcement in at least six countries and how it deployed a group of lobbyists to court prominent world leaders to influence legislation and help it avoid taxes.

The investigation is based on a leak of more than 124,000 sensitive texts, emails, invoices, briefing notes, presentations and other documents exchanged by top Uber executives, government bureaucrats and world leaders in nearly 30 countries. More than 180 journalists have spent months searching the data for stories that are in the public interest which provide an unprecedented look into the ways Uber defied taxi laws and upended workers' rights.

### WHO LEAKED THE UBER FILES DATA?

Former top Uber lobbyist Mark MacGann came forward as the source of the Uber Files leak in an interview with The Guardian published 24 hours after the investigation's first stories went live on Sunday 10 July.



MacGann served as Uber's chief lobbyist for Europe, the Middle East and Africa from 2014 to 2016 and oversaw government relations and public policy in more than 40 countries. He was tasked with managing the company's chaotic global expansion, which was rife with violations of local transportation laws.

*"There is no excuse for how the company played with people's lives,"* MacGann said in an interview.

### WHAT DO THE UBER FILES REVEAL?

The investigation found that Uber held undisclosed meetings with high-ranking political figures to ask for favours, including dropping investigations and changing policies on workers' rights and that it discussed the public relations benefits of violence against its drivers as it engaged in

international power struggles with taxi drivers and legislators opposed to its expansion.

As Uber fought to set up shop in cities around the globe, it saved millions of dollars in taxes by routing profits through Bermuda and other offshore jurisdictions. The confidential documents, leaked to The Guardian, show that Uber sought to deflect attention from its tax liabilities by helping authorities collect taxes from its drivers.

### WHO WAS CAUGHT UP IN THE UBER FILES LEAK?

The Uber Files include communications between top Uber executives, government bureaucrats and world leaders in nearly 30 countries, between 2013 - 2017, when Uber was entering new markets, often without government approval.

In addition to high-ranking Uber executives such as founder and former CEO Travis Kalanick and then-chief lobbyist Mark MacGann, some of the more prominent names include then-Economy Minister (now French President) Emmanuel Macron, former European Commissioner Neelie Kroes, then-Israeli Prime Minister Benjamin Netanyahu, and then-U.S. Vice President Joe Biden, as well George Osborne, the UK's chancellor at the time.

A note from a meeting at the world Economic forum in Davos portrayed Osborne as a **"strong advocate"**.

In a statement, Osborne said it was the explicit policy of the government at the time to meet with global tech firms and **"persuade them to invest in Britain, and create jobs here"**.

While the Davos sitdown with Osborne was declared, the data reveals that six UK Tory cabinet ministers had meetings with Uber that were not disclosed. It is unclear if the meetings should have been declared, exposing confusion around how UK lobbying rules are applied.

### HOW HAS UBER RESPONDED TO THE UBER FILES LEAK?

In response to questions, spokeswoman for Uber, Jill Hazelbaker, acknowledged **"mistakes"** and **"missteps"** that culminated five years ago in **"one of the most infamous reckonings in the history of corporate America."**

She said Uber completely changed how it operates in 2017 after facing high-profile lawsuits and government investigations that led to the ousting of Travis Kalanick and other senior executives.



## HOW HAS UBER TRAVIS KALANICK RESPONDED ?

Devon Spurgeon, a spokeswoman for Travis Kalanick, said the company's rapid expansion in its early years was powered by a team of ***"over a hundred leaders in dozens of countries around the world"*** who were overseen by Uber's ***"robust legal, policy, and compliance groups."***

## WHY DOES THE UBER FILES LEAK MATTER?

The Uber Files shows the ease with which Uber executives were able to gain access to – and with access – influence powerful democratically elected leaders. The intimate access came even as Uber was brazenly flouting local transportation laws, upending workers' rights and trying to hobble government investigations using stealth technology and other deceptive tactics. In short, the investigation offers an X-ray into how multinational companies game the system showing how money and power can buy access and thus bend policy toward the ends of monied interests.

## DID THE FILES SHOW UBER DOING ANYTHING ILLEGAL?

The reporting sheds additional light on Uber's well-documented flouting of local labour and transportation laws.

The exchanges between Uber executives in the Uber Files include frank assessments of the regulatory challenges the company's business model faced. One executive described Uber's approach to entering new markets as a ***"sh\*tstorm"***.

According to the documents; another wrote to a colleague ***"We're just fucking illegal."***

The records also reveal Uber executives' activation of a so-called ***"kill switch"*** to cut access to company servers and prevent authorities from seizing evidence during raids on Uber offices in at least six countries. Travis Kalanick, denied that use of the ***"kill switch"*** was improper, saying it did not permanently delete data and was used to protect intellectual property and the privacy interests of its customers.

In Uber's response to ICIJ's questions, it acknowledged there had been ***"missteps"*** in its past that led to ***"an enormous amount of public scrutiny, a number of high-profile lawsuits, multiple government investigations, and the termination of several senior executives"*** in 2017, before the appointment of the current CEO Dara Khosrowshahi.

It's not yet clear whether the new Uber Files revelations will lead to additional investigations.

## HOW DID UBER USE STEALTH TECHNOLOGY LIKE THE "KILL SWITCH" TO THWART GOVERNMENT INVESTIGATORS?

The Uber Files reveals that, when Uber offices were raided by authorities, company executives could remotely activate a so-called kill switch to disconnect computers from company servers and prevent authorities from seizing evidence - a tool Uber used during office raids in France, as well as Romania, Netherlands, Belgium, India and Hungary.

Uber also deployed technology that allowed it to show a fake version of the app to police or government officials who could be investigating the service; staff discussed creating ***"blackout geofences"*** around police stations in Denmark; and more.

An Uber spokeswoman told ICIJ that Uber has not used a kill switch to thwart regulatory actions since 2017.

## WHAT DO THE UBER FILES SAY ABOUT UBER DRIVERS?

In every market, claims that Uber was transforming the workforce were central to the company's pitch. But some drivers say that they were misled, that Uber lured them to its platform with financial incentives that didn't last while sharply increasing its commission from each ride. Many of Uber's drivers were part-time, freelance contractors ineligible for key benefits such as health care.

In many countries where Uber had rolled out rapidly, often without governmental approvals, its drivers were being threatened and attacked by riders, thieves and traditional cabbies.

The Uber Files reveal that, in some cases, Uber executives saw violence and attacks on drivers as strategic opportunities to build support for their cause.



# IoL - ALL THINGS LICENSING

**Article by Mike Smith, Senior Specialist for Licensing and Community Safety at Guildford Borough Council and Vice-Chair of the Institute of Licensing, South East Region.**

**Please note: this article represents the views of the author which are not presented as the views of the Institute of Licensing.**

I have to remind myself that it is only a month since my last article detailing important changes in terms of **The Taxis and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022** and **The Taxis and Private Hire Vehicles (Disabled Persons) Act 2022**.

However in that time the Prime Minister has resigned, the process to replace him is well underway, and the temperature has risen to a record of over 40 degrees.

At the time of writing, the summer holiday season has just begun and everyone is fully aware that we are currently in the midst of a heatwave. It is to be hoped that in what are times of unprecedented heat, there are some positives for the industry as customers set off on their summer travels or head out for refreshment in the hospitality sector and seek a taxi or private hire vehicle home after enjoying themselves.

The industry was once again put into the national headlines with the BBC Panorama investigation into 'The Uber Files', which detailed high level lobbying by the company across the UK and Europe. **PHTM** has covered the topic elsewhere in this issue.

