

TAXI, PRIVATE HIRE & CHAUFFEUR FINANCE

ETHOS

EXPERTS IN ASSET FINANCE

01423 608666

issue 399 december 2025

PHTM

minicabit

Bookings in 550+ cities
minicabit.com/phtm

ACORN

**Specialist
Fleet and Taxi
Insurance**

GET A QUOTE NOW

The Taxi Centre

**TAXI SALES
EXPERTS**

ORDER YOUR
NEW TAXI TODAY

JudgeService[®]

Outstanding ★★★★★



The Taxi Centre is a trading name of
Grantham Motor Company Limited
which is authorised and regulated by
the Financial Conduct Authority.



**Technology
Provider Of The
Year 2025!**

**M2M Win
Prestigious Award
At The Taxi Summit**

**Providing
Reliable Connectivity
For Fleets & Drivers
Across The UK With...**

**TaxiBot, WhatsApp,
SMS & Mobile Data**

condu iCabbi autocab

TaxiBot

Powered by m2m



**Patons
Insurance**

feefo 4.9 / 5

★★★★★

Taxi Fleet Insurance

0333 015 6886

www.patonsinsurance.co.uk



**THE
TAXI
INSURER**

SPECIALISTS IN TAXI INSURANCE

0121 506 2397

www.taxiinsurer.co.uk

★ Trustpilot ★★★★★

**Cab
Direct**

**Toyota Corolla
Touring Sports
Icon**



LOWEST PRICE IN THE UK →

Peugeot Premier™

Wheelchair Accessible Taxi

**SEVEN SEAT
OPTION
AVAILABLE**



From **£33,995** OTR

In Stock

- ✓ Miles per gallon (MPG) - Up to 57.4
- ✓ Unique Flatfold™ wheelchair ramp
- ✓ Cruise control with speed limiter
- ✓ 8.0" colour touchscreen
- ✓ Electric front windows
- ✓ 775 litre boot capacity



ORDER TODAY

cabdirect.com/premier | 0800 916 3049

Ford Tourneo Custom

**PHEV
OPTION
AVAILABLE**



From **£44,995** OTR

In Stock

- ✓ Conference style seating available
- ✓ Front and rear parking sensors
- ✓ Front and rear air conditioning
- ✓ Lane keeping aid and warning
- ✓ Adaptive cruise control
- ✓ Reversing camera



ORDER TODAY

cabdirect.com/custom | 0800 916 0000

CONTENTS

CLICK EDITORIAL FEATURES

| | |
|------------------------------|-------|
| ALL THINGS LICENSING | 62-64 |
| BRIGHTON CAB TRADE VIEW | 66-67 |
| DISABILITY AWARENESS | 42 |
| ELITE: IMPORTANCE OF FAMILY | 32-33 |
| INSURANCE INSIGHTS | 50 |
| KNOW YOUR RIGHTS | 68-69 |
| M2M TAXIBOT ANNOUNCEMENT | 58 |
| MODERN MARKETING APPROACH | 48 |
| SCOTTISH NEWS | 30 |
| SOCIAL MEDIA SAVVY | 52 |
| NO TAXI TAX!? | 6-7 |
| VEEZU: VAT TREATMENT OF PHVs | 40 |
| VEEZU GIVES EVIDENCE | 18-19 |
| WHY TAKE ME IS RIGHT FOR YOU | 28 |

CLICK NEWS FEATURES

| | |
|----------------------------|---------|
| BERNIE THE BOOK | 75 |
| BUDGET NEWS | 10-11 |
| BUS LANE BULLETIN | 44 |
| DEVOLUTION: SO MUCH CHANGE | 12 |
| DfT - NATIONAL STANDARDS | 14 |
| FIT AND PROPER | 34, 36, |
| GREEN MEANS GO | 20, 22 |
| HACKNEY FARES TABLE | 70-71 |
| IN THE NEWS | 38-39 |
| MOBILITY MATTERS | 46-47 |
| ROUND THE COUNCILS | 54-57 |
| SHAME SHAME | 24-27 |
| TERROR TIMES | 16 |
| WORLDWIDE TAXI FOCUS | 72-73 |

CONTACTS

| | |
|-----------------------|--------------|
| Advertising Director: | Liza Lipson |
| Publisher: | Graham Burns |
| Assistant Editor: | Annabel Lee |
| Digital Designer: | Jamie Holden |
| Graphic Designer: | Lab 215 |

PHTM CAMPAIGN

PROTECT OUR DRIVERS
NO EXCUSE FOR ABUSE
WINDOW STICKERS



ORDER NOW

0161 688 7777

PHTM
READ IT • LOVE IT

Breaking news stories

UPLOADED DAILY
TO FACEBOOK

www.facebook.com/phtm.newspaper

join us
follow us
like us...



40,441 of you already have!!

0161 688 7777 • info@phtm.co.uk • www.phtm.co.uk

The publishers reserve the right to refuse, withdraw, amend or otherwise deal with all advertisements without explanation. All advertisers must comply with the British Code of Advertising practice. The views expressed in this publication are not necessarily those of the publishers. All rights reserved. Reproduction in whole or in part without prior permission from the publisher is strictly prohibited. Published by Private Hire and Taxi Monthly Ltd.



**CCTV SYSTEMS
PURPOSE BUILT
FOR TAXIS**

**PROTECT YOURSELF
YOUR LICENCE
YOUR PREMIUMS...
AND YOUR FREEDOM!**

FINANCE AVAILABLE

01706 551 212

www.safesystemsctv.co.uk



Birkdale
Insurance Group

Taxi & Fleet
Insurance Specialists

Private and Public Hire
Fleets from 3 Vehicles
Low Deposit Finance Available

01704 336900

birkdaleinsurancegroup.co.uk

Authorised and regulated by the FCA, firm no. 927716.

THE
TAXI
INSURER

SPECIALISTS IN TAXI INSURANCE

0121 506 2397

www.taxiinsurer.co.uk



★ Trustpilot ★★★★★

EXPERIENCED TAXI BROKERS FOR OVER 35 YEARS
PRODUCTS

- Taxi Insurance
- Minibus Insurance
- Fleet Insurance
- Chauffeur Insurance

The Taxi Centre

**GET HUGE TRADE
DISCOUNTS**



0330 178 1083 | THETAXICENTRE.COM



The Taxi Centre is a trading name of Grantham Motor Company Limited which is authorised and regulated by the Financial Conduct Authority.

insure TAXI

Quote TAXI200

£200 OFF

TAXI INSURANCE

0333 202 3135 / insuretaxi.com

*New business customers only, offer expires 31/12/24. InsureTAXI is a trading name of County Insurance Consultants Ltd. Authorised and regulated by the Financial Conduct Authority (FCA No. 309560). Registered in England and Wales (No. 4787941). Registered office: 7th Floor, Corn Exchange, 55 Mark Lane, London, E3 7NE.

NO TAXI TAX!?

GOVERNMENT CLOSES VAT LOOPHOLE FOR RIDE-HAILING APPS IN MAJOR SHAKE-UP TO PHV SECTOR

In its long-awaited response to the PHV VAT consultation launched in April 2024, the Government has confirmed that from 1 January 2026, PHV operators, such as ride-hailing platforms, will no longer be permitted to use the Tour Operator Margin Scheme (TOMS).

What is the Tour Operators' Margin Scheme (TOMS)

TOMS is a special VAT accounting regime for businesses that buy in travel services (hotels, transport, tickets) and resell them as part of travel packages. Under TOMS, the operator accounts for VAT only on its margin (the difference between what it charged customers and what it paid suppliers) rather than charging 20% VAT on the full retail price. As part of the trade-off, businesses applying TOMS cannot reclaim input VAT on the costs they buy in.

How ride-hailing platforms used (or argued they could use) TOMS

Some platform operators argued their model was analogous to a tour operators, i.e., the platform arranges and bundles travel (a passenger journey) by buying in transport from a driver and reselling that journey to a passenger. If the platform is treated as the principal (i.e., supplying the service rather than merely acting as an agent), it could apply the TOMS SCHEME and account for VAT on its margin instead of 20% of the full fare. This treatment lowered VAT cash turned over to HMRC because the margin was much smaller than the full fare.

Traditional operators unchanged

Jonathan Main, VAT Partner at MHA, described the decision as “*the worst possible outcome for ride hailers such as Uber and Bolt,*” noting that more traditional private hire firms will see “*a status quo*”.

The consultation outcome confirms no change for operators acting as agents for cash fares, nor for private hire drivers themselves, and the standard 20% VAT rate will continue to apply to fares charged by VAT-registered businesses. However it ruled out changes to VAT legislation that would permit PHV operators to be

treated as agents in all cases, maintaining the existing framework that restricts when agency status can apply.

KPMG accountants state the following on their website:

“Whether a PHV business acts as agent or principal is typically driven by the PHV regulatory regime, with recent court decisions impacting on the VAT treatment.

The 2021 Supreme Court decision in [Uber BV and others \(Appellants\) v Aslam and others \(Respondents\)](#) confirmed that under the Greater London regulatory regime, operators must act as a principal (rather than an agent) and buy in the taxi ride from the independent driver and supply it on to the traveller.

Following that decision, many PHV operators (acting as principal) began accounting for VAT under TOMS on their supplies in the UK, and not just in Greater London.

HMRC then challenged the use of TOMS and Bolt Services UK Ltd moved forward as the lead case. HMRC has now lost at both the [First Tier Tribunal](#) and the [Upper Tribunal](#) with an appeal hearing at the Court of Appeal scheduled for May 2026.

In this, the Government has pre-empted the outcome of this litigation for future periods, specifying that certain PHV supplies fall outside TOMS, so the ongoing litigation will only have retrospective impact - effectively moving the goalposts from 2 January 2026.

In a recent [regulatory decision](#) in connection with the regime outside of London, the Supreme Court ruled that a PHV operator has the choice of acting as a principal or a disclosed agent.

As a disclosed agent the PHV operator would only be liable to account for VAT on its agency fee, which would be broadly equal to the margin for a similar business undertaken as principal under TOMS.

NO TAXI TAX!?

The Government has confirmed that the 2 January 2026 VAT legislative change does not affect PHV operators acting in a disclosed agency capacity. This appears to open the possibility for PHV operators to implement an agency model outside London, alongside the principal model for Greater London. HMRC may challenge these arrangements if they are not properly implemented, so any change to the business model will need to be implemented in a very clear, consistent and robust way."

Industry urged to review contracts

Layla Barke-Jones, Dispute Resolution Partner at Aaron & Partners, said:

"The Budget announcements do not undo the legal protections for operator business structures that we fought so hard to preserve at the Supreme Court and underlines the importance of that decision.

"Our advice to firms operating in the private hire sector, whether or not they are currently using the TOMS scheme, is to review their contractual arrangements as soon as possible to ensure compliance and implementation of the correct business model for their organisation. Businesses will need to ensure they don't fall foul of the potential tax, regulatory and other implications by not having the correct measures and contractual arrangements in place for their intended model, today's announcement makes that all the more important."

LONDON – more clarity needed

The general consensus is that HMRC has failed to provide clarity for traditional PHV operators in Greater London. Many now say they are more confused than ever about where they stand and what these new rules mean for them.

Prior to the consultation response, no guidance was given by HMRC as to whether the TfL licensing requirement that operators are principals, was the same use of the word principal used in the VAT 700/25 notice about the business model of Principal and Agent for VAT. Many TfL operators took the view it was a bad use of the word and for licensing they had always operated as principal for the service but not for payment.

The VAT consultation response now suggests the principal term is used for both service and payment with London operators acting as the PRINCIPAL on all passenger fares.

Are HMRC really suggesting a two tier VAT system? - one for PHV fares in London and another for PHV fares outside London, with London operators charging VAT on cash fares, where self-employed drivers who are not VAT registered, are paid directly by the passenger. How is this money going to be accounted for and who is going to collect it from the drivers?

Gary Jacobs CEO of EAZITAX said:

"Unfortunately we still need clarity.

"We don't need to talk about the big players both inside and outside London, Sefton and the recent the governments declaration on TOMS is clear.

"What we need to do is seek clarity for the small to medium private hire London operators, who absolutely are 'agents'. They typically earn commission paid from drivers, the money is collected and passed on by the operator or collected by the driver.

"Are they subject to collecting VAT on fares? How does HMRC think they are going to collect it? Who do they think is going to administrate it?

"It feels like the consultation hasn't dealt with the complexity or reality of SME operators.

"The Budget announcement mentioned VAT on fares incidentally whilst actually making The Toms declaration which only affects larger entities.

"Can a government support a two tier system of taxation in this country? The subject I think may become a legal minefield....."

Conclusion

In short, nothing changes for most, although more clarity is needed for traditional London operators, but for ride-hailing apps the VAT clock is ticking.

With the implementation date of January 2026 the PHV sector now enters a critical period of restructuring as firms assess how the government's decision will reshape the competitive landscape for all our industry.....

SANTA'S PICKS



The Taxi
Centre

SKODA OCTAVIA

1.5 TSI E-TEC SE TECHNOLOGY
5DR DSG PETROL ESTATE

**BOOT SPACE:
640 LITRES**



£111.90
WEEKLY EQUIVALENT

£1,000
CUSTOMER DEPOSIT

£484.90
60 MONTHLY PAYMENTS

7.9% APR
REPRESENTATIVE

S K O D A

| Cash Price | Customer Deposit | 60 Monthly Payments | Amount of Credit | Total Amount Payable | Fixed Rate of Interest | Representative APR |
|----------------|------------------|---------------------|------------------|----------------------|------------------------|--------------------|
| £23,995 | £1,000 | £484.90 | £22,995 | £30,093.94 | 4.25% | 7.9% |

IMMEDIATE DELIVERY AVAILABLE

CALL THE TAXI EXPERTS **0330 178 1083**

Fuel Consumption figures for the Skoda Octavia 1.5 TSI e-TEC SE Technology 5dr DSG Petrol Estate (WLTP Combined) 56.5mpg, CO₂ emissions 111g/km. Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including accessories fitted (post-registration), variations in weather, driving styles and vehicle load.

We are a credit broker and not a lender. Finance is subject to status and finance company acceptance. We do not act as independent advisors and can introduce you to a limited number of lenders. We will receive a commission from the lender which we will explain to you during the process. Your interest rate may vary based on your personal circumstances. *Savings shown against manufacturer's recommended retail price. All prices including VAT. Unless otherwise stated, metallic paint at extra cost. Library images shown for illustration purposes only.

The Taxi Centre is a trading name of Grantham Motor Company Limited which is authorised and regulated by the Financial Conduct Authority. Company registration number 04722957. VAT Registration number 902737238. Registered office: Vertu House, Fifth Avenue Business Park, Team Valley, Gateshead, NE11 0XA

**BOOT SPACE:
690 LITRES**



SKODA SUPERB

1.5 TSI IV SE TECHNOLOGY DSG
5DR ESTATE (PLUG-IN HYBRID)

£149.21

WEEKLY EQUIVALENT

£1,000

CUSTOMER DEPOSIT

£646.57

60 MONTHLY PAYMENTS

7.9% APR

REPRESENTATIVE

| Cash Price | Customer Deposit | 60 Monthly Payments | Amount of Credit | Total Amount Payable | Fixed Rate of Interest | Representative APR |
|----------------|------------------|---------------------|------------------|----------------------|------------------------|--------------------|
| £32,995 | £1,000 | £646.57 | £31,995 | £39,793.94 | 4.25% | 7.9% |



VOLKSWAGEN CADDY MAXI

1.5 TSI LIFE 116 5DR DSG [TECH PACK] PETROL ESTATE

£135.22

WEEKLY EQUIVALENT

£1,000

CUSTOMER DEPOSIT

£585.94

60 MONTHLY PAYMENTS

7.9% APR

REPRESENTATIVE

| Cash Price | Customer Deposit | 60 Monthly Payments | Amount of Credit | Total Amount Payable | Fixed Rate of Interest | Representative APR |
|----------------|------------------|---------------------|------------------|----------------------|------------------------|--------------------|
| £29,995 | £1,000 | £585.94 | £28,995 | £36,156.44 | 4.25% | 7.9% |

IMMEDIATE DELIVERY AVAILABLE

SEARCH ONLINE
THETAXICENTRE.COM

Fuel Consumption figures for the Skoda Superb 1.5 TSI IV SE Technology DSG 5dr Estate (WLTP Combined) up to 706.3mpg, CO₂ emissions 28g/km. Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including accessories fitted (post-registration), variations in weather, driving styles and vehicle load.

Fuel Consumption figures for the Volkswagen Caddy Maxi 1.5 TSI Life 116 5dr DSG [Tech Pack] Petrol Estate (WLTP Combined) 40.9 mpg, CO₂ emissions 157 g/km. Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including accessories fitted (post-registration), variations in weather, driving styles and vehicle load.



SKODA



GOVERNMENT TO INTRODUCE PAY-PER-MILE CHARGE FOR ELECTRIC AND HYBRID VEHICLES

The UK government is set to introduce a pay-per-mile charge for electric and hybrid vehicles starting in April 2028, which could significantly impact taxi and private hire drivers adding substantial costs for high-mileage EV drivers in the our sector.

In order to raise a predicted £1.9billion for the Government's coffers by 2030, the Chancellor used her Budget to confirm the Treasury's controversial road pricing plans. Pay-per-mile schemes have been batted around for years as MPs have struggled to find ways to fill the £40billion fiscal black hole created by the switch to EVs and the loss of motoring taxes including fuel duty.

The mileage-based electric Vehicle Excise Duty (eVED) was announced by Chancellor Rachel Reeves on Wednesday 26 November.

Ms Reeves told Parliament:

"All cars contribute to wear and tear on our roads, so it is only right that our motoring taxes cover EVs via a modest per mile levy, with extra support to keep EV ownership attractive."

This new tax, estimated at 3p per mile for EVs, and 1.5p per mile for those driving plug-in hybrids, will increase annually in line with the Consumer Price Index.

All of this will come on top of Vehicle Excise Duty (VED), which currently stands at £195 per year.

However, Labour hopes it won't lose everyone, though, because it has also simultaneously increased the threshold above which the £425 Expensive Vehicle Supplement to VED is paid; from April 2026, only EVs costing £50,000 or more will be liable, as opposed to the current £40,000 threshold, which will remain for other fuel types.

Patrick Gallagher, COO of Addison Lee, said:

"Any positive measure to drive electric vehicle adoption in today's Budget is undermined by the introduction of a pay-per-mile charge for EVs."

"For taxi and private hire vehicle operators, these



new charges, combined with the continued withdrawal of practical incentives, make running EV fleets across the UK increasingly difficult.

"Addison Lee estimates the cost of a pay-per-mile levy would be as high as £840 per year for an EV driver on our fleet, and £420 for a plug-in hybrid driver. This additional charge comes on top of the removal of the congestion charge exemption for EVs in London which increases EV running costs in the capital by as much as £4,700 each year for the average driver."

"Despite being the first private hire operator in London to introduce EVs at scale, flawed policy decisions at national and local level have made it unworkable for us to shift to EVs and have forced us to increase our use of plug-in hybrids to maintain reliable, affordable services. Today's Budget only puts the UK's electric dreams even further out of reach."

James Dow, General Manager UK & IE at Blacklane, the global chauffeur service, said in response to the Budget:

"The new pay-per-mile scheme for electric vehicles risks under-mining efforts to drive greater EV adoption, potentially slowing the shift towards greener choices. This is especially a risk in a city such as London that will also be hit with the removal of exemption for EVs in the Congestion Charge zone from next year."

BUDGET NEWS

"We encourage sustained policy-maker investment and collaboration with industries driving high EV adoption, as well as individual EV owners. This should include enhancing public charging infrastructure, reviewing VAT on public charging as a priority, and targeted support for those now facing higher ownership and running costs ensuring that momentum in EV adoption is supported, and not lost."

"Blacklane is engaged in conversations with our chauffeur partners to fully understand the impact of these changes, and to develop meaningful incentives to ensure EVs are an attractive option to professional chauffeurs. Despite operating environment challenges, we remain committed to EVs remaining the dominant vehicle type on our platform throughout the UK."

David Hunter, CEO of Take Me Group shares his thoughts on the pay-per-mile charge:

"The Chancellor's announcement has landed like a hammer blow for anyone in the taxi, PH and courier trade."