## **DfT TAXI AND PRIVATE HIRE STATISTICS**

In addition nationally, although perhaps not grabbing as much attention as The Uber Files, the Department for Transport has also published its annual taxi and private hire statistics. This statistical release presents information on hackney carriages and private hire vehicles in England and also includes new, experimental statistics on the fuel type and age of taxis and private hire vehicles.

The full report is available at:

<https://www.gov.uk/government/statistics/taxi-and-private-hire-vehicle-statistics-england-2022>

**PHTM** has produced very useful infographics in this issue to illustrate the statistics, see pages 6-7 or [click here](#).

## **OTHER BUSINESS**

Locally, I have been busy in Guildford with a recent fare increase, consulting on revised fees and making a minor change to the council's licensing policy with respect to 'privacy glazing' all within the last month. Certainly, I will be looking forward to the good weather extending for a couple more weeks whilst I pitch my tent on a family camping holiday.

## **GUILDFORD FARE INCREASE**

Guildford last reviewed taxi fares in 2019, with intended reviews in 2020 and 2021 not taking place due to the council focusing on responding to the Coronavirus pandemic and restrictions considerably reducing the available work for taxis. However the much noted increase in fuel and other costs meant that it was important to review fares so that drivers can recover their costs and be able to provide the service.

Naturally the Council consulted upon changes to the fare table and received a small number of objections from the trade to the proposed increase, mainly on the basis that the fares would be too high. There was not however a consensus from those objections as to what the fares should be.

The consideration of the objections outlined that the council's adopted fare calculation methodology indicated that this rise was needed due to increased costs incurred by the trade and less mileage completed, meaning that costs are recovered over fewer journeys, putting the price per journey up.

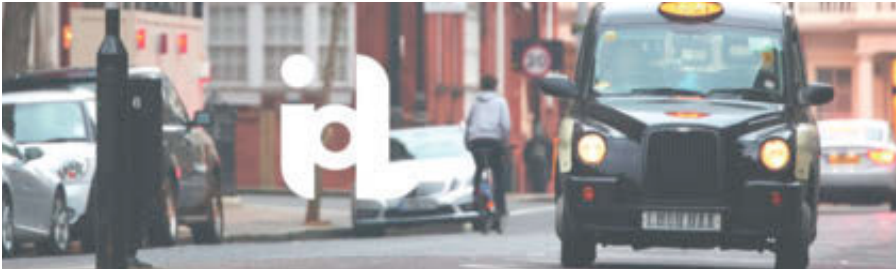
As I wrote about in April's edition of **PHTM**, Guildford has an adopted methodology for setting fares and there was a concern that if the methodology were not followed, any other increase would mean that the trade was not able to cover their costs, and may have to work longer hours in order to do so, potentially placing themselves and others at risk.

Whilst the concerns from a small number of the trade around the new increased fares were acknowledged, the fares are however the maximum which may be charged. This means that whilst the trade cannot charge more, they are perfectly entitled to charge less than the set fares should they wish to.

Upon implementation of the fares it was good to get out to see the meter agents in action and I also headed to the ranks to check that all members of the trade were aware of the new rates.



# IoL - ALL THINGS LICENSING



## TINTED WINDOWS IN GUILDFORD

The council has also updated its position on 'Privacy Glazing', which I am aware is a source of much contention from members of the trade. The council updated its Licensing Policy, approved in April 2021, reflecting the important public safety rationale of the Guidance issued by the DfT in July 2020, which updated the glazing requirement for licensed vehicles as follows:

**The council's policy and vehicle licence conditions state the vehicles glazing must have:**

***"A minimum light transmission value of 70% shall be maintained in all windows except a windscreen, which shall have a minimum light transmission value of 75%"***

This was an update on the previous position which permitted factory fitted 'privacy glass' in the rear windows. As the trade will be aware, privacy glass is glazing which is darker in appearance and allows a light transmission of less than 70%, in some cases less than 20%. Many vehicles are manufactured with glass that is darker than the Council's Policy limit fitted to windows rear of the driver, especially in luxury, estate and people carrier style vehicles.

The original rationale for this update was one of public safety. Customers want to be confident when entering a vehicle that there are no potential dangers awaiting them in the vehicle. Similarly, potential attacks on drivers can be reduced if the actions of customers in the rear of the vehicle can be easily seen. Transparent glazing also allows officers and the police to quickly check that the vehicle is not carrying more passengers than permitted.

However, following the policy update the council has received approximately a dozen applications where a vehicle has non-complaint glazing installed. This glazing is installed at the time of manufacture and costly to replace. This is having an implication for the licensed trade who are having a limited choice of vehicles to present for licensing, or are having to replace glazing vehicles installed in vehicles at the time of manufacture at a considerable cost, often several thousand pounds.

The issue of privacy glazing is discussed in the recent draft Taxi and Private Hire Licensing Best Practice Guidance consulted on by the Department for Transport.

The position of the consultation draft was:

***"If the objective of the authority's prohibition of tinted windows is to address a concern that illegal activity is taking place in a vehicle, the evidence for this should be established and alternative options should be considered, for example, CCTV in vehicles. When licensing vehicles, authorities should be mindful of this as well as the significant costs and inconvenience associated with changing glass that conforms with the requirements of vehicle construction regulations."***

***"In the absence of evidence to show that a requirement for the removal of factory fitted windows is necessary and proportionate, licensing authorities should not require their removal as part of vehicle specifications."***

After considering the above draft guidance, together with the consideration that from April 2023 all Guildford licensed vehicles must be fitted with CCTV, I presented a report to Licensing Committee in July recommending to return to the previous policy requirement which allowed privacy glass installed at the time of manufacture in licensed vehicles which had a light transmission at a lower level than the 70% stipulated by conditions.

The Committee agreed and hopefully this update will be welcomed by the trade and provide them with a wider number of vehicles to present for licensing, or reduce costs for those who have purchased a vehicle which does not meet requirements.

## SUMMER READING

If you use the summer holidays as a great opportunity to read the latest best seller or, like me to catch up on professional publications of interest, such as **PHTM**, yet again, there is no more important time to be 'in the know' about licensing issues affecting the trade.

I would again encourage members of the trade to join the Institute of Licensing which produces a number of interesting publications which you can add to your reading collection either as you relax by the pool or queue at the transport hub to get there!

Full details are available at: [www.instituteoflicensing.org](http://www.instituteoflicensing.org).

# The Bryan Roland Memorial

## NATIONAL HACKNEY FARES TABLE AUGUST 2022

### TABLE COLOUR CODE

RISE IN 2022

RISE IN 2021

RISE IN 2020

RISE IN 2019

RISE IN 2018

RISE IN 2017

RISE IN 2016

RISE IN 2015

RISE IN 2014

RISE IN 2013

RISE IN 2012

RISE IN 2011

RISE IN 2010

RISE IN 2009

RISE IN 2008

NO SET FARE

POSITION	TARIFF ONE COUNCIL/AIRPORT	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
1	LONDON (HEATHROW)	£13.40	66	RUGBY	£7.10	131	HAVANT	£6.60
2	GUILDFORD	£10.00	67	WINDSOR & MAIDENHEAD	£7.10	132	HIGH PEAK	£6.60
3	EPSOM & EWELL	£9.80	68	HARBOROUGH	£7.09	133	MEDWAY	£6.60
4	LONDON	£9.80	69	SEVENOAKS	£7.06	134	MORAY (x)	£6.60
5	LUTON AIRPORT	£9.70	70	BROMSGROVE	£7.00	135	NORTH HERTS	£6.60
6	STEVENAGE	£8.70	71	EAST LOTHIAN	£7.00	136	NORWICH	£6.60
7	WATFORD (x)	£8.40	72	EDINBURGH	£7.00	137	PLYMOUTH	£6.60
8	UTTLESFORD	£8.30	73	HERTSMERE	£7.00	138	RUNNYMEDE	£6.60
9	CARRICK	£8.20	74	MACCLESFIELD	£7.00	139	SCARBOROUGH	£6.60
10	WOKINGHAM	£8.20	75	SLOUGH	£7.00	140	SHETLAND ISLES	£6.60
11	BRENTWOOD	£8.10	76	TONBRIDGE & MALLING	£7.00	141	TEIGNBRIDGE	£6.60
12	BRECKLAND	£8.00	77	WELWYN HATFIELD	£7.00	142	ASHFORD	£6.50
13	MAIDSTONE	£8.00	78	WILTSHIRE	£7.00	143	BASSETLAW	£6.50
14	READING	£8.00	79	CrAVEN	£6.99	144	CALDERDALE	£6.50
15	STROUD	£8.00	80	SANDWELL	£6.92	145	DURHAM COUNTY COUNCIL	£6.50
16	TORRIDGE	£8.00	81	COLCHESTER	£6.90	146	EREWASH	£6.50
17	TUNBRIDGE WELLS	£8.00	82	EASTBOURNE	£6.90	147	HUNTINGDONSHIRE	£6.50
18	ISLE OF MAN	£7.90	83	VALE OF WHITE HORSE	£6.90	148	LIVERPOOL	£6.50
19	RESTORMEL	£7.90	84	WORCESTER CITY	£6.90	149	LUTON	£6.50
20	BRACKNELL FOREST	£7.80	85	ADUR	£6.80	150	ORKNEY	£6.50
21	BRIGHTON & HOVE	£7.80	86	BEDFORD	£6.80	151	SOUTH SOMERSET	£6.50
22	SURREY HEATH	£7.80	87	BOSTON	£6.80	152	WORTHING	£6.50
23	WAVERLEY	£7.80	88	CARMARTHENSHIRE	£6.80	153	CHESTERFIELD	£6.45
24	CHELMSFORD	£7.70	89	CARADON	£6.80	154	HYNDBURN	£6.42
25	GUERNSEY	£7.70	90	EAST LINDSEY	£6.80	155	BASILDON	£6.40
26	WEALDON	£7.70	91	FIFE	£6.80	156	BLAENAU GWENT	£6.40
27	BCP	£7.65	92	GLASGOW	£6.80	157	BRISTOL	£6.40
28	EAST AYRSHIRE	£7.60	93	GLOUCESTER	£6.80	158	COUNTY OF HEREFORD	£6.40
29	BASINGSTOKE & DEANE	£7.60	94	GRAVESHAM	£6.80	159	CREWE & NANTWICH	£6.40
30	CHELTENHAM	£7.40	95	HART (x)	£6.80	160	EAST HAMPSHIRE	£6.40
31	KERRIER	£7.60	96	KINGSTON-UPON-HULL	£6.80	161	EAST RENFREW	£6.40
32	MONMOUTHSHIRE	£7.60	97	MID DEVON	£6.80	162	HASTINGS	£6.40
33	OXFORD CITY	£7.60	98	NORTH CORNWALL	£6.80	163	HINCKLEY & BOSWORTH	£6.40
34	RUSHMOOR	£7.60	99	NORTH WARWICK	£6.80	164	IPSWICH	£6.40
35	SOUTHAMPTON	£7.60	100	NOTTINGHAM	£6.80	165	LEEDS	£6.40
36	TORBAY	£7.51	101	SEDGEMOOR	£6.80	166	LINCOLN	£6.40
37	JERSEY	£7.43	102	SOMERSET WEST & TAUNTON	£6.80	167	MELTON	£6.40
38	CANTERBURY	£7.40	103	SWALE	£6.80	168	MID SUFFOLK	£6.40
39	HARROGATE	£7.40	104	TENDRING	£6.80	169	NORTH KESTEVEN	£6.40
40	MID SUSSEX	£7.40	105	VALE OF GLAMORGAN	£6.80	170	SHROPSHIRE	£6.40
41	SOUTH AYRSHIRE	£7.40	106	WOLVERHAMPTON	£6.80	171	SOUTHEND ON SEA	£6.40
42	TEWKESBURY	£7.40	107	NUNEATON & BEDWORTH	£6.75	172	TAMESIDE	£6.40
43	WEST BERKSHIRE	£7.40	108	MALVERN HILLS	£6.72	173	WEST LINDSEY	£6.40
44	CAMBRIDGE CITY	£7.30	109	ANGUS	£6.70	174	WOKING	£6.40
45	DARTFORD	£7.30	110	BRAINTREE	£6.70	175	PERTH & KINROSS	£6.33
46	NORTH DEVON	£7.30	111	CHESTER	£6.70	176	NEWARK & SHERWOOD	£6.32
47	SOUTH CAMBRIDGE	£7.30	112	CONGLETON	£6.70	177	BLACKBURN	£6.30
48	WEYMOUTH & PORTLAND	£7.30	113	CRAWLEY	£6.70	178	BURY	£6.30
49	ARUN	£ 7.20	114	EASTLEIGH	£6.70	179	COTSWOLD (y)	£6.30
50	BATH & NORTH EAST SOMERSET	£7.20	115	FYLDE	£6.70	180	COVENTRY	£6.30
51	DORSET	£7.20	116	MANCHESTER	£6.70	181	DACORUM	£6.30
52	EAST NORTHANTS	£7.20	117	NORTH SOMERSET	£6.70	182	DARLINGTON	£6.30
53	NORTH EAST LINCOLNSHIRE	£7.20	118	NORTH TYNESIDE	£6.70	183	LEWES	£6.30
54	PORTSMOUTH UA	£7.20	119	SHEFFIELD	£6.70	184	PEMBROKESHIRE	£6.30
55	REIGATE & BANSTEAD	£7.20	120	SOUTH LAKELAND	£6.70	185	SOUTH HOLLAND	£6.30
56	SOUTH GLOUCESTER	£7.20	121	SWINDON	£6.70	186	SOUTH RIBBLE	£6.30
57	ROTHER	£7.20	122	THREE RIVERS	£6.70	187	DUNDEE CITY	£6.28
58	YORK	£7.20	123	SOUTH HAMS	£6.66	188	FOREST OF DEAN	£6.27
59	EAST DEVON	£7.15	124	CARLISLE	£6.60	189	BABERGH	£6.26
60	ARGYLL & BUTE	£7.13	125	CONWY	£6.60	190	REDDITCH	£6.25
61	DOVER	£7.10	126	DUDLEY	£6.60	191	MIDLOTHIAN	£6.22
62	ISLE OF WIGHT	£7.10	127	EAST SUFFOLK (NORTH)	£6.60	192	THANET	£6.21
63	MENDIP	£7.10	128	EDEN	£6.60	193	BIRMINGHAM	£6.20
64	MOLE VALLEY	£7.10	129	EXETER	£6.60	194	CHICHESTER	£6.20
65	PENWITH	£7.10	130	HARLOW	£6.60	195	CHORLEY	£6.20