"From 2028, electric vehicles will be charged 3p per mile and plug-in hybrids 1.5p per mile - a move that could add thousands a year to the running costs of high-mileage drivers and fleets."

This raises major questions for our industry:

- How will mileage be monitored? MOT? Telematics? Digital reporting?
- Will fleets be charged for miles driven abroad?
- Does this slow the transition to EV taxis just as adoption begins to grow?
- Will drivers now hold on to diesels longer?
- Is this really about road funding - or early steps towards wider road-pricing?

As always, the taxi trade is right in the middle of this.

We need clarity, transparency and a realistic path for operators who are already under pressure from rising costs, insurance, compliance and local regulations."

 0330 088 9330

 www.review-master.co.uk

REVIEWMASTER
REVIEWS MADE SIMPLE
★★★★★

**Claim your
1 MONTH
FREE TRIAL**

Boost your calls now!

autocab **CAB**  **iCabbi**

SO MUCH CHANGE

SO MANY CHANGES – SO MUCH TO CONSIDER AS DEVOLUTION BILL MOVES FORWARD

Article by David Lawrie
NPHTA Director
info@nphta.co.uk



Why the taxi and private hire sector must pay attention

With the Devolution White Paper now having passed its third reading in Parliament, the legislation is set to progress to the House of Lords. While the political focus is on restructuring local government, many local authorities are already preparing for the practical implications - drawing up provisional maps, assessing boundaries, and considering how existing councils will merge and operate within newly formed regions.

Although the Bill makes only a brief reference to the taxi and private hire industry, its impact on our sector will be far from minor. Devolution represents a wholesale reorganisation of council responsibilities: planning, highways, education, special educational needs (SEN) procedures, social care, street lighting, parks and leisure services, and every other function currently managed by local authorities. Taxi and private hire licensing is inevitably part of that package.

This means that when councils merge, their licensing departments - and all associated taxi and private hire policies - will merge too.

What this means for our industry

The amalgamation of councils will bring:

- Combined licensing teams
- Harmonised taxi and private hire policies
- Consolidated conditions for drivers, vehicles & operators
- Revised enforcement practices
- New or expanded operational zones

These changes can have significant consequences. Differences in vehicle standards, age limits, signage, CCTV requirements, driver training, operator protocols, and byelaws will all need to be aligned across much larger geographical areas. Such alignment is rarely straightforward, and it will trigger a series of consultations to decide what the new unified policies will look like.

Consultations are coming – your voice matters

For drivers, operators and trade reps, the upcoming consultation periods are crucial. Decisions made during this process will shape the regulatory landscape for years to come. If the sector does not actively participate, we risk having policies imposed on us rather than created with us. So get involved and have your say.

This is the moment to:

- Engage with local licensing departments
- Respond to formal consultations
- Work with associations and trade bodies
- Attend public meetings and stakeholder workshops
- Ensure decision-makers understand the practical realities of our industry

Cross-border working

Cross-border working (CBW) remains the central focus of the parliamentary call for evidence. Both written and oral submissions have concentrated on this issue, as did the Casey Report, which Parliament has stated it “agreed to implement in full.” The report includes 12 recommendations - only one of which relates to the taxi and private hire sector - yet it does call for an urgent end to cross-border working.

We recently attended a round-table meeting with the Mayor of Greater Manchester, alongside other trade representatives, where we expressed our full support for the ambition to bring CBW practices to an urgent end. However, we made it clear that the Deregulation Act 2015 is not the cause of the problem. We were asked to share a letter with MPs seeking support for an amendment which, in reality, would only have tinkered at the edges of the Act. When the proposal was presented in Parliament, it was even stated that “the Deregulation Act allows operators to subcontract directly to drivers and vehicles licensed in other regions” - a claim that is entirely incorrect. Doing so would directly breach the triple-lock rule. This approach would not resolve CBW at all.

Now that the amendment has been ruled out and has not progressed, we have seen social media posts claiming that “CBW has been ruled to continue by government.” This is simply untrue. Government remains keen to find a workable solution to CBW - and such a solution will come. 2026 the year of change for industry!

90% of UK consumers prefer to pay by card^{*}

Are you losing passengers?

CabCard is the simplest way for your passengers to pay, with your processing rates at 1% or less. Your fleet could be eligible for **FREE CabCard Pocket 4G Terminals** worth £99 + VAT each.

Give us a call today.



☎ 0203 9555 400 ➡ cabcard.services

Integrations available for

autocab **CAB9**  **iCabbi**

CabCard Services (UK) Ltd is registered with the UK Financial Conduct Authority (FRN 600388)

*Source: British Retail Consortium (BRC) 2022 Payment Survey

DfT ANNOUNCEMENT

NATIONAL STANDARDS PROPOSED TO PROTECT PASSENGERS - WHAT ABOUT OUR DRIVERS!

Ministers will change the law to strengthen safety and protections for passengers in taxi and private hire vehicles. The proposed new standards come after Baroness Casey's audit into group-based CSE and abuse, which was published in June of this year. Since then the Government has acted fast to keep passengers and young people safe.

Under new rules, debated in Parliament on 25 November, the Transport Secretary would have the power to introduce national minimum standards for taxi and PHV licensing – which would see all drivers, vehicles and operators subject to robust checks and requirements on safety and accessibility.

This would mean passengers can feel safe knowing their taxi and PHV meets strict national standards, no matter where they are in the country. An amendment to the English Devolution and Community Empowerment (EDCE) Bill, which was tabled on 18 November, would allow these new powers to be introduced.

Baroness Casey's wide-ranging report made 12 recommendations for Government, including addressing inconsistent standards of taxi and PHV driver licensing. The amendment would help protect passengers from the small number of people who seek to do harm and protect the reputation of the vast majority of the trade who are, as Baroness Casey acknowledged *"law-abiding people providing an important service to the public."*

Secretary of State for Transport

Heidi Alexander said: *"While the vast majority of taxi and PHV drivers are responsible, passenger safety is our top priority. We are therefore working quickly and decisively to address the concerns around taxi and PHV licensing highlighted in Baroness Casey's report. This amendment is a first step and shows the Government is committed to delivering robust national minimum standards so passengers can travel with confidence."*

These standards will be subject to consultation and will be primarily focused on passenger safety and accessibility.

The progress has been commended by Baroness Casey, safety campaigners and the taxi and private hire vehicle industry.

Baroness Casey said: *"The vast majority of taxi drivers are law-abiding people who provide a vital service to the public. Yet, for too long, weaknesses in the taxi licensing system have left it open to exploitation by those intent on sexually exploiting children."*

"I welcome this announcement as an important first step towards introducing new, rigorous standards that will help protect the most vulnerable."

The Government continues to consider wider options for reform, including on out-of-area working. As part of this, the DfT will shortly be launching a consultation on making all local transport authorities responsible for taxi and PHV licensing - reducing the number of licensing authorities from 263 to 70 - to help further increase consistency in standards.





Patrick Gallagher, Chief Operating Officer, Addison Lee said: *"We welcome the Government's important move to introduce national minimum standards for taxi and PHV licensing. Passengers rightly expect and deserve a reliable service wherever they travel, yet the current system undermines passenger safety and fairness for responsible operators."*

"A clear, legal baseline applied across every local authority is essential to establish a consistently high safety standard across the sector and to crack down on unscrupulous operators exploiting the law. We look forward to working closely with the Government to make these reforms a reality."

Suky Bhaker, CEO of The Suzy Lamplugh Trust said: *"The Trust welcomes the announcement that new legislation would enable the introduction of national minimum standards for taxi and PHV driver licensing. We have campaigned for decades to improve safety checks on drivers and close the current loophole in the law which enables drivers with convictions for violent and sexual offences to be knowingly given a licence."*

"The recommendations from the Casey review and the Taxi and PHV Task and Finish Group report call for an urgent change in the law to protect passengers from the minority of drivers who wish to harm passengers. Further delay will continue to put passenger safety at risk and we look forward to national minimum standards being introduced in consultation with independent experts at the earliest possible opportunity."

When the week lasts longer than your money.

-  Tired of advancing cash to your drivers?
-  Gigzee gives them instant access to their earnings.
-  Redefining how drivers get paid.
-  Making any day a payday.

YOUR PAY THE GIGZZEE WAY

Honest. Reliable. Sustainable

To learn more reach out to the Gigzee team via email or message.



hello@gigzee.com



+44 7535642524



gigzee.com

SIX MEN ARRESTED IN CONNECTION WITH THE MURDER OF TAXI DRIVER **JESBIR SINGH KHELA**

The body of the 47-year-old was discovered on 6 February this year, after Bedfordshire police were called to reports of a burnt-out vehicle in a field close to the B659 Langford Road.

Jesbir, known to some as Jessy, from Letchworth, was found in the driver's seat of the vehicle, believed to be a Skoda Octavia. As part of the investigation, officers carried out warrants at five addresses in Letchworth, Stotfold and Clifton.



Two men in their 30s were arrested on suspicion of murder, whilst a further four men, also in their 30s, were arrested on suspicion of conspiracy to murder.

They have been taken into police custody for questioning.

A seventh man in his 30s was arrested in June in connection with the incident but was released on bail while enquiries continue.

Police are continuing various lines of enquiry and urge anyone with information to contact them quoting Operation Acle: <https://orlo.uk/m5GyR> or by calling Crimestoppers on 0800 555 111.

FEMALE TAXI DRIVER HOSPITALISED AFTER BEING ATTACKED & ROBBED AT KNIFEPOINT IN **DUNDEE**

Dawn Hart, a 57 year old female taxi driver who works for City Cabs in Dundee, was rushed to hospital last month, after being attacked and robbed by two male passengers. She reportedly picked up the two men, who are believed to be in their twenties, in Dundee city centre just after midnight on Tuesday morning, 4 November.

A source close to the investigation told **PHTM** that the men asked her to pull over on Forfar Road, near to Caird Park, when one of the men suddenly tried to strangle her from behind. She broke free, opened the door and got out of the vehicle but both men continued to attack her on the street and then drove off in her taxi.

PHTM has been told that she is thankfully OK but obviously

badly shaken. She received several kicks to the head, has a broken shoulder and her leg is in a brace and sadly will be unable to work for at least 12 weeks.

A Police Scotland spokesman confirmed that the Emergency services attended, and the driver attended hospital for treatment. They added that "Officers are following a positive line of inquiry."

The community has rallied in support and raised nearly £7,000 via a GoFund me page and you can donate here:

<https://www.gofundme.com/f/yjy4ms-dawn-citycabs>

Peter Marr, of City Cabs 450450, expressed the shock felt across the community, stating: "Like many others in the city, we were absolutely appalled to hear what

happened.

"Incidents like this highlight the risks faced by those working hard every day to keep our city moving."

Marr praised the outpouring of generosity, noting: "There has been so much support from the taxi trade and the wider community for the driver. There has been an incredible sum of money raised so far."

He concluded by extending well wishes and gratitude: "We are wishing our colleague a speedy recovery and would like to thank everyone who has supported the fundraiser."

Two men, aged 19, have been arrested and charged in connection with the incident and appeared at Dundee Sheriff Court. All at **PHTM** wish this brave cabbie a speedy recovery.

CALLING ALL COUNCILS

CALLING ALL OPERATORS



**NO EXCUSE
FOR
ABUSE**

OFFENDERS WILL BE
REPORTED TO THE POLICE



**DIM
ESGUS
DROS
GAM-DRIN**

**NO
EXCUSE
FOR
ABUSE**

BYDD TROSEDDWYR YN CAEL EU REPORTIO I'R HEDDLU
OFFENDERS WILL BE REPORTED TO THE POLICE

ENGLISH OR WELSH VERSIONS AVAILABLE

WITH INCREASED DRIVER ATTACKS

IT'S TIME TO TAKE ACTION NOW!!

PRICE LIST

| | | | |
|------|----------|------|-------|
| 10 | stickers | £15 | + vat |
| 50 | stickers | £55 | + vat |
| 100 | stickers | £99 | + vat |
| 200 | stickers | £185 | + vat |
| 400 | stickers | £350 | + vat |
| 500 | stickers | £425 | + vat |
| 750 | stickers | £550 | + vat |
| 1000 | stickers | £675 | + vat |

**Prices include delivery*

- *Window sticker*
- *Double-sided*
- *Reusable*
- *Easy peel*
- *No residue*

**MANY COUNCILS HAVE
ALREADY ORDERED
TO PROTECT THEIR DRIVERS**

order your stickers...order your stickers..

liza@phtm.co.uk ● 0161 688 7777

VEEZU GIVES EVIDENCE

VEEZU GIVES EVIDENCE AT THE TRANSPORT SELECT COMMITTEE

Article by Andrew Wescott
Corporate & Government Affairs
Director at Veezu
awescott@veezu.co.uk



It was an honour to be invited to give evidence to the Transport Select Committee on 19th November. This is an important enquiry, and it is good that the committee has taken evidence from a range of stakeholders – passenger groups, regulators, operators, drivers and licensing experts.

For the most part, substantive evidence was provided to the committee through these hearings, and it was promising to hear much alignment on key issues.

Some things we all agree on

The need for national standards, enforcement across licensing authority borders and improvements to accessibility for disabled passengers were all universally agreed upon. This is an excellent starting point, and it was good to see the inclusion of an amendment by the Secretary of State for *'National Minimum Standards'* in the English Devolution and Community Empowerment Bill.

The inclusion of the word *'minimum'* is not ideal. There were witnesses at the enquiry, including myself, who questioned whether *'minimum standards'* sets the right tone and framework. If they are not set high enough, minimum standards could simply reinforce the current variances in licensing conditions and policies across the country. However, the fact we have an amendment on national standards is a positive step. Now it is up to the industry and other stakeholders to agree on what the standards should look like.

As many witnesses set out, there is precedent for joint enforcement operations across borders. While these are still rare, they can be done, and licensing authorities should explore how they can work in partnership with one another to undertake such activities. The question is 'why wouldn't you?'

Additionally, any discussion around national standards must include powers for enforcement across licensing authority boundaries. There is little point in creating a set of agreed standards if they cannot be enforced.

The final area of agreement is the need to improve accessibility for disabled passengers. This is an industry-wide problem and one that requires collaboration to resolve. The legislation is clear on this issue; it is now time for action. There is no silver bullet, and a combination of the following is required:

- Zero tolerance of refusals by operators.
- Clear licensing action by licensing authorities if refusals are reported.
- Mandatory disability awareness for all licensing applicants and ongoing awareness training. Transport for All set this out clearly in their evidence. *'Training should be designed and delivered by disabled people, cover all impairments, and include regular refreshers.'*
- Incentives to support licensed drivers purchase wheelchair accessible vehicles.
- Government incentives to increase the range of affordable wheelchair accessible vehicle makes and models for purchase.

And some we don't

Cross-border hiring continues to be the most contentious of all issues facing the committee as it undertakes its enquiry. Addressing the points above will remove some of the issues that concern some stakeholders around cross-border hiring.

We have been clear in both our written and oral evidence that simply banning cross-border hiring will not address safety concerns. In fact, it could have the opposite impact. Availability and supply of services are synonymous with safety, particularly in areas where private hire vehicles are the only mode of transport available.

There are data and evidence to support this. It is important that anecdotal calls to ban cross-border hiring do not crowd out the evidence on this issue. If it is a local economy argument then we should have that discussion, but if it is about safety then the committee should recommend an evidence-based review into why is it that licensed drivers are choosing to license elsewhere and the impacts of doing so.

The committee is moving into the final stages of its enquiry, which include a closed-door evidence session for driver representatives. We can expect a report sometime next spring with a set of recommendations. This will be published in the context of legislation for national minimum standards and the consolidation of licensing authorities which is proposed to be reduced from 263 to around 70.

Additionally, the Mayor of Greater Manchester has published his findings into taxi and private hire licensing in Greater Manchester.

These separate strands of work should not be dealt with in isolation. We need to find a way to align everything so that the sector and, more importantly the passengers and public that rely on it, can continue to benefit from safe, affordable and reliable transport services.

As a sector, we need to improve collaboration and representation.

To repeat a point made in last month's **PHTM**: *'representative organisations need to critically consider how representative they really are.'*

Based on the evidence provided to the Transport Select Committee it is not clear that this message has landed.

PHTM DECEMBER 2025

GREEN MEANS GO

CHANGES CONFIRMED TO LONDON CONGESTION CHARGE

The Congestion Charge has been in place for over two decades, helping to manage traffic and congestion in central London.

The Cleaner Vehicle Discount (CVD) was introduced in 2019 to run until 25 December 2025, but now the Mayor of London has decided to continue incentivising the switch to electric vehicles (EVs), so that greener drivers still pay less. The new system, with tiered discounts available via Auto Pay, means that:

- The daily Congestion Charge will increase from £15 to £18 from 2 January 2026
- As part of the 1st phase from 2 January 2026, there will be a 50% discount for electric vans, HGVs and quadricycles registered for Auto Pay as well as a 25% discount for electric cars registered for Auto Pay

● As part of the 2nd phase from 4 March 2030, there will be a 25% discount for electric vans, HGVs and quadricycles registered for Auto Pay and a 12.5% discount for electric cars registered for Auto Pay. Since the CVD was introduced in 2019, the number of EVs registered has risen almost sixfold - from around 20,000 to more than 116,000 earlier this year - they will account for close to 20% of all vehicles in the Congestion Charging Zone by the end of the year.

● Alongside the new tiered system, the Residents' Discount will change to incentivise longer term take-up of EVs, with those currently living in the area remaining unaffected. Those who are in receipt of the Residents' Discount prior to 1 March 2027 will retain their 90% discount, regardless of vehicle

fuel type. For those newly applying for the Residents' Discount after 1 March 2027, the 90% discount will only apply to EVs.

- There will be further support for low-income and disabled residents receiving certain benefits, so that they can continue to apply for the Residents' Discount until March 2030 without their vehicle needing to be electric.
- There will also now be a new 100% discount for 'back to base' electric car club vehicles. This is for car club EVs that are hired from and returned to the same marked parking space within the zone.

Sadiq Khan said: "Keeping London moving by reducing congestion is vital for our city and for our economy. While the congestion charge has been a huge success since its introduction, we must ensure it stays fit for purpose, and sticking to the status quo would see around 2,200 more vehicles using the congestion charging zone on an average weekday next year.

"We must support Londoners and businesses to use more sustainable travel, so I'm pleased that substantial incentives will remain in place for Londoners who switch to cleaner vehicles, as we work to build a greener and better London for everyone."

- Register for a London Road User Charging account, sign up to TfL Auto Pay and add your vehicle if you have not already done so. Auto Pay is required for certain discounts, including the new CVD tiered system and the Residents' Discount
- Register now: tfl.gov.uk/auto-pay

OXFORD CABBIES GIVEN MORE TIME TO SWITCH TO EVs

Cabbies in Oxford have been granted extra time to switch to EVs after they raised fears about the pressures facing the industry.

Oxford City Council introduced a policy in 2019 to make all HCVs and PHVs meet the ultra-low emissions standards, and convert to EVs by January 2026, after it was extended by a year last February.

COLTA asked for the policy to be postponed until after local government reorganisation happens in 2028. Representatives from the group stressed that they cared about the environment but said imposing the requirement for EVs

would make their lives harder during an already challenging time for their trade; including the Botley Road closure, the closure of nightclubs, and the introduction of Uber in Oxford last December.

The council decided to approve the delay at a recent council licensing committee meeting.

Speaking after the meeting, Sajad Khan, secretary of City of Oxford Licensed Taxicab Association, said: "The decision came as a massive relief to those drivers who have yet to switch to EVs. We have worked very closely with the council, including councillors and officers."

The Exchange

We are delighted to announce the launch of The Exchange. With the potential to encompass some 60,000 taxis in the UK and IE this network will be hands down the largest united pool of taxis available to passengers today. And it is all done through the local fleet. This means that a local taxi firm, who uses iCabbi taxi dispatch technology, can now offer their passengers access to local, national and soon, a global network. Critically, this collaborative approach to retaining, and winning bookings for the taxi and private hire sector serves to push ridehail back from taking over passenger transport in cities and towns across the UK, something that is becoming an ever growing problem as more and more councils issue licenses.