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
196	DAVENTRY	£6.20	261	EAST RIDING	£5.85	326	HAMILTON (x)	£5.20
197	DERBY	£6.20	262	BARNSELY	£5.80	327	RHONDDA CYNON TAFF	£5.20
198	EAST CAMBRIDGESHIRE	£6.20	263	BARROW IN FURNESS	£5.80	328	STAFFS MOORLANDS	£5.20
199	EAST SUFFOLK (SOUTH)	£6.20	264	BRIDGEND	£5.80	329	WAKEFIELD	£5.20
200	FALKIRK	£6.20	265	FAREHAM	£5.80	330	WEST LANCASHIRE	£5.20
201	FENLAND	£6.20	266	FLINTSHIRE	£5.80	331	GATESHEAD	£5.10
202	FOLKESTONE & HYTHE	£6.20	267	HALTON	£5.80	332	SOUTH STAFFORDSHIRE	£5.10
203	HORSHAM	£6.20	268	HIGHLAND (x)	£5.80	333	STOCKTON ON TEES	£5.10
204	NEWCASTLE-UPON-TYNE	£6.20	269	LEICESTER	£5.80	334	COPELAND	£5.00
205	NORTHAMPTON	£6.20	270	LICHFIELD	£5.80	335	KIRKLEES	£5.00
206	NORTHUMBERLAND	£6.20	271	MERTHYR TYDFIL	£5.80	336	ROSSENDALE	£5.00
207	ROCHFORD	£6.20	272	NEATH PORT TALBOT	£5.80	337	SOUTH NORTHANTS	£5.00
208	SOLI HULL	£6.20	273	NORTHERN IRELAND	£5.80	338	CORBY	£4.90
209	SPELTORNE	£6.20	274	NORTH LINCOLNSHIRE	£5.80	339	MIDDLESBROUGH	£4.90
210	ST ALBANS	£6.20	275	NORTH NORFOLK	£5.80	340	TELFORD & WREKIN	£4.90
211	STRATFORD ON AVON	£6.20	276	RUTHERGLEN (x)	£5.80	341	WELLINGBOROUGH	£4.90
212	SUNDERLAND	£6.20	277	SEFTON	£5.80	342	WESTERN ISLES (x)	£4.85
213	WEST OXFORD	£6.20	278	SOUTH LANARKSHIRE (Clydesdale)	£5.80	343	ASHFIELD	£4.80
214	WINCHESTER	£6.20	279	TRAFFORD	£5.80	344	DERBYSHIRE DALES	£4.80
215	WYCHAVON	£6.20	280	WEST SUFFOLK	£5.80	345	BOLSOVER	£4.60
216	WYRE FOREST	£6.14	281	WIGAN	£5.80	346	BURNLEY	£4.50
217	CENTRAL BEDFORDSHIRE	£6.13	282	WYRE	£5.80	347	REDCAR & CLEVELAND	£4.50
218	ABERDEENSHIRE	£6.10	283	YNS MON	£5.80	348	OADBY & WIGSTON	£4.40
219	CANNOCK CHASE	£6.10	284	DONCASTER	£5.75	349	PENDLE	£4.40
220	CARDIFF	£6.10	285	NORTH EAST DERBYSHIRE	£5.75	350	MALDON	£
221	CLACKMANNAN	£6.10	286	CAERPHILLY	£5.70	351	RUTLAND	£
222	EAST HERTS	£6.10	287	GEDLING	£5.70	352	SOUTH DERBYSHIRE	£
223	ELMBRIDGE	£6.10	288	RENFREWSHIRE	£5.70	353	SOUTH NORFOLK	£
224	NEW FOREST	£6.10	289	ST HELENS	£5.70	354	SOUTH OXFORDSHIRE	£
225	TAMWORTH	£6.10	290	STIRLING (x)	£5.70	355	WEST DEVON	£
226	SELBY	£6.06	291	SWANSEA	£5.70			
227	CHARNWOOD	£6.05	292	WARRINGTON	£5.70			
228	SCOTTISH BORDERS	£6.05	293	BRADFORD	£5.60			
229	ABERDEEN CITY	£6.00	294	GOSPORT	£5.60			
230	ALLERDALE	£6.00	295	NEWPORT	£5.60			
231	BLACKPOOL	£6.00	296	NORTH LANARKSHIRE	£5.60			
232	BROXTOWE	£6.00	297	RUSHCLIFFE	£5.60			
233	BUCKINGHAMSHIRE	£6.00	298	WEST LOTHIAN (x)	£5.60			
234	CASTLE POINT	£6.00	299	WREXHAM	£5.60			
235	DENBIGHSHIRE	£6.00	300	CHERWELL	£5.56			
236	SOUTH LANARKSHIRE (East Kilbride)	£6.00	301	NEWCASTLE-UNDER-LYME	£5.55			
237	EAST STAFFORDSHIRE	£6.00	302	INVERCLYDE	£5.54			
238	GREAT YARMOUTH	£6.00	303	DUMFRIES & GALLOWAY	£5.50			
239	GWYNEDD	£6.00	304	EAST DUNBARTONSHIRE	£5.50			
240	KETTERING	£6.00	305	EPPING FOREST	£5.50			
241	KINGS LYNN & WEST NORFOLK	£6.00	306	HAMBLETON	£5.50			
242	KNOWSLEY	£6.00	307	OLDHAM	£5.50			
243	LANCASTER	£6.00	308	ROCHDALE	£5.50			
244	MILTON KEYNES	£6.00	309	TORFAEN	£5.50			
245	NORTH WEST LEICESTER	£6.00	310	CEREDIGION	£5.46			
246	PETERBOROUGH	£6.00	311	SALFORD	£5.46			
247	POWYS	£6.00	312	CLYDEBANK	£5.40			
248	RICHMONDSHIRE	£6.00	313	DUNBARTON & VALE OF LEVEN (x)	£5.40			
249	RYEDALE	£6.00	314	ELLSMERE PORT	£5.40			
250	SOUTH TYNESIDE	£6.00	315	HARTLEPOOL	£5.40			
251	STOCKPORT	£6.00	316	PRESTON	£5.40			
252	TEST VALLEY (x)	£6.00	317	ROTHERHAM	£5.40			
253	THURROCK	£6.00	318	MANSFIELD	£5.35			
254	WARWICK	£6.00	319	NORTH AYRSHIRE	£5.30			
255	WIRRAL	£6.00	320	RIBBLE VALLEY	£5.30			
256	BROXBORNE	£5.90	321	SOUTH KESTEVEN	£5.30			
257	STAFFORD	£5.90	322	VALE ROYAL	£5.30			
258	STOKE-ON-TRENT UA	£5.90	323	BLABY	£5.24			
259	TANDRIDGE	£5.90	324	AMBER VALLEY	£5.20			
260	WALSALL	£5.90	325	BOLTON	£5.20			

TABLE COLOUR CODE
RISE IN 2022
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RISE IN 2013
RISE IN 2012
RISE IN 2011
RISE IN 2010
RISE IN 2009
RISE IN 2008
NO SET FARE

- NOTES:
1. Councils 350-355 do not impose a hackney fare tariff. Individual drivers charge an agreed fare prior to the journey
  2. (x) – a fare update has been passed by the council, but the two-mile fare has not increased
  3. (y) – a fare update has been passed by the council but the two-mile tariff has decreased

NATIONAL AVERAGE  
TWO MILE HACKNEY FARE  
TARIFF ONE  
**IS NOW £6.46**  
Nationwide fare increases  
during May-July 2022  
have resulted in the average  
two-mile hackney fare  
rising by £0.24

PHTM HACKNEY FARE  
LEAGUE TABLES  
Now updated daily  
on PHTM website  
[www.phtm.co.uk/  
taxi-fares-league-tables](http://www.phtm.co.uk/taxi-fares-league-tables)

The Bryan Roland Memorial  
NATIONAL HACKNEY FARES TABLE  
AUGUST 2022



# KNOW YOUR RIGHTS

On the 28 June a major new piece of legislation was introduced; the **Police, Crime, Sentencing and Courts Act 2022**. Whilst introducing some well known laws such as the ability to arrest protesters who are causing major disruption, a few pieces of road traffic law have been passed which could have wide-ranging consequences.

In this month's edition we examine those changes and what they could mean for professional drivers.

If you need any advice on motoring matters, email [advice@pattersonlaw.co.uk](mailto:advice@pattersonlaw.co.uk) or call **01626 359800** for free legal advice.

## CAUSING DEATH BY DANGEROUS DRIVING

The first change, and probably the one that was most well reported, has been the increase in sentence to life imprisonment for causing death by dangerous driving and causing death by careless driving whilst under the influence of drink or drugs. Previously the maximum sentence was 14 years.

The minimum period of disqualification has also increased from two years to five years.

Whilst this may seem harsh, the most important thing to remember is that it is an increase of the maximum only, not the minimum or even the starting point.

This means that it will only affect the most severe cases. We are not going to be seeing people sent to prison for life in every case, this is reserved only for the most serious cases – for example where people are involved in a police chase and kill somebody, or where someone uses a vehicle as a weapon with intent to cause harm.

When all that's considered, it's unlikely that too many people are going to be upset by this increase. Previously it has always been difficult for the police to prosecute where people use their vehicle as a weapon to try to deliberately hurt someone, because if the prosecution charged someone with dangerous driving, the maximum they could get was 14 years in prison, so they would have to try to make a general criminal charge fit, such as GBH or attempted murder. It wasn't easy.

This should make things easier for the police. They can simply charge with dangerous driving and push for the maximum sentence.

## CAUSING SERIOUS INJURY BY DANGEROUS DRIVING

This change is one that was quietly brought in and hasn't been well reported at all. However, it is probably the change

that could potentially have the widest ranging consequences and affect professional drivers the most.

It is the introduction of a brand new offence of causing serious injury by careless driving.

Previously if someone had driven badly and serious injury was caused (serious injury is to the standard of GHB – so broken bones or broken skin causing loss of blood), there were potentially two charges that the police could utilise – either careless driving or causing serious injury by dangerous driving.

The starting point would be to consider the standard of driving. If the driving fell below that of a careful and competent driver in the circumstances, then it would be careless only, regardless of the injury. The offence of driving without due care and attention (careless driving) carries 3-9 points or a discretionary ban. Injury would then just be a factor to consider when assessing the number of points to be given to the driver.

But, if the standard of driving fell far below that of a careful and competent driver AND was obviously dangerous (in reality this means some deliberate act or just idiotic driving) then the police would prosecute for causing serious injury by dangerous driving, which carries a prison sentence in the majority of cases as well as a minimum two-year disqualification.

Whilst this seems like a huge disparity in sentence, to us this made perfect sense. If there was a complete accident and you accidentally injure someone, yes the consequences are bad but should a professional driver really lose their livelihood because of it? No. You should get points – a warning not to do it again.

Whereas if you drive like an idiot and seriously injure someone – then yes, you deserve to be banned and even sent to prison.

It made sense.

But now if you drive carelessly, and accidentally injure someone, the police can prosecute with this new offence of causing serious injury by careless driving. This offence carries a **MINIMUM** 12-month ban, and potentially prison!

To put that into context, let's say that you turned right into a junction but didn't see a cyclist oncoming, you knocked him off and he cut his leg; or you accidentally drove into the back of someone and they suffered a hairline fracture of their arm (minor offences), previously these would carry 4/5/6 penalty points. Now, they could potentially carry a minimum 12-month ban with prison.

# KNOW YOUR RIGHTS



**It's crazy. How can these mere accidents, simple misjudgements, potentially destroy professional drivers' lives??**

It is a very new offence and here at Patterson Law we haven't seen anyone charged yet. But it will be interesting to see in what cases the police actually charge. Will they throw this around willy nilly? Or will they reserve it for only the most serious of cases? Time will tell.

## **COURSES OFFERED AS AN ALTERNATE TO PROSECUTION**

Currently, where somebody is offered a course instead of prosecution, such as the Driver Improvement Course or a Speed Awareness Course, it is only police policy that dictates the amount it costs and specifies that only one course can be completed every three years.

However, a new law allows the Department of Justice to set standard fees for courses (so it won't be up to the course provider/police anymore) and legislate that a driver cannot do a second course if a similar one has been completed within three years.

So for those drivers who have 'got away' with a speeding matter by doing a second course within three years, those days are over.

However, it does stipulate that you cannot complete a similar course within three years. Whilst the word '*similar*' is not defined, one would imagine that if you have done a Driver Improvement Course previously there is nothing stopping you from doing a Speed Awareness Course within three years.

## **SURRENDER OF LICENCES**

Finally there is a minor change to the surrender of licences. This one has been talked about for a while now, but only just introduced - and it's about time.

Currently, where there are any prosecutions there is generally a stipulation that the defendant must surrender their licence.

At the fixed penalty stage (e.g. where someone is offered three points and a £100 fine for speeding), should a driver wish to accept, they must surrender their licence to the police. At court, should a defendant not attend, they must post their licence to the court. And if a defendant attends court, they must bring their licence with them.

This law has been outdated for years. It was written in the days of paper licences - as it was vital for the police/courts to not only see the physical licence to count the number of points on there, but also to write any new penalty points awarded on it.

But since the DVLA is now online, this requirement is pretty redundant. Over the last few years, certainly at court, this law hasn't been as strictly upheld as it used to be, and a change has been needed for a few years.

The new laws stipulate that at the fixed penalty stage you may not have to surrender your licence as long as you have fulfilled '*identification requirements*'. There is no indication yet as to exactly how this will work and what requirements will be needed, and since the legislation has been introduced we have not seen any of those here at Patterson Law. We anticipate this will be a gradual change, but it seems to make perfect sense.

Similarly, at the court stage, the new law states that the court '*may*' require a defendant to surrender their licence - not '*must*' - where a defendant is not in attendance.

But where there is a court hearing which the defendant is attending, the law has stayed the same - that a defendant **MUST** bring their licence with them.

However there is also a new offence of failing to surrender your licence to the DVLA without reasonable excuse. So if, for example, your licence has expired or you have been disqualified and the DVLA has requested the surrender of your licence, it is now law that you **MUST** surrender it. Failure to do so will see you charged with an offence and issued a fine.

Again - this seems perfectly sensible to prevent people from relying on and driving on disqualified or expired licences.

If you want regular updates on road traffic law follow us on [facebook.com/PattersonLawMotoringSolicitors](https://facebook.com/PattersonLawMotoringSolicitors) or [twitter.com/Patterson\\_law\\_](https://twitter.com/Patterson_law_)



# FLYING TAXIS

## THE FUTURE OF URBAN TRANSPORT? FLYING TAXI MAKERS HEAD FOR FARNBOROUGH AIRSHOW



How soon will we be traveling in air taxis? How can they be safely integrated into existing airspace? What are the challenges around infrastructure?

These were some of the issues debated at the Farnborough Airshow which took place on Monday 18 - Friday 22 July, while some manufacturers showed off their new aircraft.

AeroTime takes a look at what we can expect from the airshow in this area and the recent European proposals on operating air taxis in cities.

There are many companies working on advanced air mobility (AAM), popularly dubbed flying taxis. More formally, AAM refers to an air transport system with new aircraft designs that aims to move people and cargo between places, particularly in cities.