→ 60,000

Taxis in the UK and IE network



GREEN MEANS GO

MILLIONS UNSPENT: **NEWCASTLE** CAZ VEHICLE GRANT SCHEME SET TO CLOSE ON JANUARY 2026

A government grant scheme intended to help drivers and businesses purchase cleaner vehicles to avoid tolls in Newcastle's CAZ is set to close on January 30 2026, with approximately £8m of the original £15m still unspent.

Newcastle City Council announced it will stop taking requests for the CAZ upgrade grants on that date. Since applications opened in November 2022, less than half the available funds have been distributed.

The council confirmed that after all final applications are processed, any remaining cash will be redirected toward upgrading the region's bus fleets to cleaner models to deliver "maximum benefit" in emissions hotspots.

However, the distribution details for this public funding remain unclear. Labour councillor Juna Sathian, cabinet member for climate and transport, urged eligible parties to apply quickly, stating: "Financial support is still available but this will be coming to an end in January so I would encourage anyone who is eligible who has not yet applied to do so as soon as possible."

So far, the council has paid out more than £5.5m to over 1,100 local businesses, tradespeople, and taxi drivers, with a further £900,000 committed for bus improvements. Grants have been issued for 620 taxis, 424 LGVs, 65 HGVs, and 34 coaches.

While there was "high demand for funding at the launch of the

scheme," applications have since "significantly declined."

The scheme previously faced criticism from small traders over its strict entry criteria, which initially required applicants to prove a need to enter the CAZ at least twice a week. This rule was later relaxed in 2024 to qualify any van, LGV, or minibus subject to CAZ tolls and registered in Newcastle, Gateshead, or North Tyneside.

Taxi drivers in South Tyneside also complained about being excluded from the financial support, saying they were being priced out of journeys into Newcastle.

The CAZ imposes daily tolls of £12.50 or £50 on older, non-compliant buses, vans, coaches, taxis, and lorries.

PUBLIC ELECTRIC VEHICLE CHARGEPOINTS SURGE **23 PER CENT** IN JUST ONE YEAR

Figures recently released show there are now 86,021 chargers on Britain's roads. A new chargepoint is now being added to the network every 33 minutes. The number also includes over 17,356 rapid/ultra-rapid chargers that can charge a car to 80% in just 20-40 mins.

The data follows the launch of the £650m Electric Car Grant, which has already helped over 25,000 drivers make the switch with discounts of up to £3,750 on 39 models.

The rapid growth has taken place particularly in Yorkshire and the Humber, Wales, the West Midlands and East of England. Between October 2024 and October 2025, the public EV charging devices in

England outside of London grew by 23.4%, compared to 21.7% in London.

There are currently over 6,000 (July 2025, Zapmap) open-access rapid and ultra-rapid chargers within one mile of the Strategic Road Network (England's motorways and major A-roads). This means total charger numbers have more than quadrupled in the last three years, supporting EV drivers to take longer journeys.

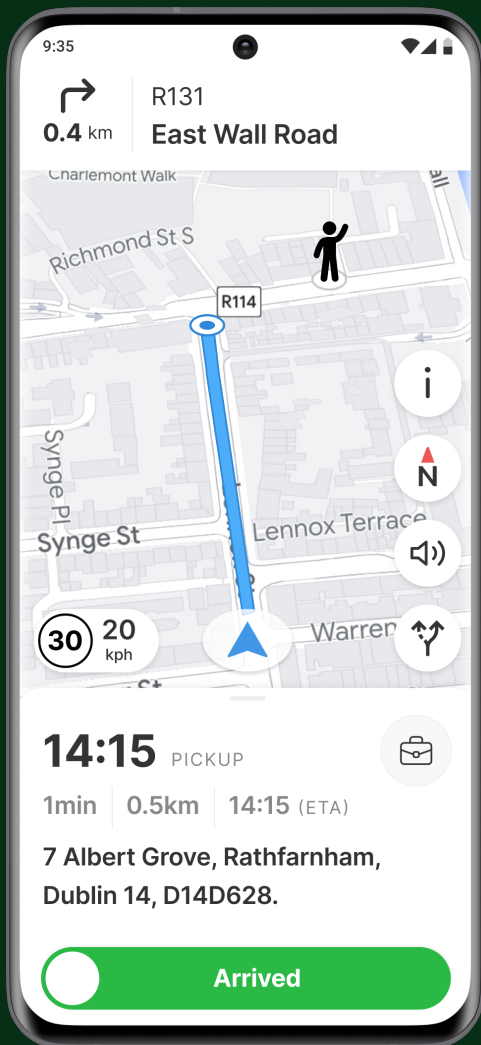
The data comes just days after the Government announced it will consult to cut red tape and make it easier for renters and residents without driveways to install home chargers. Plans could see drivers

save £250 on planning fees and enable more households to run their car for as little as 2p per mile. The increase is complemented by the £25m scheme to help councils install cross-pavement channels for people without driveways, and the £381m rollout of 100,000 more public chargepoints over England.

Vicky Read, chief executive, ChargeUK said: "The EV charging industry is pulling out all the stops to help drivers go electric, investing billions of private capital into high-quality charging - supporting the government's ambitions for growth and decarbonisation in the process."

Drive Better with iCabbi

See the power of iCabbi's Google-Enhanced Driver App! With multiple features to help improve your driver's experience and efficiency, it's designed to help your drivers work smarter.



- Passenger Live Locations
- Visual Bid Map
- Embedded Turn by Turn Navigation
- Real-Time Google ETAs with Live Traffic
- Speed Limits Display
- There in Time
- Driver Notes Notifications
- CarPlay for iOS Driver App
- Drive your way
- Driver Perks

SHAME SHAME

DNA BREAKTHROUGH JAILS TAXI DRIVER TWO DECADES AFTER LOUGHBOROUGH RAPE

A former taxi driver has finally been sentenced to 12 years in prison for the rape of a young woman in Loughborough almost two decades ago, a case that was solved after a DNA match following his arrest for an unrelated crime. Mahbubur Rahman, now 50, was found guilty following a trial at Leicester Crown Court in September 2024.

The conviction relates to an attack on a 19-year-old Loughborough University student in the early hours of Saturday, October 7, 2006. Rahman, then aged 31, picked the woman up in the street, stopped at a cash machine and subsequently

drove her to a car park where he raped her in his car.

While DNA evidence was recovered at the time, it did not match anyone on the police database, and the case was filed away in 2009.

The breakthrough came years later, in April 2022, when Rahman was arrested on suspicion of burglary. A mouth swab taken during that arrest provided an exact DNA match to the samples recovered from the 2006 rape scene.



Rahman, of Chadderton, Greater Manchester, was sentenced on October 29.

DC Kristina Page-Brown, said: "The victim trusted Rahman to take her home after a night out in Loughborough. Instead, he abused that trust and took advantage of a vulnerable woman in the worst way imaginable. He has evaded justice for far too long and throughout has shown no remorse or regret for what he did. I am pleased he has now been made to answer for the crime but also relieved for the victim that the man who caused irreversible damage to her life now faces years behind bars."

BIRMINGHAM BLACK CAB PAEDOPHILE CONVICTED OF 15 SEX OFFENCES AGAINST YOUNG GIRLS

A former Birmingham taxi driver, Peter King, 72, has been convicted of 15 sex offences, including multiple counts of rape and indecent assault, after preying on and grooming three girls as young as six in the 1990s and early 2000s. King, who had a flat in Highgate, Birmingham, used his black cab to lure and transport his victims, aged between six and 15.

The court heard he exploited the girls by offering them "pocket money and gifts," and taking them on swimming trips, day trips, and even holidays, while also buying them clothing and food.

One girl he abused became pregnant by him at age 15 and later had a termination.

The jury at Birmingham Crown Court delivered the guilty verdict

on, October 31, bringing justice for the victims who bravely came forward years later to aid the investigation by West Midlands Police's Public Protection Unit (PPU).

Detective Investigating Officer Liz Weston, from the PPU, commented on the gravity of King's actions. "This has been a long and complex investigation into the abuse of young girls who were groomed by King. He preyed upon them when they were at their most vulnerable," she said.

"He took advantage of their own personal circumstances and gave them pocket money, bought them



gifts, clothing and food and took them on day trips and holidays. He tried to portray that he was a good man who cared for them, but the jury saw through those lies."

DI Weston commended the victims, now women, stating: "I'm pleased that the women he abused as children all those years ago have finally received the justice they so deserve. I commend their bravery in being able to speak out and share their stories."

She also encouraged others to seek help, adding: "I would ask anyone who has encountered similar experiences, or any kind of abuse, historically or recently, to speak to the police."

King from Southampton, was remanded into custody and awaits sentencing on January 12.

SHAME SHAME

SURREY 'SEXUAL PREDATOR' TAXI DRIVER JAILED FOR PREYING ON VULNERABLE WOMAN

A Surrey taxi driver, described by police as a "sexual predator," has been jailed for 12 and a half years after he pleaded guilty to raping and sexually assaulting a vulnerable woman over five years. Lance Melville Percival, 64, of Oxted, used his position as her driver on trips to her support services and voluntary work to commit the offences. He was sentenced at Guildford Crown Court on 10 November, after earlier pleading guilty, to:

- 8 counts of sexual activity with a person with a mental disorder impeding choice.
- 4 counts of rape.
- 4 counts of sexual assault.
- 2 counts of assault by penetration.

The horrific abuse came to light after an investigation commenced when an SD card, hidden in Percival's wallet, was found to contain numerous files showing him committing the offences. The evidence included 16 videos spanning 13 dates across a three-year period.

The court heard that the survivor could "clearly be heard telling him to stop in some of the videos." It is believed she would never have reported the abuse herself due to "the level of grooming and her lack of understanding."

DC Marc Taylor from Surrey



Police's Sexual Offences Investigation Team, stated: "Percival is a sexual predator who abused his position as her driver and took advantage of the victim's vulnerability."

He added: "The level and nature of the abuse was hugely shocking" and that he was "glad his depraved actions finally came to light."

Percival was a self-employed taxi driver licensed by Tandridge DC for ten years, but his hackney carriage licence was immediately revoked when the allegations were reported.

Percival was also issued a Restraining Order, preventing contact with the survivor, and a Sexual Harm Prevention Order.

UBER DRIVER JAILED FOR SEXUALLY ASSAULTING TWO WOMEN IN CARDIFF NIGHT

An Uber driver who targeted vulnerable young women in Cardiff, sexually assaulting two passengers has been sentenced to seven years and three months in prison.

Amanuale Mebrahtu, 28, was convicted of assault by penetration and sexual assault following incidents involving two separate victims who he came into contact with while working as a driver.

In the first incident, a student ordered an Uber home after a night out. During the journey, Mebrahtu's questions became sexual, and he asked her if she wanted to "sleep around with other men." When they arrived at her address, Mebrahtu asked the woman for a hug. Believing this

was the quickest way to end the encounter, she agreed. However, the driver groped her bottom.

In his sentencing remarks, Judge Matthew Porter-Bryant noted Mebrahtu then asked the victim if he could go inside her house or if she would get back into his car.

The victim reported the incident to police and Uber, but Mebrahtu later sent her a friend request on Snapchat, causing further anxiety. Mebrahtu later sexually assaulted a second woman who appeared intoxicated after he followed her and her friends in his car. He approached her, offering a piggy back down some stairs. Once at the bottom, he asked her to get into his taxi, then placed his hands

under her dress and sexually assaulted her with his fingers before running off.

The court heard Mebrahtu was of previous good character. However, Judge Porter-Bryant condemned his abuse of trust, saying: "You were meant to represent a means of returning home safely. You were meant to be a protective factor, not a person young females needed to be protected from."

Mebrahtu was sentenced at Cardiff Crown Court on November 4 to seven years and three months' imprisonment, plus a licence period of three years. He was also made subject to sex offender notification requirements and a Sexual Harm Prevention Order indefinitely.

SHAME SHAME

TAXI DRIVERS IN DEVON AND CORNWALL LINKED TO 34 SEXUAL OFFENCES IN THREE YEARS

A Freedom of Information (FOI) request has unveiled the scale of sexual offences committed by taxi drivers across the Devon and Cornwall policing area over the past three financial years. The data released by Devon & Cornwall Police shows the force "recorded 34 offences" between

April 2022 and March 2025. This means that each month during this period, the police recorded between one and two offences. Breaking down the figures, the FOI revealed that "Eleven of the offences related to sexual assault of a female, with 13 relating to rape and the remainder relating to

exposure and sexual communication." Furthermore, the data points to a disturbing time trend, noting that: "Twelve of the total 34 offences were committed around mid-night," suggesting a significant number of incidents are occurring during late-night hours.

BRADFORD UBER DRIVER LOSES APPEAL AFTER CONFRONTATION WITH TRAFFIC WARDEN

A Bradford Uber driver, Mahbub Alam Mamun, 31, has had his appeal dismissed after a court upheld the council's decision to immediately revoke his private hire licence following an "aggressive" altercation with a parking warden. Mamun appeared at Bradford and Keighley Magistrates' Court on November 14 to challenge the Bradford Council's decision, which was made in January of this year. The court heard that Mamun's licence was revoked after he confronted a council enforcement officer who had issued him a parking ticket for stopping in a bus stop on January 15. Imran Hussain, appearing for the council, stated that upon realising he had been ticketed, Mamun "came out of the store and acted in a threatening and abusive manner." Body-worn camera footage, played in court, reportedly showed Mamun "acting in an aggressive manner" and walking towards the female officer. Mr. Hussain cited several phrases used by Mamun towards the officer, including: "shut

the f* up you f***** idiot"; "f**** get out of there" "take another picture again, you b**ch" Steven Knighton, a Regulatory and Compliance Officer at Bradford Council, testified that he watched the footage, noting that Mamun "lunges" towards the female officer and "closes that gap." Mr. Knighton viewed this as "intimidation," adding that his "immediate concerns" came from seeing "violence was clearly a matter here," with "posturing" and "threats." Mamun, giving evidence, denied being aggressive or threatening. He claimed the officers had been "hiding behind a wall" and "jumped out" when he walked into the shop. He testified: "I just want to put the ticket away and calm the situation," and "I didn't lunge towards them, I didn't threaten violence." The court also heard that Mamun's complaint history from Uber showcased a number of reported incidents, including multiple customer reports of "driving in a dangerous manner," and driving

on the wrong side of the road. Mamun, however, argued that none of these complaints had been upheld by Uber, suggesting customers often file them "maliciously." Mr. Knighton explained that immediate revocations are used in cases involving "violence, aggression, or offences of a sexual nature" and "are designed to protect the public." He posed a critical question to the court: "What would happen if there was a dispute around the fare and somebody couldn't exit the vehicle, how would the driver react?" Mr. Hussain stressed the paramount importance of public safety, asking the court: "A rule of thumb, would you be happy letting your wife, husband, child or anyone you care about go with this driver..?" The magistrates ultimately rejected Mamun's account. The head magistrate, told Mamun: "You say you wanted to get away from the situation but there was no situation." He concluded: "The compliance manager was correct and this appeal is dismissed."

SHAME SHAME

HALLOWEEN HORROR AS CABBIE STABS GRANDAD WITH SCREWDRIVER IN DARWEN ROAD RAGE CLASH

A 70-year-old taxi driver has been sentenced after stabbing a grandad with a screwdriver during a violent road rage confrontation over right of way on Halloween night, Preston Crown Court heard. Tariq Mahmood, of Blackburn, came face-to-face with his victim on a double-parked street in Darwen shortly before 9pm on October 31, 2022. The court heard neither driver was willing to give way, leading to a tense stand-off. The grandad, whose stepson and grandson were also in his vehicle, got out and kicked the wing mirror of Mahmood's taxi. In response, Mahmood got a screwdriver and approached the other car, intending to damage the paintwork. A scuffle began when the other

driver confronted Mahmood, during which the taxi driver stabbed the man "two or three times to the side of his torso". Mahmood initially claimed self-defence but later pleaded guilty to ABH and possession of an offensive weapon. The court was told he has since lost his taxi licence. Sentencing Mahmood, Judge Richard Gioserano stressed the seriousness of escalating a road rage incident with a weapon, particularly given the presence of a child and issued a stark warning that this would normally result in going to prison." While accepting the other driver damaged the wing mirror first, the Judge stated Mahmood should have called the police instead of

seeking revenge. "I accept you took the screwdriver only intending to damage the car, not the man himself but once you did that, the risk did escalate by him trying to stop you," he said. The Judge concluded: "You are lucky he wasn't more seriously hurt. If he had been, you would be going to prison." Mahmood was sentenced to a two-year community order with 30 days of rehabilitation activities and 60 hours' unpaid work. Addressing the loss of his livelihood, the Judge added: "You have now lost your taxi licence. That is good because someone of your temperament who is prone to losing his temper in the way I have seen shouldn't be a taxi driver."



Customers App

15 PICKUP
Flat 2-4, 7B Nort...

Westgate-on-Sea
Manston
Cliffsend
Sandwich and

Pay by Card
£4.40

Pay by Cash
£4.40

ACCOUNT > £10.30
15 Mins

Back Note to Driver?

CONFIRM BOOKING



CabDespatch
Booking and Despatch Software
Built by a Cab Company
For Cab Companies

01843 282828

Cloud base www.cabdespatch.com Est 1981

Software can be customised to meet individual Operators requirements!



Drivers App

Exit Voice

View Messages Send Messages

Job History Job Totals

Make Payment Upload Documents

Settings Log On

No: expensive sales commissions – **No** hidden expenses – **No** contracts, just honest pricing
Free: Android Customers app* – **Free:** Initial On-line training – **Free:** Support (office hours)
£800 Cloud set up - Hosting £70 per month - Drivers app £7 per month - Call out £65 per hour (out of hours)
Cloud phone hosting and number porting with caller ID popping available from £27.50 per month
*IOS customer app is available subject to holding an Apple business account.
Email: sales@cabdespatch.com

WHY TAKE ME IS RIGHT FOR YOU

WHY GOING SOLO IS COSTING YOU MONEY: THE POWER OF NETWORK THINKING

Article by Liam Brewster

COO/CTO Take Me

<https://takeme.taxi>



Running a taxi business today can feel like fighting a battle on multiple fronts. You're competing with large ride-hailers spreading into new markets, while traditional operators are getting larger through consolidation. Passengers are more price-sensitive than ever in this bleak economy, drivers are harder to retain, and the admin never stops. You're invisible in a digital world where it's hard to stand out.

I've worked for some of the biggest names in the industry across the UK, Europe and beyond and now, with Take Me, I'm looking to lead the way in showing operators there's an option between struggling alone and being bought out completely.

The reality check most operators need

Time and again when I audit a fleet's operations I see massive untapped potential. Operators don't realise their systems aren't optimised because they've never had someone with fresh eyes look at how they're configured. We can understand your business and help you get set up in the right way. Zonal configurations causing dispatch delays, inefficient job allocation, poor staff visibility of vehicle availability, these small tweaks create significant improvements in service and efficiency.

Our White Rose franchise in Whitby is a perfect example. This year alone, they're looking at 35% growth through optimisation and access to our national app, plus national account work with NEMT providers, aggregators, and councils. That's what happens when experienced people help you see what you're missing.

What the right network actually delivers

The franchise model gets misunderstood. This isn't about someone buying you out. It's about keeping your business while surrounding yourself with experts who've been in your shoes. Think of it as an à la carte menu. You pick what you need: central accounting teams, marketing specialists who know how to make you stand out digitally, BPO call centre services,

experienced fleet managers, national business development teams finding new work, or senior management expertise. You only pay for what you need, at a fraction of the cost of hiring yourself, but you get genuine expertise.

Then there's the network effect. When you join Take Me, you get access to our partnerships. We share bookings across our network, and because of our size and reputation, we have strategic relationships with major aggregators and contracts that smaller operators can't access alone. Local businesses also gain confidence working with larger organisations, the trust and credibility that comes with being part of an established network opens doors that might otherwise remain closed. Joining our network means you tap into pools of work that were previously out of reach.

We're also offering a 12-month fee-free period on our software for qualifying fleets, so you can experience the optimisation before fully committing.

The accountability advantage

Perhaps the most valuable element is the human one. Our franchise model creates a mastermind circle of like-minded taxi operators who want you to succeed. You get accountability, fresh perspectives, and people pushing you to achieve more because they've been where you are. It's not about holding your hand, it's about having a team in your corner who knows the industry inside out.

Stronger together isn't just a slogan

The market reality is clear: bigger organisations are spreading into new territories, making it harder for smaller operators to compete. You can either be swallowed up or band together with independent operators who share your values. The franchise model offers a middle ground, you keep your independence and control but gain the strength, resources, and expertise of a much larger operation.

If you're ambitious, want to grow rather than just survive, and you're tired of fighting alone, let's talk.

Visit <https://takeme.taxi/partner-with-us/> and explore whether the Take Me franchise could be the accountability circle and expert support your business needs to reach new heights.



Drive Growth. Maximise Earnings.

A Franchise Opportunity with Take Me Group.



12 Months of iCabbi

FREE!

Contact at

 ashley@takeme.taxi

 +44 7867 511363

 takeme.taxi/partner-with-us/

**take
me**

SCOTLAND ISN'T ENGLAND: THE GREAT LICENSING DIVIDE

Article by Rob Finlayson
Operations Manager
City Cars Glasgow
rob@citycarsglasgow.co.uk



The biggest challenge in the UK taxi and private hire industry that we don't talk about is the lack of a single unified system. Operators compare notes and kibitz, suppliers launch UK-wide products and policies, and discussions are had as if Glasgow, Manchester Birmingham and London all work the same way.

I'll take this from the point of the biggest gulf between Scotland Vs England: where most of the UK runs on a patchwork of locally implemented policies post deregulation, Scotland is governed by a singular licensing framework - **The Civic Government (Scotland) Act 1982**. It's not just a few different rules but our entire licensing structure, albeit interpreted by each local licensing authority in its own way.

Nowhere is this more evident than when we consider vehicle standards; whilst we are all governed by the same rules and regulations, one local authority will allow tinted glass on your vehicle whilst another will not, despite being adjacent. One will impose a seven-year age restriction on a vehicle's licence whilst another will happily plate that 2003 Vectra with 500k miles on the clock and not bat an eye. The list of inconsistencies continues into every fabric of the trade with very little standardisation across this small country of 5.5 million people. We effectively have thirty-two versions of the same rules each with their own little idiosyncrasies.

The other issue we have north of the border is simply how outdated the legislation is. The original draft of the **Civic Government Scotland Act** was written in 1982 with a few minor amendments along the way. It certainly didn't envisage drivers using PDAs or apps on their phone to be dispatched work; it certainly wasn't written with ride-share in mind; and whilst there have been some minor adjustments and a grass roots push to see changes to the legislation that governs our trade, we're still to all intents and purposes stuck firmly in 1982.

Whilst we have had ride-share apps in Scotland for north of ten years now, they have never ventured out of the two main cities, until now. With a push into Aberdeen and into the "shires", it will be interesting to watch what happens when multibillion-dollar corporations clash with the idiosyncrasies of smaller local councils. And this is where the real fun begins; once you layer outdated legislation interpreted by part time councillors who don't fully understand the industry, the law or indeed the technology that is continually changing we are heading to a position where no one, not operators, not drivers and most certainly not the actual councils themselves are fully aligned on what good practice actually looks like

Ask five operators about a particular licensing rule and you'll get five completely different answers, even amongst operators licensed by the same local authority. None of that is necessarily anyone's fault, it's a systematic failure of the framework being outpaced by the modern world around us in which we are all trying to operate.

Because the CGSA hasn't evolved, operators and drivers are trying to fit 2025 realities into a 1982 shaped hole. It simply doesn't fit. Whilst some councils try to modernise their interpretation to meet current needs, others cling to the past and refuse to address the modern world has changed around them. Although most of our 32 authorities try to sit somewhere in the middle, but doing so never really delivers any effective change.

This constantly evolving but never changing landscape of legislation creates real friction, not just for operators but for suppliers trying to roll-out national features or ride-share companies trying to expand their Scottish holdings and realising that simply flicking the switch to on up here doesn't fly.

Glasgow and Edinburgh have embraced app-based companies; Aberdeen has felt the ripple this year and we are seeing real friction in the Granite city as ride-share comes up against historic legislation. It will certainly be interesting to watch how this rolls out over the coming months and years into the smaller authorities that are frankly not structured or ready for the changes ahead.

How long can Scotland keep operating a 2025 transport system on a 1982 rulebook?

Ford MAXiCab

PRE-REGISTERED DEAL

LIMITED STOCK AVAILABLE

Save
up to
£6,000
on MRRP



**2.5L PETROL PLUG-IN
HYBRID (PHEV)**

£56,995_{OTR}



**2.0L EURO 6.2
DIESEL ENGINE**

£56,495_{OTR}



Speak to a **MAXiCab** rep on **0800 587 9645**
or visit **cabdirect.com/maxicab**

IMPORTANCE OF FAMILY TIME

BALANCING PROFESSIONAL DEMANDS, PERSONAL WELLBEING, AND FESTIVE CHEER

Article by Rev'd Paul Newbery
The Elite Family
www.elite-liverpool.co.uk
family@elite-liverpool.co.uk



Introduction

Christmas in Britain and Ireland sparkles with the promise of warmth, laughter, and the comfort of family. However, for those who work in the private hire industry - whether as taxi drivers, chauffeurs, or other dedicated transport professionals - the festive season often brings a unique blend of opportunity and sacrifice. While many are celebrating at home, these workers are navigating packed schedules, bustling streets, and the challenge of being away from loved ones just when togetherness matters most.

This exploration dives into the essential value of family time at Christmas for private hire workers, the obstacles they encounter, and creative strategies - sprinkled with festive humour - for keeping the spirit of the season alive, both on the road and at home.

The significance of Christmas for families

Across generations, Christmas is synonymous with family gatherings, exchanging gifts, and sharing hearty meals. It is a moment to reconnect, to strengthen bonds, and to revel in the joy of togetherness. The importance of these traditions resonates deeply, contributing to emotional wellbeing and a sense of belonging. For children in particular, time spent with parents during Christmas helps create treasured memories and build unique family rituals that last a lifetime - memories that are recalled with warmth year after year.

- *Why was the Christmas tree so bad at sewing? Because it kept dropping its needles!*

Challenges faced by PH workers

The private hire industry experiences a dramatic surge in demand over the festive season. Christmas parties, late-night celebrations, and increased travel mean drivers are often working longer shifts, sometimes at hours when the rest of the world is tucking in for a

festive film or sharing stories by the fire. The pressure to maximise earnings during this busy time can result in workers missing out on special moments, rest, and the very traditions that give Christmas its magic. Fatigue and stress can mount, and feelings of isolation may creep in - making family time all the more precious and necessary for wellbeing.

- *What do taxi drivers sing at Christmas? "Jingle Bells, Jingle Bells, Jingle all the way... to your destination!"*

Why family time matters in PH sector

- **Emotional support:** Family time provides much-needed emotional comfort, helping drivers cope with the hustle and bustle of the job during the holidays.
- **Work-life balance:** Regular engagement with loved ones can foster a healthier balance, stave off burnout, and boost overall job satisfaction.
- **Mental health:** The solitary nature of driving is eased by laughter and companionship at home, supporting mental wellbeing and resilience.
- **Building memories:** Christmas is a rare chance for shared experiences, strengthening relationships and creating stories to tell for years to come.
- *Why did Santa take a taxi on Christmas Eve? Because his sleigh was being serviced at the North Pole garage!*

Strategies for prioritising family time

While festive demand in the private hire industry is a reality, proactive strategies can help workers and their families make the most of the season:

- **Advance planning:** Scheduling shifts ahead and communicating with family about availability creates space for the most meaningful traditions, whether for Christmas dinner or gift-opening.
- **Shared celebrations:** If work commitments are unavoidable, families can adapt by celebrating Christmas on alternative dates or weaving festive rituals into quieter moments together.
- **Employer support:** Private hire firms can offer flexible scheduling, incentive programmes for time

AT CHRISTMAS IN PH INDUSTRY



off, or even festive bonuses recognising the importance of family commitments.

- **Self-care:** Prioritising rest and wellbeing ensures that drivers are physically and emotionally present during their time at home, ready to enjoy the joys of the season.
- **How does a private hire driver decorate for Christmas?** *With tinsel on the dashboard and a wreath on the steering wheel!*

Family stories from the road

Many private hire drivers have found creative ways to bring Christmas to both their work and home lives. Some keep mince pies on the dashboard, sharing treats with passengers and spreading festive cheer wherever they go. Others wear Santa hats while driving, transforming their vehicles into sleighs of goodwill. These small gestures not only delight customers but also remind drivers that the spirit of Christmas can travel with them, no matter where they are.

- **What do you call a taxi full of elves?** The “Elf-Express”!

Families, too, often find innovative ways to stay connected. Video calls from the front seat, exchanging jokes and stories between shifts, and leaving handwritten notes tucked in lunchboxes can help bridge the gap between professional duty and personal celebration. Even the smallest moments - such as a quick cup of tea before heading out or a shared laugh about the day's adventures - can turn a busy Christmas into one filled with love and connection.

Community connections

During the festive season, the private hire community frequently comes together, with drivers supporting one another through long shifts and challenging conditions. Some companies organise Christmas breakfasts for staff, giving everyone a chance to enjoy camaraderie and laughter before the day's work begins. Others collect donations for families in need, reaffirming the industry's commitment to goodwill, kindness, and mutual support. Building these connections lifts spirits and reminds everyone that even when working on Christmas, they are part of something larger than themselves.

- **Why don't taxi drivers like snow on Christmas?** *Because it's slippery business!*

In addition to professional support, local communities sometimes show appreciation for private hire drivers through small gestures - cards, homemade treats, or simply a heartfelt “Merry Christmas” from passengers. These moments of gratitude create a ripple effect, helping drivers feel valued and included in the wider festive celebrations.

Conclusion

The private hire industry plays a vital role during the Christmas season, enabling others to celebrate safely and comfortably. Yet behind the wheel, dedicated professionals face the challenge of preserving their own festive traditions. By valuing family time and embracing flexible approaches - combined with a healthy dose of humour - the private hire sector can help ensure that Christmas remains a time of joy and connection for all. It's important to remember: sometimes the best journey is the one that leads you home, surrounded by laughter, love, and the special magic that only Christmas can bring.

- **How do private hire drivers wish their family a Merry Christmas?** “I'll be home for Christmas... traffic permitting!”

Whether your planning to work, work, work or whether your having time off. The whole team in the Elite Family wishes each and every one of you a very Merry Christmas and we hope that it's a busy profitable one. If you want to join the family this Christmas then simply drop us an email so we can get your stocking ready.

paul@elite-liverpool.co.uk

FIT AND PROPER

CHELTENHAM PRIVATE HIRE BOSS TO PAY £3,100 FOR OPERATING WITHOUT OPERATORS LICENCE

A private hire operator from Cheltenham has been handed the maximum fine possible after being successfully prosecuted for continuing to take bookings despite having his licence suspended.

On 27 October, Victor Whitham pleaded guilty to operating a private hire vehicle without a private hire operator's licence. The offence came to light after Mr. Whitham's firm, Spa-Tax Cheltenham, had its licence suspended in October 2024 for failing to pay its Private Hire Operator (PHO) fees.

Following the suspension, Cheltenham Borough Council officers

continued to monitor the company and found Mr. Whitham was "continuing to dispatch Cheltenham licensed PHVs without a licence to do so."

Although Mr. Whitham held a licence with Tewkesbury Borough Council, this did not permit the Cheltenham-licensed vehicles and drivers to operate under it.

Magistrates imposed the maximum fine of £1,000 and ordered Whitham to pay a £400 victim surcharge and £1,706.40 in costs, resulting in a total payment of £3,106.40.

Councillor Victoria Atherstone, cabinet member for safety and

communities, commented on the verdict, stating: "Cheltenham Borough Council is committed to ensuring the safety and legality of taxi and private hire services in our community."

She added that the successful prosecution "sends a very clear message that we will not tolerate illegal activity in our town and will take decisive action to protect Cheltenham residents and our visitors."

The case was spearheaded by Cheltenham Borough Council's licensing enforcement officers, with assistance provided by One Legal.

MAN WHO CLASHED WITH POLICE AND FILMED DANCERS DENIED ABERDEEN TAXI LICENCE

A man convicted of assault, aggressive behaviour, and swearing at police and stewards in an Aberdeen strip club has been denied a taxi driver's licence by North Ayrshire Licensing Committee.

James Murray's application was refused on Wednesday, November 12, following an objection from Police Scotland, who confirmed he had a "live conviction" that he had failed to declare.

The incident took place on July 16, 2024, at Private Eye's, an adult entertainment venue. Stewards were alerted that Mr Murray was filming dancers, which was against venue rules.

After initially complying, he was later approached again for filming

and "became aggressive and shouted: 'I am a f***ing police officer.'"

A Police Scotland spokesman detailed the confrontation:

- "He grabbed the steward by the collar and tried to take the radio off his jacket."
- When police arrived, Mr Murray "refused" to step outside and was escorted out, "continually shouting and swearing, calling them 'f***ing c***s and police scum.'"
- During his arrest, he "grabbed one of the officers by the body armour and pulled him forward, stating: 'I will show you what resisting is.'"

Mr Murray was subsequently convicted on July 9, 2025, at Aberdeen Sheriff Court, receiving

finest totalling £490 plus a victim surcharge.

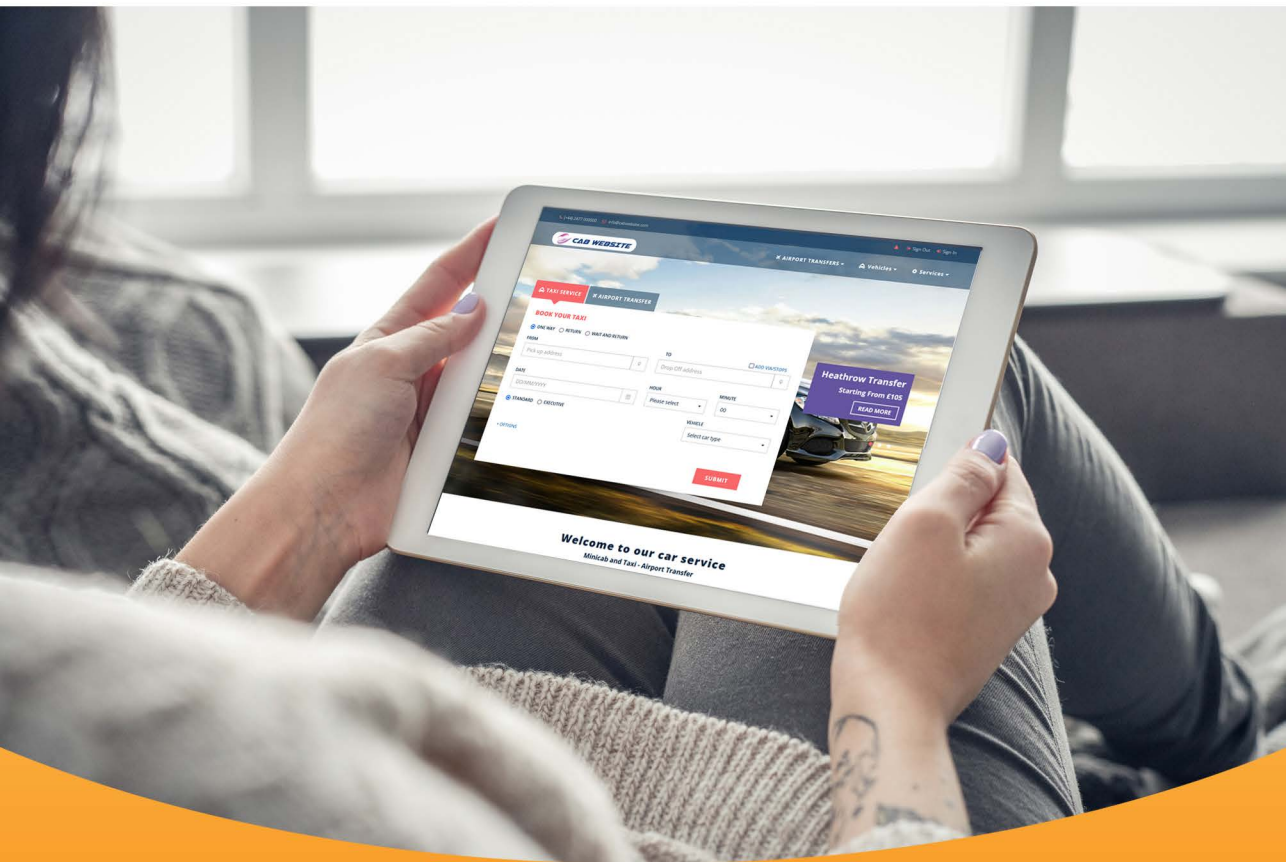
Police Scotland objected to the licence, stating: "We believe by reason of the above Mr Murray is not a fit and proper person to be granted a taxi driver's licence."

Mr Murray did not appear before the committee. Councillor Christina Larsen found this "disappointing," and committee Chair Eleanor Collier noted it was a "relatively serious matter" and that refusing the application would "safeguard the public."

The refusal was proposed and seconded on the grounds that he was "not a fit and proper person" to hold a taxi licence in North Ayrshire, a decision which was agreed by the committee.

CAB WEBSITE

Professional Taxi and Private Hire Websites and Portals



Promote your business online with our professional Taxi and Private Hire websites and portals

- ✓ Online Booking
- ✓ Online Payment
- ✓ Mobile Friendly
- ✓ Self-Managed
- ✓ SEO Optimised
- ✓ Low Cost

PRIVATE HIRE DRIVER BANNED FROM THE ROADS AFTER OPERATING ILLEGALLY IN READING

A PH driver has been banned from driving for four months and ordered to pay over £2,000 in costs, after he was caught illegally plying for hire in Reading town centre.

Ram Sah, from Reading, attended Reading Magistrates Court on 20 October 2025, in relation to an incident where, on 14 February

2025, Mr Sah approached two Reading Council Licensing officers and offered to illegally transport the officers to Gatwick Airport for a fee of £100, without the required prior booking.

When the officers made themselves known to Mr Sah, he drove away without warning, with the

door of his vehicle still open, which narrowly missed one of the officers. Mr Sah was found guilty of plying for hire and using a motor vehicle without insurance. He was fined £200, ordered to pay £2,210 costs, as well as a surcharge of £80. His disqualification is immediate and lasts for four months.

WOLVERHAMPTON PH DRIVER TO PAY £3,543 FOR ILLEGAL PICK UP AFTER MAN UTD MATCH

An out-of-town PHV driver received a hefty fine after illegally attempting to pick up unbooked fares following a Manchester United game.

Ali Imran Shan Shreen, 55, from Oldham, was spotted by Trafford Council enforcement officers on Sir Alex Ferguson Way after the Reds' match against Brentford. He was waiting in his black Toyota

Auris, an action only permitted for Trafford Council-registered taxis.

Officers' attention was initially drawn by a fare dispute, as a woman loudly exclaimed to Mr Shreen: "£25?! Are you joking?!"

When confronted, Mr. Shreen resisted showing his driver's badge many times before complying.

Once the officer established Mr. Shreen was illegally plying for hire

- his licence was granted in Wolverhampton - he protested, claiming: "It was only one time!"

At Manchester Magistrates Court, Mr. Shreen was found guilty of:

Illegally plying for hire, failing to wear a driver's ID badge and obstructing an authorised officer.

He was fined a total of £1,453, with £581 victim surcharge and £1,500, costs bringing the total to £3,543.

BRADFORD PRIVATE DRIVER STRIPPED OF LICENCE AFTER FALSE CLAIM OVER M1 SPEEDING

A Bradford-licensed PH driver has had his licence revoked after he was found to have falsely claimed his wife was driving his PHV when it was caught speeding on the M1. Gebrebrahan Nayzgi, from Leeds, was behind the wheel when his vehicle was recorded by a speed camera in May. When contacted by police, Nayzgi named his wife as the driver in an alleged attempt to evade penalty points.

The deception was uncovered when further investigation showed Nayzgi's wife "has neither a taxi

licence or a driver's licence," according to Waseem Raja, who is defending Bradford Council's decision.