Much of the focus is on electrical vertical take-off and landing (eVTOL) aircraft, which promises not only a new form of transport but a more sustainable way of flying. Companies involved in developing eVTOLs include Joby Aviation, Archer, Velocopter, Lilium, Vertical Aerospace, Eve, Wisk and Supernal. Among the recent big developments in the industry was the publication on June 30, 2022 by the European Union Aviation Safety Agency (EASA) of the world's first rules for the operation of air taxis in cities.

The proposed regulatory framework, which is open for consultation until September 30, 2022, covers airworthiness, air operations, flight crew licensing and rules of the air.

EASA said manufacturers had indicated they would be ready for certification of VTOL aircraft in the next few years.

One of the interesting points in the EASA proposals is around pilot licensing. EASA said it is proposing that holders of commercial pilot licences for aeroplanes or helicopters (CPL) will be issued with a VTOL aircraft type rating, once

they have completed training on the relevant aircraft.

It means that only pilots who already hold licences for conventional aircraft will be allowed to operate VTOL-capable aircraft, with no option for someone to train would-be pilots with no flying experience at all from scratch only for VTOL operations.

EASA said its current proposals only cover piloted VTOL systems, and that autonomous flying concepts would be covered by separate proposals when relevant.

When it comes to integrating such aircraft into airspace above urban areas, EASA said transporting people and/or cargo by VTOL-capable aircraft requires a "level of safety that is at least as high as that applicable to operations with conventional aeroplanes or helicopters."

EASA expects that the first type of operations for VTOLs would be following predefined routes or corridors, to maintain sufficient height above congested areas or cities, help avoid other traffic and avoid flying over sensitive areas. If safety, environmental, security, and privacy concerns can be successfully demonstrated and validated during the development of these aircraft, then EASA said it would consider removing the predefined corridors.

AeroTime Chairman and Editor in Chief, Richard Stephenson said: "AAM has huge potential to change the way we travel in cities. There are clearly numerous challenges to overcome, with public acceptance being a key issue going forward.

"I'm confident that all of the challenges will be managed, and I hope to see an electric flying taxi saving me from the London Underground on a hot summer day within the next decade!"

Wisk, which is backed by Boeing, brought one of its all-electric, self-flying air taxis to its chalet at the airshow.

Wisk said that the display was part of its efforts to engage with the community around acceptance of the technology. Vertical Aerospace will display a full-scale model of its VX4, a four passenger, one pilot aircraft that is projected to have speeds up to 200mph and a range of over 100 miles.

Supernal, which was set up in November 2021, promises to "unveil a look into the future eVTOL passenger experience". It also expects to announce new partnerships and details on how it plans to utilise Hyundai's automotive expertise in developing its eVTOL.

Brazilian planemaker Embraer displayed a cabin mock-up of the Eve eVTOL for the first time.

Lilium also exhibited at the show, bringing scale models of the jet's interior and exterior. The company achieved a major milestone in May, when its Phoenix 2 technology demonstrator achieved main wing transition, making it the first ever full-size electric jet aircraft to transition from hover to wing-borne flight.



# FLYING TAXIS

## FLYING TAXI SERVICE MAY BEGIN OPERATING BETWEEN UK AIRPORTS AND CITY CENTRES WITHIN TWO YEARS

A new consortium launched at the Farnborough Air Show on July 18 could begin trials of a flying taxi service operating between UK airports and city centres by 2024.

The Sunday Times Driving reports that the group plans to begin tests to connect London City, Heathrow and Bristol airports using four-passenger electric vertical take-off and landing (eVTOL) aircraft developed by consortium partner Vertical Aerospace with the service operated by Virgin Atlantic.

The Advanced Mobility Ecosystem Consortium (AMEC), which comprises Vertical, Virgin, aerospace design consultancy, Atkins, NATS (the company responsible for operating the UK's air-traffic control services) and several others, recently won the government's £9.5m Future Flight Challenge.

It plans to be Britain's first developer of an "advanced air mobility ecosystem", aiming to "significantly accelerate the introduction of AAM [advanced air mobility] in the UK".

Atkins will lead the consortium and is responsible for the technical management of the initial two-year programme.

According to the group, initial test flights will be conducted at private airfields before flights begin between Heathrow and Bristol airports, and undecided "vertiport" locations to be constructed by consortium partner Skypoints, in early 2024.

Other flights between Bristol airport and an undisclosed vertiport location around 30 miles away will also demonstrate a "more rural use case".

Gary Cutts, a director at UK Research and Innovation, is overseeing the Future Flight Challenge and said the project would put Britain at the global forefront of the zero-emission air travel of the future. Its plan "sets out how air taxis could be in use in the UK by 2030, but a lot needs to occur for that to happen," he said.

"By bringing technical developments from across the aviation industry together into one network, and undertaking early demonstration in the real world, AMEC could accelerate the timescale for AAM introduction by years.

"This project could revolutionise travel, not just in the UK but around the world."

Bristol-based Vertical Aerospace intends to start test flights with the first VX4 prototype later this year, and the launch of the Heathrow trials will roughly coincide with the type certification of the new aircraft. It is capable of flying up to a range of more than 100 miles and at a cruising speed of 202mph, according to the manufacturer.

Interest in Vertical's eVTOL aircraft has been strong, with American Airlines having placed orders and deposits for 50 VX4s, with the potential to order another 300. Another conditional pre-order for 50 aircraft came from Belgian business jet operator FlyingGroup.

Vertical claims it now carries an order backlog of up to 1,400



VX4s between all its customers, potentially worth around £4.7bn.

Earlier this year, another UK start-up in the eVTOL field, Urban-Air Ports, announced plans to open 200 flying taxi and cargo drone hubs in 65 cities globally over the next five years. The company, backed by Supernal, an eVTOL subsidiary of Hyundai, opened its first vertiport hub in Coventry in April as part of a one-month trial.

Both Urban-Air Ports and the new AMEC will hope to ride the wave of interest in what could be an important emerging sector, with the eVTOL market expected to grow rapidly in the coming years; some reports suggest year-on-year market growth of around 9% to reach a value of £9.4bn by 2027. The market research company Frost & Sullivan predicts that by 2040 there will be 430,000 eVTOL aircraft in the air around the world, by which point, others say, the market could be worth well over £20bn.

There are still hurdles in the way, though. While the European Aviation Safety Agency (EASA) has drafted guidelines that could allow heavier eVTOL aircraft to take to the skies over Europe in the coming years, the Civil Aviation Authority (CAA) in the UK has not yet formally certified the technology. However, industry insiders hope the aircraft could be more widely permitted for use here by 2024. In this case, the involvement of NATS in AMEC could be helpful to not only the project itself but also the development of regulations around eVTOL use in the UK generally.

The flying taxi project announcement comes as the business secretary, Kwasi Kwarteng, has announced £273m of government and industry money aimed at providing funding for solar-powered aircraft, drones carrying medical treatment or providing motorway monitoring, and hydrogen and battery technology for a new generation of green aircraft.