Nayzgi was asked to reconsider his nomination, and: "It was only when he was interviewed that he admitted naming the wrong person," Raja recently told Bradford Magistrates' Court.

Bradford Council subsequently revoked Nayzgi's PH licence after taxi licensing officers concluded the incident showed he was not a "fit and proper person" to hold a

licence. But Nayzgi is appealing this decision, arguing he is, in fact, a fit and proper person despite his admitted deceit.

His representative, Patrick Bernard, confirmed that Nayzgi "accepts he gave false information. It is a case of deciding whether he is still a fit and proper person."

The court heard that Nayzgi has previous road traffic offence convictions, but no criminal record. Nayzgi's appeal against the Council's revocation is scheduled to be heard on January 16.



THE *Taxi* SHOP



Ford Transit 14 - 17 Seaters

Vehicle:

- Model: Transit 14/17 Seat Minibus
- Spec: Trend
- Engine: 2.0L Diesel Manual Or Auto
- Size: L4 H3
- Available in Multiple Colours

Features Include:

- Reverse Gear Alarm
- Heavy-Duty Starter Motor
- Front Mud Flaps
- Digital Tachometer
- Driver Assistance Pack
- Full-Size Spare Wheel
- Driver Assistance Pack with 360-Degree Camera and Power Folding Heated Door

**From Just £49,395.00
Including VAT OTR.**



01525 717695 - Sales@thetaxishop.com - @TheTaxiShop

EDINBURGH'S NEW TAXI TEST CENTRE £1.3 MILLION OVER BUDGET AND ALMOST A YEAR LATE

A new council testing facility for taxis and PHVs in Edinburgh is £1.3m over budget and running almost a year behind schedule, an investigation by the LDRS has revealed. The new South Gyle centre, intended to replace the restricted Murrayburn facility, has seen its cost spiral from an estimated £1m in February 2023 to £2.3m by September 2025.

Sources blamed the delay on significant issues, including "concrete work having to be redone and the facility not having enough electricity."

All the while, staff at the current

Murrayburn testing centre, where part of the building was declared unsafe in late 2022, have been "getting overtime pay to deal with capacity issues."

Council bosses acknowledged the spiralling costs but attributed the initial increase to the project's original cost being based on "pre-Covid estimates." They also stated that upgrades to the power supply infrastructure "had been included in plans from the start."

The mounting expense has drawn criticism, with SNP finance spokesperson, Cllr Stuart Dobbin, saying the council had "serious

questions to answer" over the project's spiralling cost.

Insiders say a new centre is "sorely needed" due to capacity restrictions at Murrayburn, which has had only two ramps since November 2022. Council chiefs admit the current wait for new vehicle tests is "currently eight weeks."

Regulatory convener, Lib Dem Cllr Neil Ross, said he was conscious of the "frustration" the delay was causing, due to "issues arising from the pandemic and the complexity of the works", concluding: "We'll do everything to ensure the process is completed promptly."

HEREFORDSHIRE COUNCILLOR ACCUSES LOCAL TAXI FIRMS OF RIPPING OFF THE COUNCIL

A Herefordshire county councillor has levelled a serious "ripping off" accusation against local taxi firms, claiming they are overcharging the council for school transport at a time of rising financial pressure.

Non-aligned councillor Jim Kenyon told a full council meeting that "unscrupulous" firms have been charging "up to four times what you'd pay on the meter to get our children to school." He warned: "I want to put the taxis on notice... they've had it too good for too long and it's ripping off (the council)."

He also suggested the high profitability of this work means some companies "will do school runs and that's it," leading to a lack of available taxis for other residents.

Council leader Cllr Jonathan Lester confirmed the council spends an

"extremely high" £7 million a year on taxis - out of a £13 million school transport budget. He defended the council's position by noting it had "to react to increased demand" for transport.

He added that any cost-saving strategy "needs detailed negotiation with individuals - you can't just flick a switch. We don't want a situation where that capacity dries up or is not viable."

The claims were echoed by former taxi firm owner Lyndon Gore, who claimed some "unscrupulous" firms "charge what they want for school work," then allegedly subcontract the jobs for less. He argued that instead of setting a rate, the council is simply saying, "give me a price."

Cllr Pete Stoddart, cabinet member for finance and corporate

services, stated the council is undertaking a "comprehensive review of our home-to-school transport services."

He detailed immediate actions, including "direct engagement with taxi companies to renegotiate contracts and reduce costs, including minimising single-occupancy journeys."

Other measures include new planning software, reviewing transport policies for SEND children, and exploring in-house fleet options. Cllr Stoddart concluded that like many councils, Herefordshire "has faced growing demands and rising costs in this area, which is why we are acting urgently... No final decisions have been made, and we remain committed to working transparently and constructively with all stakeholders."

GREEDY GLASGOW HACKNEY DRIVER SUSPENDED FOR QUOTING DOUBLE FARES WITHOUT A METER

A Glasgow taxi driver has been accused of “greed” after quoting people double the price for fares without the meter.

Complaints were made to Glasgow council’s taxi and private hire enforcement unit about Arsalan Khan trying to charge passengers too much in the city.

One passenger said they were asked to pay £25 for a journey which is normally £13 maximum, which was described as a “rip-off.” Khan faced another complaint over his “outrageous behaviour” as he quoted a price of £25 with the meter turned off. The customer disagreed with the charge.

Another was told by Khan that a £12 trip would be £35 and could only be paid in cash.

Appearing before a licensing and regulatory committee last month, Khan said his card machine had not been working.

He said he was new to being a taxi driver and pointed out that it had been really “busy” at the time of the incidents.

Khan told the committee he got his taxi “recently” and was a “new driver” and was unsure of regulations.

The meeting heard that Khan received three complaints previously, which brings the total

amount to six. He previously worked as a private hire driver, it is understood.

Committee chair Alex Wilson said: “You are here again. You don’t learn your lesson.”

“You doubled the price on every single job complained about here. “That is just greed. You can’t con your passengers out of money.”

Councillor Wilson added: “These people want to go home and get home at the right price.”

Councillor Kevin Lalley said this type of behaviour gives taxi drivers a “bad name.”

The committee suspended Khan’s licence.

ASYLUM SEEKERS BANNED FROM USING TAXIS/PHVs FOR MEDICAL APPOINTMENTS SAYS HOME SECRETARY

Asylum seekers have been banned from using taxis for most medical journeys, Home Secretary Shabana Mahmood has announced.

Under the new rules, taxi use for medical travel will be restricted to “exceptional” cases such as physical disability, pregnancy or serious illness - and these will require government approval.

Ms Mahmood made the announcement after a BBC investigation found “widespread” use of taxis by asylum seekers, including for long journeys - with one case involving a 250-mile trip to see a GP.

According to reports, transport for asylum seekers has cost the government an average of almost £16m a year. All service providers will be required to stop using taxis

for medical journeys from February next year and the government is now working to help introduce alternatives such as public transport.

“This government inherited Conservative contracts that are wasting billions of taxpayers’ hard-earned cash,” the home secretary said. “I am ending the unrestricted use of taxis by asylum seekers for hospital appointments, authorising them only in the most exceptional circumstances.”

Cabbies say the system was open to “abuse”, accusing subcontractors of inflating mileage, for instance by dispatching drivers over long distances to perform much shorter journeys.

A subcontractor in south-east London told the BBC his company

would charge the Home Office about £1,000 a day for doing as many as 15 drop-offs from a hotel where asylum seekers were staying to a GP surgery about two miles away.

One driver said that he had been dispatched from Gatwick to take an asylum seeker more than 50 miles away in Reading to an appointment only 1.5 miles from his hotel. A second driver was reportedly sent from Heathrow, about 30 miles away, to bring the same man back from the appointment.

The measures are part of a broader crackdown on waste in asylum accommodation and transport contracts, which the government said had already saved more than £74m in accommodation costs.

A VAT VICTORY FOR THE INDUSTRY

Article by Nia Cooper
Chief Legal Officer
Veezu
www.veezu.co.uk



It is refreshing to be able to share good news. In last week's Budget the Chancellor confirmed two things that should be celebrated by the private hire sector. There will be no 20% VAT imposed on fares outside of London; and the Tour Operators Margin Scheme (TOMS) will be prohibited for use in the PHV sector from 2nd January 2026.

These announcements provide clarity, something we have lacked for over three years, and create a fairer footing across the sector's different markets. Veezu has been closely involved throughout, championing the industry's interests and pushing for a consistent and workable outcome.

Firstly, in partnership with Delta taxis, we fought toe-to-toe with Uber all the way to the Supreme Court to ensure that they could not use litigation to shape the sector in their own image. When the Supreme Court returned a unanimous and clear decision that different operating models are legal outside of London, it helped frame the policy decision for the government.

Secondly, we led a campaign to ensure the government understood the impact of imposing 20% VAT on the sector outside of London. This focused on showing how higher fares would negatively affect passengers, self-employed driver partners, local communities and local PHOs. Key to this was demonstrating that the reasons people use PHV services vary greatly across the country.

A level playing field

Calls for a level playing field have echoed throughout the *Uber v Sefton* litigation and the VAT lobbying campaign, but the phrase is often used in a way that distracts from the real issue. The government's consultation on the VAT treatment of PHV fares made this clear. It revealed a significant misunderstanding of how the PHV market in London differs from the markets across the rest of England and Wales. Many of the assumptions about journey patterns and the

impact of higher fares were shaped by the London experience, not the realities elsewhere. The consultation process gave the sector, and the passengers who rely on our services, the opportunity to present evidence showing how and why PHV use varies across the country, and this evidence was welcomed by government.

London and the rest of the country operate in fundamentally different transport environments. In the capital, individuals have access to a dense network of Underground services, buses, light rail, overground trains and rental bikes, with taxis and PHV acting as an additional choice, often for leisure.

Journey profiles in the PHV sector outside London are dramatically different. Over 50% are for essential trips, such as regular hospital appointments, collecting the weekly shopping and commuting to work. The government's own data shows that communities outside London are poorly served by public transport. The Transport Connectivity Metric, which measures how easily people can reach work, hospitals, schools and shops within an hour, highlights the scale of the gap. London scores 84 out of 100, while Wales sits at 53 and the South West and East of England are not much higher. As a result, people outside the capital are 40% to 60% less connected, and in many of these areas private hire is the only practical way to travel.

Taken together, these realities show why a single notion of a 'level playing field' cannot sensibly be applied to two markets that serve different needs, operate under different rules and exist in fundamentally different transport environments. A one size fits all model would not improve fairness. It would simply disadvantage the communities that depend most on PHV services.

The future

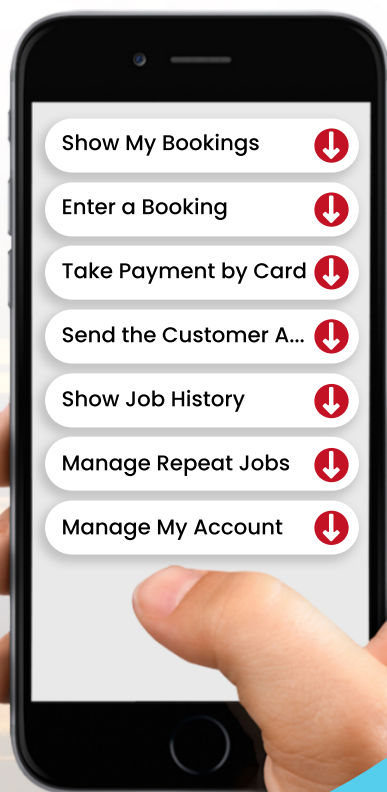
The future is uncertain, but one thing is clear, Uber will not quietly accept the government's decision and will continue lobbying to shape the industry in its own image. Our successes at the Supreme Court and in the Budget were only possible because the sector remained united and focused. We cannot afford to let these hard-won gains slip.

As I have said before, the battle is won, but the war goes on.

THE SMARTER SOLUTION FOR INDEPENDENT DRIVERS AND CO-OPERATIVES

- ✓ Set your own fares and set your own rules
- ✓ Share work with other members of the TaxiCall! community
- ✓ Build your own base of customers
- ✓ Give your passengers a customised app with your own branding
- ✓ Simple fixed monthly subscription
- ✓ No minimum contract
- ✓ Free trial

Receive bookings commission free by app or



Click here to see what other drivers have to say

Watch this video to see the story

JOIN OUR NATIONWIDE NETWORK TODAY

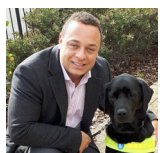


01329 233333 | WWW.TAXICALL.CO.UK

Supporting the independent taxi trade since 2005

BUSINESS CASE FOR INCLUSIVE TAXIS AND HOW TO ASSIST PASSENGERS WITH DISABILITIES

By Dan Morgan-Williams
Visualise Training and
Consultancy
07472305268



Picture this: you pull up for a job, and your passenger is waiting with a white cane, a guide dog, or maybe a hearing aid. Do you know the best way to support them? Get it right, and you've gained a loyal customer. Get it wrong, and you risk complaints, lost fares, or even a fine. This article explains why disability awareness is good for business – and gives you practical tips to support disabled passengers with confidence.

Why disability awareness matters in taxi driving

Let's be straight; this isn't just about ticking boxes. It's about good business. Millions of people in the UK live with disabilities, and they all need safe, reliable transport. The spending power of disabled people and their families – known as the 'purple pound' – is worth over £250 billion a year. If your service is welcoming and accessible, you'll win repeat business, better reviews and fewer complaints. On the other hand, if you turn people away or don't know what to do, you risk fines, lost fares, and damage to your reputation.

Common barriers passengers face

Here are some of the problems passengers with disabilities often run into when using taxis:

- A blind passenger can't see you flash your lights when you arrive.
- A deaf passenger can't hear you call out of the window.
- Guide dog users are sometimes refused rides (which is illegal).
- A passenger with limited mobility feels rushed or unsafe getting in and out.
- Some passengers feel anxious if treated differently or without respect.

How to support disabled passengers better

Here are some simple, practical things you can do straight away:

- Announce yourself clearly: "Taxi for John, I'm your driver."
- Speak clearly and face the passenger – don't shout.
- Never refuse a guide dog – it's the law.
- Ask before helping: "Would you like a hand with the door?"
- Give passengers time to get in and out safely – don't rush them.
- Check the seatbelt is comfortable and reachable.

The real impact – why it's good for you

When you know how to support disabled passengers, everyone wins:

- More regular customers who trust you.
- Better tips and more positive reviews.
- Less stress because you know what to do in tricky situations.
- A more professional reputation.
- Protection from complaints and fines under the Equality Act 2010.

Being refused a taxi ride as a guide dog owner is still all too common. This video addresses this and explains the legal aspects: <https://shorturl.at/10naQ>

Disability awareness e-learning: easy training, big benefits

We know drivers are busy, so we've made the training simple and flexible. The Disability Awareness e-Learning Course takes around 90 minutes to complete online. You can do it on your phone, tablet, or computer whenever it suits you. It's interactive, with real-life scenarios, quizzes, and videos to keep it engaging. It costs just £30 + VAT – a small investment for a big reward.

Take action now

If you want less stress, more fares, and happier passengers, it's time to invest in yourself. Sign up today for the Disability Awareness e-Learning Course and show your passengers you care.

- Click here to enrol now: <https://shorturl.at/vzLxh>

Don't wait for a complaint, a fine, or a bad review to remind you why this matters. Get ahead, get confident, and give every passenger the service they deserve.



DRIVE ELECTRIC IN LONDON?

Then this is for you! Save every time you use our ultra-rapid chargers!



INTRODUCING THE LEAP24 PARTNER CARD

Made for private hire
drivers just like you!

 LEAP24



Save 15% every time you charge!

Pay just 59p instead of
69p per kWh.

For only £4.99 a month.

Access 950,000+ chargers
across Europe with no extra
cost.

Scan to find out
more and claim
your charge card



LEAP24.co.uk/partnercard

PH CARS BARRED FROM EDINBURGH BUS LANES AS TRANSPORT COMMITTEE DEFEATS TRIAL BID

A proposal to allow private hire vehicles temporary access to Edinburgh's bus lanes has been defeated by the city's transport committee, although a review of "bus gates" (traffic filters) is set to follow.

The move maintains a rule that PH drivers have blasted as "discrimination by badge" since black cabs are permitted to use them.

The Scottish Private Hire Association voiced its "deep concern and frustration" at the exclusion, arguing that PHVs were "essential to Edinburgh's transport network." Similarly, the GMB union, representing many PHV drivers, claimed the rules negatively impact disabled passengers.

The union argued: "By excluding PHVs from bus lanes and bus gates, many passengers with

disabilities are forced to walk longer distances - often in unsafe or poorly lit conditions - to reach their pre-booked vehicles."

However, bus operators and user groups expressed concern that allowing more vehicles into bus lanes would undermine the purpose of the dedicated routes.

The Edinburgh Bus Users Group was clear: "The purpose of bus lanes is to speed up journeys for buses and passengers, and improve reliability. Adding more vehicles negates by causing delays and reducing bus reliability."

Cycle campaign Spokes echoed this, warning that introducing more vehicles would be "the exact opposite" of what bus lanes were intended to do.

Tory group leader Iain Whyte, who proposed allowing PHVs to use bus

lanes on a trial basis, stressed the need for fairness due to the rise in app-based travel, stating: "We have to be fair across the board."

But Lib Dem transport spokesman Kevin Lang argued that allowing a substantial increase in vehicles "will have significant impact" on bus lanes.

Despite the rejection of the bus lane trial, Committee Convener Stephen Jenkinson agreed to a future review of all existing and proposed bus gates to determine access for both PHVs and taxis.

He conceded that "the issue of traffic filters is something that should be looked at on a case-by-case basis," though this review will only occur after the council's licensing department concludes its current review into a possible cap on PHV numbers.

CALL FOR TAXI AND PRIVATE HIRE ACCESS TO BUS LANES IN ROTHERHAM

A petition launched by Cllr Simon Ball is calling for taxis and PHVs to be allowed to use bus lanes in Rotherham, a request that will go before the council. Cllr Ball believes this change would align Rotherham with other towns in the region and represents "best practice."

The request would require changing local traffic regulations to permit both hackney carriages and PHVs in designated bus lanes. A motion to go to the council states: "Rotherham should not lag behind its South Yorkshire neighbours in supporting vital

public transport services.

"A review of policies in nearby councils reveals a clear trend towards inclusion: Sheffield City Council permits taxis to use bus lanes and gates, recognising them as essential public transport.

"Doncaster Council explicitly allows 'permitted taxis' to use bus lanes where indicated by signs, alongside buses and cycles, during restricted hours. This exemption is enforced to ensure compliance while prioritising mobility for taxi users.

"Barnsley Council, by contrast, restricts bus lanes to buses and occasionally cyclists, with no

provision for this despite long-standing requests from the local trade dating back to at least 2013. "This outdated approach highlights an opportunity for Rotherham to lead regionally by adopting a more progressive stance."

Cllr Ball argues that permitting licensed taxis into bus lanes would deliver "tangible advantages for Rotherham's residents, economy and environment," including "faster and more reliable journeys; taxis could bypass congestion."

Cllr Ball will ask the council to conduct a public consultation on the idea within three months.

Experts in Taxi and Private Hire Finance

Ethos Asset Finance are recognised as experts in the Taxi & Private Hire industry for finance solutions.



We're here to make the whole process seamless.

[GET IN TOUCH](#)

- ✓ Bespoke funding and vehicle sourcing packages
- ✓ Cheaper than vehicle rental
- ✓ Competitive rates of interest
- ✓ Easy process
- ✓ Flexible deposit structure
- ✓ HP & HP with a balloon available

TRAINING GAP EXPOSED AFTER CHORLEY CABBIE SUSPENDED OVER ELECTRIC WHEELCHAIR NEAR-MISS

A Taxi boss is urging Chorley Council to close a “very dangerous training gap” concerning electric wheelchairs after a local driver was suspended following a serious near-miss incident.

The hackney driver, was suspended after a passenger’s electric wheelchair fell backwards while attempting to ascend a ramp into the taxi. The driver was present and managed to intervene, narrowly avoiding serious injury to the passenger.

Shaz Malik, owner of Four Sixes, and founder of the Chorley Taxi Association, and a board member of the National Private Hire and Taxi Association (NPHTA), and David Lawrie, Director of the NPHTA, represented the driver Ali at the licensing hearing on October 22.

While Mr Malik said he deemed the suspension decision “a fair and balanced decision after

consideration of all the evidence,” he heavily criticised the lack of specific training provided by the council for electric wheelchairs.

“This incident has exposed a serious gap in policy and training,” Mr. Malik stated. “Drivers currently receive guidance on transporting manual wheelchairs, but there is no specific training on safely loading and securing electric wheelchairs and what vehicle type of vehicle can take electric wheelchairs. This is a critical omission that must be addressed as a matter of urgency.” He warned that electric chairs with a user can weigh up to 200kg and “pose a huge risk to anyone trying to hold them,” calling it a “national safety issue.”

In response, Chorley Council placed the burden of seeking additional training on the drivers themselves. Councillor Alex Hilton stated: “The council accredits three providers of

wheelchair training, and it is our policy that any person who drives a wheelchair accessible vehicle must complete appropriate training... While it is not achievable to train every driver on every individual wheelchair model, the accredited training covers essential principles such as ensuring no wheelchair is ever left unsecured within a vehicle.”

Councillor Hilton stressed that they “expect all drivers to take personal responsibility for maintaining safe and inclusive practices. Where additional training is needed to meet these standards, it is compulsory on the driver to seek it out. This is not optional, it’s part of delivering a safe and respectful service to our residents.”

Following the hearing, the NPHTA took immediate action. David Lawrie, Director of the NPHTA, contacted Diamond Driver training, which among other courses, provides the national wheelchair training programme, to ensure they incorporate electric wheelchair transport into their training modules.

He also raised the issue directly with various other national stakeholders as part of the current scheme, urging them to update and improve disability transport within all public transport services. Mr. Malik also reminded customers that under Section 165 of the Equality Act 2010, drivers cannot charge extra for helping a wheelchair user into or out of a vehicle, or for securing the wheelchair, noting that “The meter should only start after the wheelchair is safely secured.”

WEST NORTHANTS CABBIE TO PAY £1,367 FOR REFUSING DOG

A taxi driver has been ordered to pay a total of £1,367 after being found guilty of refusing to pick up a passenger accompanied by an assistance dog in Milton Keynes. Milton Keynes City Council investigated the matter and found that the driver, Mr Musthafa, had “driven past the passenger and made no attempt to pick her up.” He was subsequently found guilty by Milton Keynes Magistrates Court under two sections of the Equality Act 2010. For the first breach, he was fined

£405, and ordered to pay a £162 victim surcharge and £600 in costs.

For the second breach, the court ordered him to pay £200 in compensation to the victim instead of a further fine.

Under UK law, taxi drivers commit an offence under the Equality Act 2010 if they refuse a passenger with an assistance dog, unless they hold a valid medical exemption. Mr Musthafa’s licence is now under review by West Northants Council.

MOBILITY MATTERS

TWO BRADFORD UBER DRIVERS FINED AND LOSE LICENCES AFTER REFUSING GUIDE DOG PASSENGERS

Two Uber drivers from Bradford have been stripped of their licences and ordered to pay hundreds of pounds in fines and costs after being convicted of refusing to carry a passenger accompanied by a guide dog. Both drivers appeared at Bradford Magistrates Court on October 31, where the court was shown mobile phone footage of each driver refusing to allow a disabled woman and her assistance dog into their vehicle before cancelling the journey and driving off. The prosecutions were brought by Bradford Council. Mohammed Zubair, 47, of Bradford, pleaded guilty to refusing a booking for a disabled person accompanied by an assistance dog. The incident occurred on June 14. Waseem Raja, prosecuting for Bradford Council, told the court: "The footage shows the com-

plainant constantly explains he can't refuse to transport them. He kept remonstrating and kept saying she needed to book an Uber Pet. He simply drove away." The court heard Zubair, a taxi driver for seven years, was "deeply remorseful" but had already lost his licence and was now jobless. He was fined £90 and ordered to pay £500 in costs and a £36 surcharge. In the second case, Muhammad Faisal, 34, of Bradford, pleaded guilty to a similar charge stemming from an incident on June 13. Faisal was shown in footage telling the passenger that she would need to book an Uber Pet. When told refusing her was illegal, he reiterated: "You need to book an Uber Pet." Mr Raja noted: "He left the woman standing in the road. He refused to transport her and said he would cancel the job despite being told

he could not do that." Faisal's representative, Mr Khan, admitted the driver had forgotten his training and called it a "genuine mistake." Mr Khan told magistrates that Faisal had lost his licence. Faisal was fined £80 and ordered to pay £500 costs and a £32 surcharge. He cannot apply for another licence for seven years. Following a previous hearing, an Uber spokesman commented on the company's policy: "It is totally unacceptable, and illegal, for drivers to refuse to take a rider due to an assistance dog and we investigate every report. "We remind drivers of this obligation before they start using the Uber app and send regular reminders. "Uber can and does permanently remove drivers' ability to use the app when a driver has violated their legal obligations."

MANCHESTER PRIVATE HIRE DRIVER FINED FOR REFUSING BLIND PASSENGER & GUIDE DOG

A private hire driver has faced legal consequences, including a fine and the revocation of his licence, after refusing to take a blind customer and her guide dog in Manchester. Mohamed Abid Hussain arrived to pick up the woman, who had booked through the Uber app to go to a city centre train station. However, he told the passenger she could not bring "her pet" into his vehicle, despite the animal wearing a high-vis harness. The customer, who is registered blind and was heading home to

London, explained the dog was a guide dog before Hussain refused the fare. Trafford Council subsequently revoked Hussain's licence and launched a prosecution. At Manchester Magistrates' Court, 42-year-old Hussain, from Manchester, pleaded guilty to failing to carry a guide dog, failing to wear his private hire driver's badge, and failing to return his badge after his licence was revoked. When questioned by council

officers, Hussain claimed he had not realised the dog was a guide dog. However, at a later Licensing Sub Committee hearing, Hussain "admitted that he had no special conditions or allergies that would prevent him from taking a guide dog." Councillors agreed he had "unlawfully discriminated against the customer" and revoked his licence. At the Magistrates Court, Mr Hussain was fined £100 and ordered to pay £100 in compensation to the victim.

MODERN MARKETING APPROACH

MARKETING THAT HELPS YOUR TAXI BUSINESS SHINE: HOW TAXISOLUTIONS IS TRANSFORMING THE INDUSTRY

Article by Taxisolutions
taxisolutions.co.uk



In today's competitive market, taxi firms across the UK face more pressure than ever. They need to stand out, attract new and keep loyal passengers coming back. Digital trends are always changing, and many firms don't have the time, knowledge, or resources to keep up. That's where we at TaxiSolutions step in to help.

We are a marketing agency that works exclusively with the taxi and private hire industry. We support fleets of all sizes, from small firms to large fleet firms. Our services are designed to help firms increase bookings, boost their online presence, get more app downloads, and recruit professional drivers.

A modern marketing approach for a modern taxi firm

Today's passengers judge taxi companies based on their online presence. Google reviews, social media, and websites all shape how people choose a taxi. That's why we provide a comprehensive marketing package covering every angle a taxi firm needs, including:

- **Driver recruitment campaigns:** Helping firms attract vetted, high-quality drivers through targeted advertising that reaches the right audience at the right time.
- **Call ads to increase bookings:** Driving real phone calls directly from passengers actively searching for a taxi in their area and turning clicks into tangible revenue.
- **Website development & SEO:** Ensuring firms appear where passengers are searching, with fast, modern websites optimised for both search engines and user experience.
- **Trending social media management:** Creating engaging, shareable content that keeps taxi brands visible, relevant & memorable across multiple platforms.
- **Content creation, video and drone production:** Producing professional visuals that elevate a firm's image and help it stand out from the competition.
- **Boosting app downloads:** Running strategic campaigns to get more passengers onto dispatch apps, increasing loyalty, repeat bookings, and long-term engagement.



Each service we offer focuses on one goal: helping taxi operators grow their business and stay ahead of the competition.

Data-driven results that make a real difference

We don't just create content. We deliver measurable results. Whether it's lowering recruitment costs, generating thousands of online impressions, or increasing app installs, our marketing directly impacts the bottom line.

Built for the taxi industry, backed by industry expertise

Unlike general marketing agencies, we work exclusively with taxi and PHV firms. We understand dispatch systems, customer behaviour, and daily challenges operators face. This allows us to deliver marketing that works, not generic strategies that often miss the mark.

Free consultation for taxi firms

We are currently offering taxi firms a free consultation, giving operators the chance to discuss their goals and discover what tailored strategies could help their business grow.

To learn more or get your free consultation, visit taxisolutions.co.uk or call 0330 088 6006.

Toyota Corolla Touring Sports

**LOWEST
PRICE IN
THE UK**



Immediate Delivery Available

- ✓ Miles per gallon (MPG) - Up to 64.1
- ✓ Android Auto™ & Apple CarPlay™
- ✓ Front and rear parking sensors
- ✓ Reverse parking camera
- ✓ Adaptive cruise control
- ✓ Heated front seats



ORDER TODAY

cabdirect.com/corollats | 0800 916 0007

WHAT STEPS CAN TAXI FLEET OPERATORS TAKE WHICH MAY LOWER THEIR INSURANCE PREMIUMS?

Article by David Sweeney
Head of Taxi Broking
The Taxi Insurer
0121 506 2397



www.taxiinsurer.co.uk

There are three principal measures that taxi fleet operators can take to help keep their insurance premiums as affordable as possible. The first of these is to install CCTV cameras in their vehicles.

Install CCTV cameras

A lot of our fleet customers are now investing in forward-facing cameras, which are installed on the dashboard of their vehicles.

This may be because their insurance provider has insisted that they do so, as the geographical area in which they operate is prone to high rates of claims for accidents. Equally, the customer may proactively choose to do so, because they recognise the safety and financial gains that cameras can bring.

Insurers will generally offer fleet operators a discounted premium in return for cameras being installed in their vehicles because, in the event of an accident, they've got a reliable visual record of an event as it took place. This video footage enables them to make an informed decision on liability and settle the claim more quickly.

Unlike taxi insurance for individual drivers, fleet insurance doesn't feature a no claims bonus. Instead, insurers analyse a fleet's claims experience document to help determine the fleet's premium for the following year. Insurers provide fleet managers with a printed document detailing the number of incidents their drivers have been involved in, plus the frequency and value of the claims made. The lower the frequency and value of those claims, the more favourably a fleet's policy will be viewed when it comes up for renewal.

Insurers understand that fleet drivers are going to be involved in a certain number of accidents – there's no way around that. But if a fleet operator has installed CCTV cameras in their vehicles, it can help the claims department to settle claims more efficiently.

The main benefit of settling claims in a timely manner is reduced cost. If your driver is at fault and the other party's driving a hire car, the quicker the insurer can close that claim, the cheaper it is for them, because hire cars can cost up to £300 a day.

Embrace telematics

The second significant action that fleet operators can take to manage their insurance premiums is to fit their vehicles with telematic devices. Many large fleets now invest in these devices, allowing them to monitor their drivers' location and performance.

Using embedded sensors, telematics constantly monitors vehicle performance, including engine temperature, idling time, tyre pressure and fuel usage. This data is then sent to the firm so it can take any action if required.

For example, telematics can alert a fleet manager to a driver who's excessively speeding on a regular basis. The manager can then address that issue with the driver and ensure they adjust their driving behaviour accordingly.

Use a taxi insurance broker

A third way for fleet operators to keep a lid on their insurance premiums is by working with a taxi insurance broker.

If a customer has been with a broker for several years and suddenly experiences a year in which their claims frequency dramatically increases, the broker can support them. At renewal, the broker can investigate the factors behind the sudden rise in the customer's claims frequency and then explain them to the insurer, making as strong a case in the customer's favour as possible.

These specialists have spent years nurturing relationships with a trusted panel of insurer partners and focus on finding products and policies that meet their clients' requirements and expectations.

By embracing these three measures, operators can gain crucial data and support, enabling more efficient claims management and improved driver behaviour, which may ultimately lead to lower insurance premiums.

THE **TAXI** INSURER

SPECIALISTS IN TAXI INSURANCE

0121 506 2397

www.taxiinsurer.co.uk



EXPERIENCED TAXI BROKERS FOR OVER 35 YEARS

PRODUCTS

- Private and Public Hire Insurance
- Taxi Insurance
- Fleet Insurance
- Minibus Insurance
- Chauffeur Insurance

BENEFITS*

- Breakdown Cover Available
- Optional Vehicle Replacement Cover
- Discount for drivers with Fleet experience
- Competitive rates for new badge holders

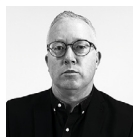


KEEPING YOUR WHEELS IN MOTION

*Policy benefits, features and discounts offered are subject to eligibility and acceptance criteria. The Taxi Insurer is a trading name of Insurance Factory Limited, registered in England and Wales (No. 02982445). Registered Office: Markerstudy House, 45 Westerham Road, Bessels Green, Sevenoaks, Kent, TN13 2QB. Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No. 306164).

WHY CHRISTMAS & NEW YEAR SOCIAL MEDIA MARKETING IS ESSENTIAL FOR TAXI COMPANIES

Article by Phil Holloway
Hologram Ltd
01509 398002
www.hologram.com



Having delivered marketing within the taxi industry for around ten years, I can see how the message has evolved, and in today's market the Christmas and New Year period is one of the busiest and most competitive times of the year for taxi businesses. With customers juggling festive plans, office parties, shopping trips, and family visits, demand for transport increases. But so does the noise. Ride-hail apps and national operators push aggressive advertising throughout December, making it harder than ever for local taxi firms to stay visible.

This is exactly why strong, consistent social media marketing is vital. It's your chance to stand out, build trust, and remind people why choosing a local taxi company matters.

Showcasing local destinations wins customers

During the festive season, people aren't just scrolling - they're planning. They're searching for Christmas markets, Santa grottos, late-night shopping, pantos, light trails, winter wonderlands, New Year events, and places to meet friends.

By creating posts that highlight what's happening in your area, your taxi business becomes part of their planning process:

- "Heading to the Christmas lights switch-on? Pre-book your ride."
- "We're running extra vehicles this weekend for the Christmas market."
- "Taxi to the panto? We've got you covered."

Show the venues, tag the businesses, support local independent traders, and showcase your community. Ride-hail apps don't do this but local companies can. It positions your brand as the go-to travel partner for the season and keeps your business top-of-mind when it's time to book.

Human, community-focused posts beat corporate ads

While big national apps shout about discounts, what really wins at Christmas is heart. People want to support businesses that give something back.

Use this period to highlight the positive impact you have on your city or town. Content like this builds loyalty, trust, and emotional connection - something the big apps can't replicate.

Examples of powerful, shareable Christmas community posts:

- Offering free or subsidised lifts for the elderly to their Christmas lunch or local community centre.
- Delivering donated Christmas presents to a children's charity or hospital.
- Supporting food banks by offering free transport for drop-offs or running a staff collection drive.
- Helping community events, such as transporting volunteers or even sponsoring a local Christmas trail.
- Running a "Safe Ride Home" initiative for late-night revellers, reassuring people that your team will get them home safely.

These posts don't just show what you do they show who you are. They position your company as a caring, local, trustworthy brand at the exact time of year when people are most receptive to these messages.

Why this works

Social media in December is driven by emotion, convenience, and connection. By combining useful local content with meaningful community support, your taxi business becomes more than just a transport option - it becomes the preferred choice.

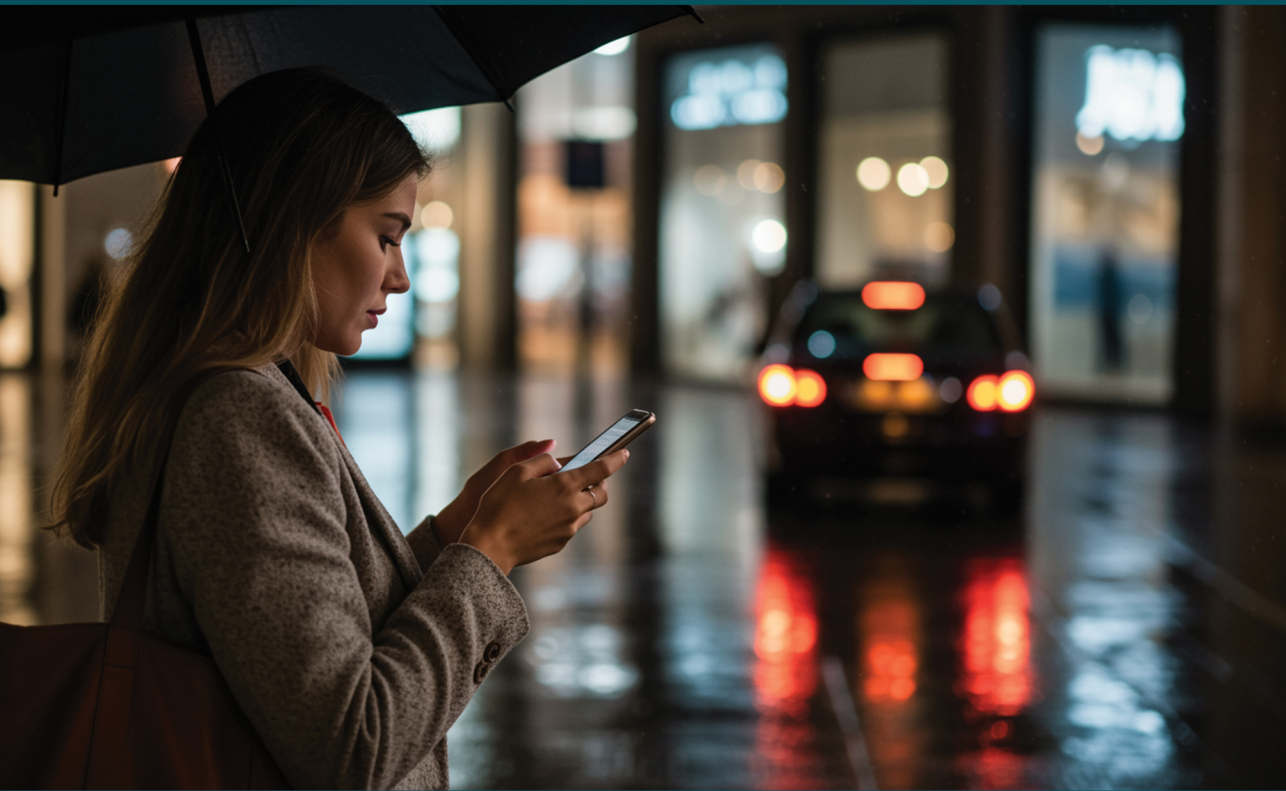
You're not competing on price with ride-hail apps.

You're competing on trust, visibility, and community presence.

And the businesses that communicate that best over Christmas and New Year are the ones that win more bookings, attract new customers, and build long-term loyalty well into January and beyond.



TAXI SOCIAL MEDIA MARKETING



GET MORE
LOCAL BRAND AWARENESS
TELEPHONE BOOKING CALLS
APP DOWNLOADS
WEB BOOKINGS
RECRUIT DRIVERS

SOCIAL MEDIA HELPS YOU BECOME THE LEADING TAXI BUSINESS IN YOUR LOCAL AREA



Hologram.com

CALL 01509 398 002 or EMAIL studio@hologram.com

Hologram Ltd, 3 Beehive Lane, Loughborough. Leicestershire. LE11 2WN



ROUND THE COUNCILS

CUMBERLAND:

PETITION TO SAVE TRADE DEBATED

Cumberland Council's regulatory committee is set to consider a petition aimed at changing the council's new taxi and private hire policy.

The petition, titled "Save Cumberland's taxi trade," was submitted via Change.org and, as of October 16, 2024, had gathered 1,449 signatures.

However, following verification, a report notes: "Following verification in accordance with the Council's Petition Scheme, 430 signatures were confirmed as valid." While this number was not sufficient for a debate by the full council, it does fall "within the remit of the regulatory committee," which is scheduled to meet on Monday, November 17, 2025. The petition raises serious concerns about the proposed regulations, stating: "Some of these regulations would put many small companies out of business and Cumberland would lose more than 200 taxis, whilst there is already a severe shortage in the area."