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## 2023 NEW SHAPE KIA NIRO 2

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Shaun Marnell, Director of Car n Cab Care spoke to **PHTM** and explained:  
*"The Kia Niro is smashing the taxi*

*market as it is an ideal vehicle for the trade.*

*"With a starting price of just £24,500 including vat, it is fantastic value for money. It has an impressive standard spec; good fuel economy, giving 58-73 mpg urban driving; comes with clear glass as standard and has five years or 100k mile manufacturer's warranty.*

*"Although the RRP price has gone up by £2,500, in the past we had to pay to change the privacy glass to meet some council's licensing criteria; but as we no longer have to do this in reality the new shape Kia Niro 2 is actually only £1,000 more than the Kia Niro 2 old shape.*

*Furthermore, as Niro 3 vehicles now come with half leather and Niro 4 with full vegan leather (leatherette) seats; we are offering an option called 'Kia Niro Ette' to upgrade ALL new shape Kia Niro 2 vehicles from cloth seats to full leatherette seats for an extra £500 or full leather seats for just an extra £750.*

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Shaun continues: *"This year we have sold hundreds of Niro hybrids nationwide and predict that as fuel prices continue to stay high the Niro plug-in and full electric models, are also going to do well.*

*"In fact for years the Kia Niro full electric has been the second best-selling full EV in the UK after the cheaper MG5 full electric estate."*

The new shape MG5 now costs over £30,500, so when comparing the two vehicles they both have a spare wheel option and the MG a bigger boot. However, the KIA Niro has an adequate spec which is value for money, 35 miles extra range so 285 wltip not 250 and 5 years or 100k manufacturer's warranty as a taxi, as opposed to 3 years or 60,000 miles warranty on the MG5.

Shaun clarifies: *"So drivers it's your choice; size of boot versus spec, extra range and longer warranty - all this in a new shape EV for only an extra £5,500 or £6,000 with leatherette.*

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# point of sale...point of sale...

## IT WAS GREAT TO SEE YOU!



The team at The Taxi Insurer was excited to make the journey once again to the Arena MK in Milton Keynes for the annual **PHTM EXPO**, but this time as exhibitors.

Dave Sweeney, Senior Operations Manager at The Taxi Insurer, and the team had been to the show before as visitors, but after two years of reduced interaction decided to have a presence at the stadium, a decision they certainly don't regret!

Dave comments: "As the go to for many cabbies and businesses in the trade, we wanted to show our support to **PHTM** after what has been a difficult time for us all. With the Jubilee celebrations on the horizon, **PHTM** celebrating its 30th birthday and many visitors marking their first full year of trading since the pandemic, it felt a special event to be part of.

"Over the two days, we met and spoke to some truly inspirational and resilient people and I left the show with a renewed vigour and optimism. Yes we have new challenges to face and we must adapt and evolve to meet them, but the spirit of our community is truly outstanding and one I'm proud to be involved in."

### UK BROKER AWARDS 2021 WINNER

At The Taxi Insurer we are incredibly proud of our heritage going back to 1974 when we first opened in Birmingham and of our reputation of innovating to meet the needs of our customers and the industry.

"Last year we accepted the 'Covid Response Award' at the UK Broker Awards, which highlighted our desire to make sure superb service is at the heart of our core values, even in the most trying and difficult of circumstances."

Dave adds: "Our transparent and honest approach means we aim to help all customers get the peace of mind and cover they need."

### ABOUT THE TAXI INSURER

As a specialist broker, The Taxi Insurer understands that having the right policy is one of the most important considerations for you and your business. Members of our expert team of insurance professionals have built their experience over decades to make sure they can tailor their policies to give you information that will help you cover all your individual requirements.

We are passionate about providing a top-class service and



with 98%\* of our Trustpilot reviews (\*Information correct as of 20th June 2022) being 'great' or 'excellent', you can trust us to find the right policy for you.

If you are an existing customer who would like to talk to us about your renewal, or are looking for a new provider, please do give us a call. Whether you are a sole trader or own a fleet, we can arrange UK-wide cover.

### TAXI INSURANCE

We can provide cover for vehicles including black cabs, saloons and MPVs. We can arrange insured-only or named driver policies and cater both for new badge holders and experienced drivers.

Other benefits include Direct Debit schemes with a low deposit, discounts for DSA taxi test (with some insurers) and a 24-hour claims management service.

### TAXI FLEET INSURANCE

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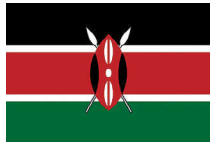
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## from Kenya



### KENYA CAPS UBER, BOLT, LITTLE COMMISSION RATES AT 18 PER CENT

The commission paid by drivers to digital taxi operators has been capped at 18% per trip as the state moves to protect thousands of workers long inconvenienced by high charges. Nation reports that the cap will also apply to the commission paid by the owners of the vehicles registered to the various digital taxi companies, according to new rules published by Transport and Infrastructure Cabinet Secretary James Macharia.

"The commission which shall be paid by a transport network driver or a transport network owner to the transport network company, which shall not exceed 18% of the total earnings of the trip," the new law says.

The decision follows frequent strikes by drivers, who have decried their fees as extortionate.

Currently, Uber, Bolt and Little platforms charge 25, 20, and 19% of the ride value or fare, respectively.

Bolt, formerly Taxify, increased the partner commission fee from 15% to 20% in September 2019 while Little's corporate service also increased the charges to 19% in 2020 citing growing operating costs.

Under the new rules, transport companies are required to seek new licences and provide details such as revenue sharing pacts, registration by the Data Commissioner, pricing mechanism between them and subscribers as well as contractors with vehicle owners, among others.

## from Germany



### CABBIE WHO DROVE 75 MILES TO RETURN GOALIE'S WALLET DOESN'T GET THANK YOU

A furious taxi driver has revealed his anger after driving 75 miles to reunite Manuel Neuer with his wallet only for the German legend to not even say thank you.

The Sun reports that the cabbie, named only as Hazir S, had given the Bayern Munich goalkeeper, 36, a lift from the club's training ground to a fancy apartment complex in the exclusive residential Lehel area of the German city.

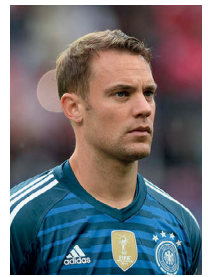
After finishing his shift, the taxi driver found a wallet containing £700 in cash, a Platinum Visa and Black Master-

card in the back of his car. Realising it belonged to Neuer, Hazir S embarked on a 75-mile quest to return the wallet to its owner. The trip would have cost a customer a staggering £340 - but Hazir S flew solo on his mission to ensure Neuer wasn't left out of pocket.

But the cabbie was left furious and disappointed after Neuer didn't say thank you and only offered him a Bayern Munich shirt.

Sky Germany report that Hazir S said: "Neuer's name and address were on his ID. I found a lot of cash, credit card and a driver's licence belonging to Neuer in the car. About ten days after I returned the wallet, a box arrived at my house. There was only a jersey in the box... not even a thank you note.

"This finder's fee is a mockery! I have four children... he made fun of me. I can't do anything with the jersey... it's a complete disappointment."



## from Canada



### MONTREAL'S ACCESSIBLE TAXI DRIVERS CALL STRIKE

Taxi drivers servicing Montrealers with disabilities have been on strike, demanding higher compensation for rising gas prices and increased costs related to purchasing a taxi vehicle as well as modifying it for clients with special needs. CTV News reports that drivers aim to negotiate contract terms with the STM public transport agency.

Between Friday July 8 and Monday July 11, all-new trip requests were refused by the STM's online reservation system for paratransit (community transport), known as SIRT, with "medical reasons" being the only exception.

Buying a new accessible taxi van now costs around \$75,000 according to Essafi, who drives a paratransit vehicle himself. He estimates that nearly 50 chauffeurs took part in the strike around the city.

"The cost of ownership and operations doubled in the past two years, but the revenues didn't follow up [for the drivers]," said Frédéric Prigent, president of Taxelco, a Montreal paratransit provider.

Prigent added that while the company supports the drivers' requests for their pay, the government should also be given some time to react and find an appropriate solution.

As for finding a compromise, the STM "focused on mitigating the impacts on the clients over the weekend and continued discussions with the drivers to bring long-term solutions," said Philippe Déry, the STM media relations officer.





## from Ghana



### TWO GHANAIAAN CABBIES ARRESTED FOR BEING IN POSSESSION OF HUMAN HEAD

Police in the Ghanaian capital Accra, have two cabbies in custody after a human head was discovered in a taxi they were driving. The incident happened on Sunday, July 10, at around 8pm. The two suspects have been identified as Samuel Amemasi, 32, and Joseph Kwesi Mawuwone, 23. They had been running from police when asked to stop at a checkpoint and were grabbed after their vehicle fell into a big pothole and veered into a bush.



According to a report by Daily Guide, the human head was concealed in a bag on the vehicle's back seat. However, when the car plunged into the bushes, the severed head and its contents became exposed.

Residents of Hobor who approached the crashed vehicle, saw a stream of blood leading to the severed head and immediately informed the police. One of the suspects tried to escape but was later caught and arrested.

One of the arrested drivers confessed to local residents that they cut off the head of the victim, also a taxi driver, for a money ritual. They lured the now-deceased taxi driver to a construction site. But while driving to the site, one used a rope to tie his neck from the back seat while the other held his hands and legs. They later carried the man to a sand winning site and cut off his head.

to have been organised by taxi drivers and that it had dispersed the same day.

Bus drivers have also paralysed traffic in Mozambique's capital, Maputo, after diesel prices jumped and thousands of people were reported to have joined protests against repeated rises in fuel prices across Mozambique.

The strikes halted public transport and barricades prevented travel on major roads until police restored order.

Fuel price rises have also led to countries such as Kenya, Uganda, Ghana and South Africa reporting steep rises in food prices. Rising interest rates in richer countries have exacerbated the problem by causing currencies in several African countries, including Ghana, Nigeria and Kenya, to depreciate – pushing up the price of importing fuel.

All have dropped to record lows against the dollar and look likely to continue to depreciate.

Record inflation in Ghana – caused primarily by soaring fuel prices – has forced the government to seek an IMF bailout. Consumer inflation in Ghana rose to 29.8% annually in June from 27.6% in May, according to official figures.

## and finally

### SHEEP FOUND BUNDLED INTO MINIBUS TAXI IN NORTH WEST SOUTH AFRICA

A 43-year-old man was arrested after he was found in possession of 21 suspected stolen sheep which were bundled into a minibus taxi in the NW South Africa.



According to IOL, the minibus taxi had reportedly run out of petrol when the police found it in the early hours of Saturday 9 July.

Police said the Vryburg K9 Unit members were conducting a patrol at about 1am when they spotted a suspicious and stationary minibus along the road.

“Upon approaching the vehicle for enquiries, the police saw two individuals fleeing from the scene leaving the 43-year-old man behind. A subsequent search led to the discovery of 21 sheep which were loaded into the minibus. The suspect was arrested after failing to account for the possession and the vehicle was impounded,” said spokesperson Lieutenant-Colonel Amanda Funani.

“Preliminary investigation showed that the minibus ran out of petrol while the suspects travelled from Kuruman in Northern Cape where the sheep were allegedly stolen at Tsineng village. The lawful owner of the sheep was traced through tattoo marks on the sheep,” Funani said.

## from Africa



### RIISING FUEL COSTS TRIGGER PROTESTS, BUT MORE PAIN TO COME

Truckers and taxi drivers have blocked roads across Africa in protest over rising fuel prices. CIPS reports that protests erupted in KwaZulu-Natal and Mpumalanga provinces of south Africa after petrol and diesel price rises.

Mpumalanga Police spokesperson Brigadier Selvy Mohlala was quoted in newspapers as saying the protest appeared

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## LET'S BE FRANK. LAMPARD LIKELY FOR THE SACK AT EVERTON BY OCTOBER

FOOTBALL'S BACK and the long summer yawn can be banished for the nation's favourite pastime.

And what a season it promises to be with a World Cup in Qatar bang in the middle of it. I have to confess that I have got plenty of sympathy for our Premier League stars and I think a lot of game management to prevent burnout and muscle strains will put extra pressure on the managers, so expect headlines for all the wrong reasons and a greater reliance on squads. This is probably the real reason behind the five substitute rule, along with the big boys wanting to throw their toys out of the pram if it didn't come in, so expect the stronger, richer teams with deeper squad strength to play to their advantage.

Which leads me on to this season's ante-posts.

It's worth reminding you of last month's initial thoughts.

### PREMIER LEAGUE

Much has been made in the press recently over the continuing troubles at Man U (I don't buy into) and the likely success at White Hart Lane (largely in agreement) but there are only fringe markets available (top four etc.) and they hold no great attraction for me. Similarly the race for the title between Pep and Jurgen - is again of no real interest.

However, I think backing the **HAMMERS** in the without the top six at a whopping 4/1 is a licence to print money. The 2/1 favourite is Newcastle, and to my mind is being priced up on expectation, and Leicester might be declining in their admirable efforts over the last few years. Brighton too might have reached their plateau, so the 4/1 is SUPER GREAT VALUE (a la Bullseye!!)

But there is more than one way to make a profit and so to the SACK RACE, or more appropriately the first managerial casualty.



I have a strong feeling that the owners of Everton were contemplating pulling the trigger on **FRANK LAMPARD** last year but relented. Frank and Everton survived. But what's happened since? Well, major signings are currently none, as I wouldn't call James Tarkowski a major goal asset, Richarlison to Spurs. A tough start, a few losses and the knives will be out

again after six games and at 7/1, he remains bang in the firing line.

As alluded to, I fancy West Ham at 4/1 in the market without the big six but there is also a market on the

season's handicap at between 14/1 and 16/1 the field. Man City give away the most points, in some lists as much as 56 points to Bournemouth, but it usually pays to find a team that will punch above their weight and my two against the field are **CRYSTAL PALACE**, getting 41 points from Man City and **ARSENAL** who receive a 20 point start. That's 7/1 the pair and a little bit of interest. Just for the uninitiated amongst my readers, this means for example, that Palace receive 21 points from Arsenal and the total number of teams in the handicap contest (who all receive a handicap from the favourite - Man City) is 20 teams.

And so to the other leagues...

### CHAMPIONSHIP

It's a tough, tough league and often despite the parachute payments from the Premier League, relegated teams can really struggle in the Championship and I can see a bleak future for perennial yo-yo club Norwich (who are joint favourites to win the Division!!) and sack the manager if he loses four consecutive games... Watford! However not so the holistic approach adopted by **BURNLEY**, with the inspired appointment of Man City legend Vincent Kompany and at a whopping 14/1, Burnley can not be ignored. Second preference is for Middlesbrough.

Added to this, I would add **SHEFFIELD UNITED** at 9/1.

### DIVISION 1

Initial preference is for two teams who did reasonably well last season without really threatening promotion (a quick dalliance with the play-offs) and my fancies are the **OWLS** (Sheffield Wednesday) at 7/1 and my main pick, **OXFORD UNITED** at 14/1 at this embryonic time.

I have no further preference for Division 1 but I think the price of 14/1 about Northampton is worth considering at this early stage along with my original fancies in Division 2 of **MANSFIELD TOWN** at a very generous 12/1 and finally, promotion beckons for **SALFORD CITY**.

### SCOTTISH PREMIERSHIP

I have been remiss to never include events north of the border in what is traditionally (always) a shoot-out between Glasgow's finest. Again there is a market for WITHOUT CELTIC and RANGERS and the 9/2 on offer about **ABERDEEN** looks great and makes plenty of appeal. My spies up North have told me of the new squad and the belief in manager Jim Goodwin and that's good enough for me.



Good punting...

**Bernie the Book**



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