It claims the council's proposed limits on vehicle numbers are inadvertently discouraging the purchase of wheelchair accessible vehicles.

"As it stands caps are in place to help us provide more vehicles for the disability community," the petition argues, adding that the new rules make drivers "more inclined to buy a £20,000 normal taxi than a £60,000 wheelchair accessible vehicle which caused there to be fewer vehicles for the disability community."

The petitioners are calling for the council to listen to their concerns, asking: "Our main aim is that the council will listen to our concerns and support us when finally making the new taxi policies."

The committee had previously agreed on some less stringent policy aspects in January 2025, including "a much-reduced dress code regulations than those which were originally proposed" as well as a fixed penalty scheme for breaches of vehicle licence conditions such as failure to have a valid MOT test.

Members also agreed that no more than 12 points must be accumulated for the length of the licence: three years for drivers and five years for operators.

The current recommendation for the committee members is to note the petition and the verification outcome, consider the issues raised within the petition as part of their wider policy development work, and determine an appropriate response to the petition organiser in accordance with the council's scheme for submission of petitions.

KNOWSLEY:

UNMET DEMAND SURVEY TO COME

Major changes to Knowsley Council's taxi licensing policy could significantly reduce the number of hackney carriages on Merseyside roads, driven by proposals for stricter vehicle quality standards.

During a Licensing Committee meeting on November 19, elected members were asked to authorise an "unmet demand survey," estimated to cost between £10,000 and £20,000, to determine if the current limit of 220 hackney carriages still meets the needs of Knowsley residents. The limit was previously reduced from 240 following a 2014 survey.

The council report presented an alternative to numerical limits: a 'quality of vehicle' restriction. This would require all new hackney carriages to be "wheelchair accessible vehicles, of less than 3 years of age, with zero emissions."

The local authority, however, "acknowledged the significant risk in this strategy, which could lead to less carriages available on the roads."

The council officer recommended that members "determine that the best way to serve the residents of Knowsley will be to continue to authorise a survey into the demand for the services of hackney carriages within the Knowsley area."

Furthermore, they recommended members "[I]n addition, to consider the survey results and recommendations at a future licencing committee once the survey is concluded and the results have been fed back to us."

The zero-emission requirement drew immediate concern from Cllr Brian Johns, who questioned the readiness of the borough's infrastructure.

He stated: "To make that decision this evening would be inappropriate, in my view, because the infrastructure to support EVs is nowhere near what it should be, and particularly if those vehicles are ranking up in specific parts of the borough."

He also noted the potential impact of cold weather, saying "electric vehicles are very fickle in their usage."

The local authority officer responded to the councillor's point, saying: "I do understand where you're coming from with that regarding infrastructure challenges that may exist."

They stressed that commissioning the demand survey is necessary "to maintain our current position, and to evidence the validity of our current position, we need to commission the demand survey to move forwards."

ROUND THE COUNCILS

BLACKBURN: SIX-YEARLY DRIVING TESTS

Blackburn with Darwen Council has confirmed that taxi drivers will have to retake a practical driving test every six years under new rules aimed at improving public safety.

Until now, cabbies were only required to pass a test when first applying for a licence. The updated policy, which comes into force on 1 January 2026, means drivers will need to complete the test at every other licence renewal.

A three-year taxi or private hire licence currently costs £220, and those who fail the 45-minute test - carried out by Diamond Advanced Motoring - will need to pay £90 to retake it. The test includes driving on a variety of roads, two manoeuvres, and an element of independent driving.

The council says the change brings local requirements in line with DfT best practice guidance, which recommends training or assessments at first application and at each renewal, typically every three years. However, the decision has sparked criticism from drivers and councillors who say their concerns were ignored.

Councillor Muntazir Patel, who represents Shear Brow and Corporation Park, said consultations with drivers were “not taken into account” and branded the move “unfair and undemocratic.”

“Licensing proposed that all taxi drivers take a practical test at every badge renewal,” he said.

“In the consultation, 96 per cent of drivers who responded voted against it.

“Later, the council changed it to every other renewal and took it straight to the committee without any further consultation - and it still got approved.

“What’s the point of a consultation if drivers’ views are ignored?”

Cllr Patel questioned the safety rationale behind the move, arguing that if such tests were necessary, similar requirements should apply to bus and other passenger service drivers. He suggested that awareness and behaviour courses would be a “more beneficial” approach.

According to the council, 1,312 taxi and private hire drivers, along with the police and the local trade associations, were invited to take part in the consultation between August 13 and September 24, but only 165 responses were received - a 12.5 per cent response rate.

Following the consultation, the council’s Licensing Committee met on October 13 and unanimously approved a revised version of the proposal, reducing the frequency of the tests from every renewal to every other one.

Councillor Jim Casey, chair of the Licensing Committee, defended the policy as a balanced step toward maintaining safety standards.

“The DfT has issued best practice guidance for local authorities in relation to taxi licensing, including how often drivers should undertake practical assessments,” he said.

“Currently, in the borough, a test is required when a taxi driver first applies for a licence and not thereafter.

“Since we do receive regular complaints from the public about the standard of driving by taxi drivers, we hope this is a step in reassuring the public that their safety is important to us.”

The new policy will be reviewed every five years to assess its impact and continued suitability.

In response to the decision, David Lawrie, Director of **NPHTA** has written to Andy MacNea Labour MP for Rossendale and Darwen: “Good evening Andy, As MP for BwD council, this is within your remit. This decision is unlawful and wide open to appeal or judicial review and will be very costly not only for the council and the council tax payer, but also the elderly, the infirm, the SEN kids, and the night time economy.

“This needs to be called in and removed before challenge, and they need to be quick in doing it, as **NPHTA**, we will be advising members and local trade how to take legal redress against this.”

BURNLEY: PROPOSED POLICY CHANGES

Burnley Council is inviting views on proposed changes to its taxi licensing policy as part of a six-week public consultation. The review is primarily focused on 4 key areas of policy:

- Vehicle Age limits
- Frequency of vehicle testing
- Driver knowledge test requirements
- Hackney carriage vehicle specifications

Residents, businesses, and taxi operators are encouraged to share their feedback. Full details are available on the council’s website at:

<https://shorturl.at/yluz> where you can view the draft policy and submit your comments.

Closing date: 12pm on Monday 22nd December 2025.

ROUND THE COUNCILS

GUERNSEY:

CABBIES MUST WEAR ID LANYARDS

Guernsey taxi drivers will be required to wear lanyard IDs starting 1 January 2026 as part of an effort to make them more identifiable, especially following complaints of overcharging.

Laura Oxburgh, head of on-island travel and transport implementation at the States, noted that feedback highlighted the difficulty in identifying both vehicles and drivers when customers needed to raise concerns or complaints. She explained that while vehicles must display a licence plate, the number is “often hard for people to capture as the vehicle drives away.”

The new ID system was agreed upon with the Guernsey Taxi Drivers Association (GTDA). The ID cards can be worn on lanyards or “displayed in a prominent place in the vehicle if the driver does not feel comfortable wearing the lanyard when driving,” according to Ms. Oxburgh.

She added that it “will be implemented formally from January 2026 and encouraged from now, being assessed over time before consideration is given to alternative or extra options.”

GTDA president Peter Blondel confirmed the association's full backing, stating: “We, as the GTDA, were in discussion with the DVL earlier this year and suggested the introduction of lanyards... This is so drivers are more identifiable and professional when meeting clients at locations such as the airport.”

The move comes amid repeated reminders to drivers about charging fixed fees without prior customer agreement. A local transport official, in a letter seen by the Guernsey Press, noted that drivers had been informed of this problem “many times previously.”

The official warned that drivers “that are choosing to act illegally are tarnishing all taxi drivers with the same brush because customers are presuming that all taxis are ripping customers off.”

Traffic & Highway Services confirmed that for all journeys from a rank, when a taxi is hailed, or booked through the Guernsey Taxi App, the fare must be calculated on the meter. Fixed fares are only appropriate for specific advanced notice bookings or specialist jobs like airport transfers.

Miss Oxburgh confirmed that authorities are taking action against non-compliance.

“A suspension for overcharging was issued a few months ago, and we are currently investigating some reported incidents of this,” she said.

She also stressed the importance of transparency: “It is set out in legislation that taxi tariffs must be on display within vehicles, which enables customers to have the opportunity to check the rates being charged against it.”

NORTH EAST LINCS:

KEY LICENSING CHANGES APPROVED

Councillors in North East Lincolnshire have approved significant changes to local taxi licensing, including a slight increase in tariff rates and a doubling of the fee for passengers who soil a vehicle.

The North East Lincolnshire Council's licensing and community protection committee completed a year-long process to decide on hackney carriage policy.

Key Policy Decisions

- **Tariff Increase:** All taxi tariffs will rise by 50p for the first mile of any trip, the first increase since February 2022. This change was described as “quite reasonable” by Cllr Sheldon Mill (Labour - South), who noted the nearly four-year gap since the last increase, observing drily to traders, “You’ve mentioned car insurance, I don’t think that’s stood still.”
- **“Soil Charge” Doubled:** The fee levied when passengers are sick in or on a taxi will double from £50 to £100. Wayne Crouch, from the NEL Hackney Carriage Association, explained the reason: “The reason being if you get somebody sick in your car or out of it, times before you could get a valet for £40 or £50. Now, for a proper valet it costs £80 or £90.” He added that the charge is mainly “more of a deterrent.”
- **WAVs:** To combat the dwindling proportion of local WAVs (now 16 per cent), new hackney carriage applicants must have WAV vehicles, and current WAVs must remain as such. To boost numbers, the vehicle age limit for getting a first licence for a WAV was increased from five years to eight years. One respondent wrote that the stricter five-year rule “unintentionally limits the number of accessible vehicles on our roads.”
- **Hackney Limit Maintained:** Following a consultation where 66 out of 68 respondents backed the policy, the 220 limit on the number of licensed taxis will be kept.
- **Fuel Type:** New hackney carriages will not be restricted to electric and hybrid only, with similarly overwhelming approval from the trade to continue allowing all vehicle fuel source types.

The changes to tariffs and the soil charge were agreed unanimously.

ROUND THE COUNCILS

NORTH YORKSHIRE: WOLVERHAMPTON LICENCES CONCERNS

North Yorkshire Council (NYC) chiefs have raised alarms after it emerged that Wolverhampton Council has issued thousands of “out-of-town” taxi/PH driver licences, with claims drivers with “convictions and... unsafe vehicles” avoid more rigorous local checks.

The issue was discussed at a NYC meeting on 12 November, where councillors were told of an increase in drivers living and working in North Yorks but obtaining licences elsewhere, especially Wolverhampton. Concerns have also been raised in other areas including Manchester and Blackpool.

Cllr Mark Crane outlined the alleged loophole: “Standards in some areas are lower than we have in North Yorkshire. So, if you’ve got convictions and you’re unlikely to get a licence from us, you can go to a different authority and seek to get a licence there.”

Cllr Simon Myers added: “We have a statutory responsibility to our public to ensure that you are safe when you use a taxi. We can’t do that if people are licensed under different regimes.”

Additionally, Cllr Barbara Brodigan noted that local taxi drivers’ livelihoods were being put at risk due to the higher costs of registering in North Yorkshire.

However, Cllr Subash Sharma called for evidence, questioning the claims about Wolverhampton’s standards: “Do they allow paedophiles, criminals and ne’er-do-well people to become taxi drivers? The standards that we all have to adhere to are legally set as far as I’m aware. Nobody has told me how Wolverhampton is not adhering to those standards.” NYC ultimately agreed on a motion to urge the Government to change the law so that licences are only granted to people who live or work in the county. In response, a spokesperson for Wolverhampton Council “strongly refute[d] that our standards are lower than those of North Yorkshire Council,” telling the LDRS: “Safeguarding is our number one priority in taxi licensing and we adhere to the highest standards.”

They highlighted their advanced systems, claiming they “lead the way nationally on using technology to help with safeguarding, including being the only council to do daily DBS checks on all drivers and the first council to offer licence checks by smartphone.”

The authority also recently gave evidence to the Transport Select Committee, stating that current law requires urgent change.

BRACKNELL FOREST: PLEA OVER DECLINE OF TRADE

The hackney trade in Bracknell is “struggling to survive,” according to local drivers who are urging Bracknell Forest Council to take action to save the trade. Manoj Lacximicant, of the Bracknell Hackney Association, painted a bleak picture of the industry at the council’s Licensing and Safety Committee on October 23. He reported that the number of active hackney drivers in Bracknell has dropped from 80-87 pre-pandemic to just 42 today due to financial strain.

“Hardly any new drivers are joining. The truth is, it’s no longer financially viable. If things don’t change soon, this local trade will vanish.”

To ease the financial pressure, he requested the council make several adjustments, including:

- Extending the age limit for HCs from 5 to 9 years old.
- Capping vehicle licence & renewal fees for one year.
- Allowing a mixed fleet of WAVs and saloon cars.

Mr. Lacximicant admitted he could not recall serving a wheelchair-user customer “in recent memory,” but Cllr Nick Allen strongly resisted the idea of introducing saloon cars, stating: “...this is something West Berkshire Council is thinking about removing.”

Mr. Lacximicant concluded with a strong appeal to the council to take action to protect drivers, restore fairness and ensure our community has a sustainable, competitive taxi service for the future.”

SWANSEA: CARD PAYMENTS FOR TAXIS AND PHVs

Swansea Council has ruled that all licensed HCs and PHVs in the city must install card payment machines, due to the increasing reliance on digital payments.

The decision, made by the council’s general licensing committee, dictates that all newly licensed vehicles must carry card readers from December 2025.

Existing licence holders must comply when their licences come up for renewal, meaning all licensed taxis and PHVs in Swansea are expected to offer card payment options alongside cash by the end of 2026.

The change follows concerns that cash-only taxis risk leaving passengers “stranded” if they are not carrying notes or coins. A public consultation earlier this year found “overwhelming” support for the rule, with 82% of 417 respondents agreeing card machines should be mandatory.

TAXIBOT ANNOUNCEMENT

M2M DATA CONNECT WINS TECHNOLOGY PROVIDER OF THE YEAR 2025

By M2M TaxiBot
www.m2mtaxibot.com



We're proud to share that M2M Data Connect has been named Technology Provider of the Year 2025. This recognition celebrates not only our innovation but also the trust placed in us by taxi operators, fleet managers, and industry leaders who rely on our solutions every day.

Connectivity built for taxi fleets

At the heart of our success is a simple truth: reliable connectivity drives modern mobility. Taxi operators don't just need vehicles on the road, they need a digital backbone that keeps bookings flowing, passengers informed, and fleets connected. That's why we've built a blend of services that cover TaxiBot, WhatsApp messaging, SMS communication, and multi-network data SIMs for reliable mobile connectivity.

TaxiBot

TaxiBot is transforming how passengers book rides. By connecting TaxiBot to platforms such as Instagram, WhatsApp, and Messenger, customers can book a taxi as easily as sending a message. M2M Data Connect powers this with:

- Instant ride booking via chat: quotes, ETAs, and confirmations delivered in seconds.
- 24/7 automation: TaxiBot handles inquiries around the clock, ensuring no lead is missed.
- Hyperlocal campaigns: "Book Now" buttons in ads link directly to TaxiBot conversations.

Our connectivity ensures TaxiBot runs smoothly, delivering a frictionless booking experience without the need for yet another app.

WhatsApp messaging

WhatsApp is the world's most popular messaging app, and for taxi operators it's a game-changer. With M2M Data Connect:

- Operators can send real-time booking confirmations directly to passengers.

- Drivers receive dispatch instructions instantly, wherever they are.
- Customers enjoy a familiar, app-free experience that builds trust and loyalty.
- By embedding WhatsApp into the booking journey, we help fleets meet passengers where they already are.

SMS communication

SMS remains one of the most reliable channels for customer engagement. Our SMS platform gives operators the ability to:

- Send branded booking confirmations & arrival alerts.
- Run promotional campaigns without relying on third-party apps.
- Offer a consistent, professional experience across all customer touchpoints.
- With prepaid and postpaid billing options, operators can choose the model that fits their business best.

Multi-Network Data SIMs

Connectivity is nothing without coverage. That's why our multi-network data SIMs are designed to keep fleets online everywhere:

- Automatic network switching ensures vehicles stay connected even in rural blackspots.
- Global roaming supports airport transfers and cross-border operations.
- Secure IoT infrastructure protects sensitive fleet data with private APNs and VPNs.
- This resilience means dispatch systems, GPS tracking, and customer communications never drop out, keeping fleets efficient and passengers reassured.

A shared achievement

Winning Technology Provider of the Year 2025 is a proud milestone for us, but it's also a recognition of the entire taxi industry's drive toward smarter, more connected mobility. We're grateful to the trusted voices who acknowledged our work and to the operators who continue to innovate with us.

Here's to building the future of taxi connectivity together.

Technology Provider Of The Year 2025!

***M2M Win Prestigious
Award At The Taxi
Summit***



***Providing Reliable
Connectivity For Fleets &
Drivers Across The UK With...***

***TaxiBot, WhatsApp, SMS &
Mobile Data***



autocab



TaxiBot

Powered by **m2m**
DATA CONNECT

0161 660 2492
www.m2mtaxibot.com



DRUGS IN CABS

BIRKENHEAD CABBIE JAILED FOR SIX YEARS FOR SELLING ECSTASY AND COKE IN £100K DRUG SIDELINE

A former taxi driver who used his cab as a front for a secret drug-dealing sideline has been jailed for six years. Paul Duggan, 45, of Birkenhead, was sentenced at Liverpool Crown Court after police seized Class A drugs potentially worth over £100,000 from his home. The court heard that Duggan, a registered hackney driver, used his own personal phone number as a “graft line” to supply cocaine and ecstasy across Merseyside between March and August of this year. Police evidence showed the device “co-located with the movements” of his taxi vehicle.

Prosecutor Jonathan Keane described how messages on Duggan’s phone documented “frequent

transactions for ecstasy tablets and high purity cocaine.”

Police executed a search warrant at his home on August 6, where Duggan

confessed there was a “large quantity of drugs in the address.” Drugs seized there included 1.163kg of cocaine and 1,323 MDMA tablets, as well as £620 in cash. Four “Donald Trump shaped pills” were also found when his vehicle was searched.

John Rowan, defending, explained that Duggan had been struggling with his own addiction to Class A



drugs and financial problems. He stated that Duggan regretted taking an “opportunity” to primarily bag drugs for someone else before beginning to supply users directly.

Duggan admitted possession of cocaine and ecstasy with intent to supply and being concerned in their supply.

Sentencing, Judge Robert Trevor Jones said: “People who involve themselves in the supply of controlled drugs can expect to go prison... certainly, when those drugs are class A drugs, they can expect significant sentences.”

Duggan, who has no previous convictions, nodded as he was jailed.

‘UNREALISTIC ACCOUNT’ COSTS BOLTON PH DRIVER HIS LICENCE AFTER POLICE FIND £5,200 CASH

A Bolton PH driver has had his licence revoked with immediate effect on grounds of public safety after a council licensing panel unanimously rejected his explanation for being in possession of £5,200 cash found in his vehicle. The driver was arrested on September 27, 2024, for the alleged offence of supplying controlled drugs and money laundering, according to minutes from a Bolton council licensing panel meeting held on October 28.

South Yorkshire Police had reportedly observed what they thought was a drug deal. Officers stopped the vehicle and during a search, £5,200 cash was found. Although the police confirmed on

the day of the licensing meeting that a decision to take no further action had been made, the panel sought an explanation from the driver about the incident.

The driver’s account, detailed in the report, was that he drove to Sheffield - a “good run” to “go up and down hills” - after being advised to do so following a garage visit for a car problem.

His explanation for the cash: “He asked a passing male for directions, this male entered the vehicle and ran off before the police attended. The male had left a bag in the vehicle containing the large amount of cash found by the police.” He also claimed to have “removed the livery from the

vehicle and put this in the boot.”

The committee ultimately “found that the driver had not told the truth about his reason for driving to Sheffield” and that his account for the cash was “unrealistic.”

The report stated that the committee “believed that a transaction had taken place, on the balance of probabilities.”

The decision to revoke the licence was also influenced by other factors, including:

- Concern over a breach of requirements about control of the vehicle mobile phones.
- Four separate complaints alleging dangerous driving.
- A complaint regarding requesting a cash payment.

PROTECT YOURSELF

Dashcam



S.A.F.E. Systems
CCTV Ltd

2K Halo Guard PH / Taxi Dash Cam



The first ICO compliant front and rear
external view dashcam for Taxi & PH



£220 incl.
VAT
+ INSTALLATION



Fully compliant product and installation



**Permanently Disabled
Audio Recording**



Call us on 01706 551212 or email
info@safesystemscctv.co.uk

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 that this article represents my own views which are not presented as the views of the Institute of Licensing or Guildford BC.

December is here and it's the time of year where the licensed trade comes into its own by taking people to and from festivities and home to see colleagues, friends and family at a time where the weather is dark and cold making driving conditions often treacherous. When you add on top of that the difficulties caused by customers who may be experiencing either too much or not enough seasonal cheer, the situation is compounded.

My article this month begins with a few helpful reminders to licence holders so as to ensure that you look after your own safety as much as that of your customers. This leads on nicely from my talk at November's Institute of Licensing National Training Conference on practical vehicle inspections, a topic which I will pick up in full in another edition of **PHTM**.

However, as for now the current national interest in taxi and private hire licensing shows about as much chance of subsiding as a huge snowdrift in well below freezing temperatures. The Parliamentary Inquiry continues to publish written submissions and receive in person evidence, including both the publication of my submission (which I am very pleased about and would like to extend my huge gratitude to the Committee Team) and oral evidence from IoL President, James Button, at a session on 19 November. These are well worth a look through and a watch on the Inquiry pages.

Leading on nicely from the latest from the Inquiry, one of the focuses has been on the need for National Standards which seems to be in unanimous agreement from all concerned and again on the 19th November amendments to the **English Devolution and Community Empowerment Bill** were published which will lead the way to this.

Finally, the other issue under the spotlight during the recent oral evidence session is around out of area working, with concerns again raised by speakers about

the practice, with the Chair, Ruth Cadbury MP, eluding to the fact that the Committee had heard considerable evidence on this point and likely knew whether their recommendations would go when it came to resolving these concerns. Hopefully this remark is an early Christmas present to us all.

Staying safe

The festive season brings extra demand for licensed vehicles, late-night journeys, and often challenging conditions. Here are some practical steps to help you stay safe:

1. Prioritise vehicle safety

Check your tyres: Ensure tread depth meets legal requirements (at least 1.6mm) and tyres are properly inflated. Winter roads can be slippery, so good grip is essential.

Lights and wipers: Test all lights and replace any faulty bulbs. Make sure wipers and washer fluid are ready for wet or icy weather.

Battery and brakes: Cold weather can drain batteries quickly - get yours tested. Check brake performance regularly.

Vehicles tend to get dirtier in the winter months. Ensure your vehicle remains presentable to reflect the professional service you are providing and make sure your number plates and licence plates are not obscured.

2. Plan ahead

Allow extra time for journeys: traffic and weather can cause delays.

Keep your fuel tank topped up: to avoid being stranded.

3. Personal safety

Trust your instincts: If a passenger seems aggressive, consider refusing the fare.

Keep valuables and cash out of sight: use secure storage where possible.

Share your route and destination: with your control centre or a trusted contact.

4. Stay Alert

Fatigue is common during long shifts: take regular breaks and stay hydrated.

ALL THINGS LICENSING



Avoid distractions - keep your focus on the road and passengers.

5. Emergency Preparedness

Carry a charged mobile phone: and emergency contact details.

Know your local safe spots: well-lit areas or 24-hour services - if you need help quickly.

By combining good vehicle maintenance with personal safety awareness, you can make the busy Christmas period safer and less stressful. The Department for Transport also publishes staying safe guidance for licence holders at:

<https://shorturl.at/YakkP>

The English Devolution and Community Empowerment Bill

The English Devolution and Community Empowerment Bill introduces a framework for national minimum standards for taxi and private hire vehicle licensing across England. It aims to ensure consistency, safety, and quality in licensing practices while aligning local authority powers with national objectives.

The Bill is available at: <https://shorturl.at/v8XWe> with pages 60 to 66 being relevant to taxi and PHV licensing. The Key Provisions of the Bill at Clauses NC49-NC57 are:

1. Definitions

- National Minimum Standards: Standards prescribed by the Secretary of State for taxi and PHV licensing.
- Regulated Licences: Includes taxi driver, taxi vehicle, PHV driver, PHV vehicle, and PHV operator licences.

2. Standards Framework

- Granting Licences (NC50): Secretary of State can set standards for licence approval/refusal.

- Suspension/Revocation (NC51): Standards for determining licence continuation; permitted responses include suspension or revocation.

- Renewal (NC52): Standards for licence renewal; authorities may refuse renewal if standards aren't met.

3. Scope of Standards (NC53)

- May cover individuals, vehicles, services, premises, and require actions such as training or technology adoption.

4. Guidance (NC54)

- Secretary of State may issue guidance to licensing authorities, which must be considered in decision-making.

5. Integration with Existing Laws (NC55)

- Aligns new standards with existing taxi/PHV legislation (e.g., Town Police Clauses Act 1847, Local Government Act 1976, London Acts).

6. Regulatory Process (NC56)

- Requires consultation before regulations; first regulations subject to affirmative resolution.

7. Interpretation (NC57)

- Defines key terms and clarifies scope of regulated licences.

So, finally, after much suggestion there appears to be a legislated route for the introduction of national minimum standards in the sector. From the wording of the Bill these will be the subject of consultation and may well be fitted in with an update to the **Statutory Taxi and Private Hire Vehicle Standards** first published in 2020, which local authorities must have regard to in their decision making by virtue of **section 177** of the **Policing and Crime Act 2017**.

Obviously the key terms here are national '*minimum*' standards, as concerns have rightly been raised about continuing inconsistency though local authorities going over and above what is set as the minimum level; and remaining inconsistency through interpretation and application of any '*guidance*'. However, let us not detract from what will hopefully be the first of many positive developments.

ALL THINGS LICENSING

The Bus Services Bill launches a new era for public transport in the UK

Finally, potential improvements for thousands of bus passengers across England are likely through better, more reliable bus services, as the **Bus Services Bill** has officially become law, marking a new era for public transport.

Buses remain the most-used form of public transport in England, yet the sector has seen a 300-million-mile decline since 2010. The new legislation aims to reverse this trend by protecting vital routes, empowering local authorities, and improving passenger experience.

The new law introduces several major changes:

- Stricter rules for cancelling socially necessary routes, protecting vulnerable passengers in rural areas, and those who are elderly or disabled
- Local councils can now set up their own bus companies, putting passengers before profit
- Mandatory training for bus staff to handle anti-social behaviour, including incidents involving violence against women and girls
- Streamlined franchising rules, allowing councils to control routes and fares more easily

Heidi Alexander, Secretary of State for Transport, said:

"For too long catching the bus has felt like an ordeal, with unreliable services and cuts to key routes meaning many communities, particularly those in rural areas, have been left isolated."

"The passing of our vital Bus Services Act will finally change this. By making it easier for local leaders to take control of their buses we are putting passengers first, improving access to jobs, education and tourism opportunities which are all vital to growing the economy – a fundamental part of our Plan for Change."

The government will provide additional funding to local authorities to support these changes, with details to be confirmed in the coming weeks.

Pilot programmes are already underway in York and North Yorkshire, Cornwall, Cumbria, Hertfordshire, and Cheshire West and Chester, exploring how bus



franchising can transform services in rural and underserved areas.

This legislation is reported to be a cornerstone of the government's commitment to accessible, accountable, and community-focused transport, ensuring that bus services work for everyone.

So, why am I telling you about buses? Well, of course the services of licensed vehicles form a vital part of the nation's transport network, however unlike other forms of public transport (buses, trains etc) the taxi and private hire trade receives no public subsidies and is entirely private enterprise. As explained, bus service provision has been in decline resulting in vulnerable users turning to taxi and private hire services for essential journeys. It therefore stands to reason that if bus services are improved in some areas then the licensed trade will need to ensure it adapts to keep this customer base.

Conclusion

With the taxi and private hire trade and local licensing functions poised for change, this is a critical time to ensure that everyone involved in the trade is informed. Therefore, if you are stuck for that last minute Christmas gift, or have a bit spare from Christmas tips which you would only otherwise spend on a new toaster in the January sales, I really would encourage all members of the trade to join the Institute of Licensing so as to ensure you keep up to date as it is clear the excitement in our industry will extend well beyond the Christmas and New Year period.

For full details visit: www.instituteoflicensing.org

Finally, whether you are 'Driving home for Christmas with taxi roof lights all around', 'Ranking around the Christmas tree' or just 'Jingling all the way (to the Council Offices to renew your badge)', it only leaves me to say stay safe and to wish you all a Merry Christmas and Happy New Year.

LEADING UK SUPPLIER



S.A.F.E. Systems
CCTV Ltd



CCTV

Approved by more than 50 Councils

We are the leading CCTV supplier
in the UK for Taxi & Private Hire

March Update

**Salford
City Council**

confirms

**SAFE SYSTEMS
APPROVAL**



**NATIONWIDE
INSTALLERS**

**CALL US ON
01706 551212**



www.safesystemscctv.co.uk



Andy Peters

Brighton & Hove Cab Trade Association

info@bhcta.co.uk www.bhcta.co.uk



Knowing that Uber was to be speaking at the government's second Select Committee Call for Evidence – Taxi and Private Hire panel meeting, I had to force myself to watch it on the basis that with my own experience, Uber reps will say what they think needs to be heard, and I was right.

There was Uber and Bolt, who have similar business models, and also Veezu, who are in between them with a slightly different operation of encompassing/buying up local companies into its operation. Additionally, it was really good to see that a proper traditional local company representative, Mark Robinson of Vokes Taxis from Medway, was there. Notably he made the important points about being locally based and working closing with his local licensing authority and put forward as much as he could under the circumstances by countering Uber and Bolt. I did sense a touch of his frustration, and if I had been there instead of him I don't think I would have had as much patience as he showed.

I won't go through all the many points I picked up on; however, it was very noticeable, and dare I say enjoyable, for me to watch Emma O'Dwyer (EOD), the Uber rep, squirm when being asked by panel member Dr Scot Arthur (DSA) MP as to how many WAVs it had.

DSA: *"So, Emma, If I was to call on Uber, how likely is it to be wheelchair accessible vehicle?"*

EOD: *"Err...I'm actually not sure of the precise numbers so I can take that away...and..."*

DSA: *"Is it more than 5% likely...more than 50% likely... more than 1% likely?"*

EOD: *"I...what's really important for Uber..."*

DSA: *"Is it not shamefully you don't know?"*

EOD: *"I have to take that number away and we'll look to get it to you...but..."*

DSA: *"Is it not incredible that you don't know...is that not quite an important...so you're values as a company you don't know how much of your fleet is accessible to wheelchair users?"*

EOD: *"The reality is that will vary quite a lot across the country, and the reason for that is as other panel members touched on is the vehicle requirements locally will be quite significantly different. So in some parts of the country such as Brighton...."*

DSA: *"Again this is about you meeting minimum requirements rather than through leadership for more accessible vehicles on your fleet."*

I will stop there, but I would have liked the Uber rep to have carried on with what she was going to state about Brighton because that would have been extremely interesting to me.

In 2015 I had an operator's condition of licence put in place, and agreed by all the trade reps and companies here that any fleet of 100+ licensed vehicles must have 20% WAVs. This was pretty much the case anyway due to the local trade working very closely with disability groups and the council, but I considered it important to be in black and white.

Just after that Uber arrived here and was given a short-term licence, and then a further short-term licence. At the time it didn't have many Brighton & Hove licensed drivers/cars and instead flooded the city with Lewes PHVs, even telling potential drivers to get licensed in Lewes and not to bother with Brighton & Hove much to the dismay of the B&H council.

When Uber reapplied for its operator licence in 2018, it had to go to a Licencing Panel - I was a trade rep at that meeting, along with my now retired colleague, Sean Ridley, who acted for Unite. The charismatic Uber barrister, Philip Kolvin KC, effectively pleaded for the licence to be renewed and spoke about that condition of licence stating it would have more than the required 20% should the licence be renewed. Another example of Uber saying anything to get their own way. Just like five years ago where an Uber rep at a Trade Forum meeting stated that all Uber PHVs in B&H will be fully electric by 2025... yeah right!

The licence wasn't renewed but Uber appealed and won.

By now Uber had 100 B&H licensed PH drivers/vehicles so had to comply with that condition of licence of 20% WAVs, but actually had to rent out WAVs (locally licensed) to fulfil the requirement. This cost Uber money as it was providing those WAV vehicles. Incidentally... none of the hundreds of out-of-town cars working here under Lewes, Southampton, Chichester, Portsmouth, Havant and so on, were or are WAVs as far as we have seen to date.

This worked fine for the next ten years, but moving on to early 2025, Uber initiated the proposal to get rid of that condition of licence (could Mr Kolvin please take note of that) which unfortunately was accepted by the licensing committee.

So, Uber got its own way, yet again.



Brighton & Hove Cab Trade View

I need to point out that we have had a mixed ability policy for many years here with 300 of the 600 hackneys being compulsory WAVs. We also have 75 PHV WAVs out of the 370 PHV fleet as well. This means established local companies that all run mixed fleets of hackneys and PHVs have a good number of WAVs available to serve those with such disability needs. The company I am with, which is an association/cooperative, averages 100+ WAV jobs a week. Crucially, there are local company phone numbers that can be called to ensure that the correct WAV can be provided, a service that no app can deliver.

There are also three established WAV/disability training schools run by the local companies. This fully endorses how the local trade/companies serve the city on a truly great local level. But, how long will that last with the determination of Uber to dominate the city?

The local trade here can also boast of a very good and long relationship with disability groups over many years and it is very clear that such a local service is not and cannot be provided by a global apps. However, the danger is that these local companies are under threat of being wiped out because of the app dominance which includes being drowned by out-of-town drivers/cars predominantly working here under '**predominantly out of area working**' (POAW) more commonly and mistakenly known as cross-border hiring.

It is important to note that 95% of the 300 local WAV hackneys are restricted to only being WAVs, the rest are voluntary WAVs as these are multi-seaters, as we have condition of licence that if you want to run a multi-seater then it has to be WAV compliant. This also applies to PHVs as well. So, this is something that Uber can do to increase their WAV availability. If a driver wants to have a multi-seater then Uber should make it a requirement that it must be a WAV. There you go, an easy solution for Uber without Uber executives needing to call a meeting to resolve their problem of not knowing, or even being able to guess how many WAVs work on their platform.

When the Uber rep was questioned about cross-border hiring, she completely and utterly showed no understanding whatsoever:

"We believe the travelling public wouldn't expect... that they wouldn't be limited to not travel across licensing authority boundaries. The reality of having controls like that would mean lots of trips that happen today that people do, wouldn't take place..."

Yep, you couldn't make this ignorance up and the Bolt rep was also just as bad when the actual question

related to drivers predominantly working out of area and not about restricting the public from travelling from one area to another crossing borders. Based on this I have to touch on the contribution made by the Bolt rep, Kimberly Hurd, who in my personal opinion, didn't seem to understand some of the points raised. She also quite freely offered the fact that some drivers work two apps at a time, but then seems to not consider this as a safety issue when safety was raised later.

I could very easily counter pretty much 90% of what the Uber and Bolt reps waffled on about in their effort to try and convince the panel that their business models must remain. Also, quite worrying were the chair and others, including surprisingly Mark the independent rep, believing that 'ABBA' was in force prior to the **Deregulation Act 2015**, where this is absolutely not the case. Nowhere in the **LGMP ACT 1976** states anything that resembles the journey either having to begin or end in the same respective licence as held by the driver/vehicle. The only slight resemblance would be **Section 75 (1) (a)** that has been ignored by every single licensing authority. See bhcta.co.uk/section-75

An annoying point for me was the emphasis by the chair and others on '**National Minimum Standards**' being the golden answer to cross-border hiring and where she seemed to think if that was in place then it would only be the price of the licences that would be the determining factor of licence shopping. Absolutely not! Licence shopping will continue all the time local councils are able to set their own local conditions of licensing (and quite rightly so) such as in B&H where for example the local knowledge test is held in high esteem by locally licensed drivers who hold a Dual Badge to drive both a hackney and PHV and our conditions that a PHV multi-seater has to be WAV compliant.

My last point refers to where Bolt and Uber were effectively asked: '**Who are you competing with?**' The Uber rep was very enthusiastic in saying: "**Competition is important... with thousands of operators across the UK which is a good thing...**" This was strongly and rightly countered by Mark who highlighted how Uber had recently been licensed nearby in Tunbridge Wells and was offering the public heavily subsidised fares where a £7 job would be paid to the driver, but offered at £2.50 to the public, in a deliberate strategy of making life very difficult for the local taxi companies to compete with global apps seeking domination. This happens everywhere that Uber gets licensed.

Mark, the term you are looking for is 'predatory pricing'.

KNOW YOUR RIGHTS

Everyone at Patterson Law sends our best wishes to PHTM readers and we hope that you have an enjoyable Christmas. However we urge all professional drivers not to abandon your responsibilities and to remember to keep your licences safe! Every year we come across drivers who have put their licences at risk. Below are example cases from last year where people did exactly that (some details have been changed from the exact cases).

If you need any advice on motoring matters, please email advice@pattersonlaw.co.uk or call us on 01626 359800 for free legal advice.



Case 1

Question: I bought my son a car for Christmas. Because he hadn't passed his test yet I didn't get the vehicle insured and intended to store it on our driveway. I've now had a letter from the DVLA saying that I have been keeping the vehicle without insurance and issuing me a £300 fine. Is there any way to challenge this as we have never driven the vehicle and it has only been stored on my private drive?

Answer: If the fixed penalty is for £300 only but without penalty points, then it sounds like they have prosecuted you with "keeping" a vehicle without insurance.

Keeping is different from driving. Driving without insurance carries 6 points and a £300 fine, whereas keeping a vehicle without insurance carries a £300 fine only.

If you have just purchased the vehicle, then it has to be insured. If it is not insured, then the only way to keep an uninsured car is to declare it off road by completing a Statutory Off Road Notification (SORN). That applies even if it is kept on private land. If you have not done that, I would advise accepting the fixed penalty.

Case 2

Question: A few months ago I received a letter from the police accusing me of speeding and asking me to

nominate the driver. The letter arrived outside of the 14 days as it had been delayed in the Christmas post. The speeding offence was on the 11th December and their letter was dated 23rd December. I have looked up the rules on postal service. When they send an item by first class post it is presumed served on the second business day. This means that if they posted it on the 23rd December, the second business day would be the 27th December, which is out of time. So I wrote back to the police to reject the notice on the basis that it was delayed with the Christmas post and is out of time.

They have now taken me to court for failing to provide driver information. Do I have an argument that the case should be thrown out on the basis it was sent out of 14 days?

Answer: Unfortunately, you do not. Only certain offences require a NIP to be served on the registered keeper within 14 days. You are correct that speeding is one of them, but they have charged with failing to provide driver information rather than speeding, and that does not require a letter to be sent within 14 days.

If you had nominated yourself as the driver and they prosecuted you for speeding, then you could argue that the notice was served out of 14 days and therefore was out of time. However, that argument does not apply to a charge of failing to give information.

The bad news is that failing to provide driver information carries 6 penalty points and much higher financial penalties.

Outcome: *In this case, after taking further instructions from the defendant, we ascertained that he knew it was him driving but did not nominate himself as the driver, and therefore had no legal defence to failing to give information.*

However, we managed to limit the damage by agreeing a deal with the prosecution whereby he pleaded guilty to the original speeding offence and in return they withdrew failing to give information, meaning he received 3 points rather than 6. The fines however were somewhat higher, totalling over £500.

Case 3

Question: I need representation at trial for driving without due care and attention. My parents bought me a car for Christmas and I was out test driving it when I

KNOW YOUR RIGHTS

skidded on black ice and hit a road sign. There wasn't too much damage but I did knock the sign over. The driver in the car behind called the police. The police officer accused me of going too fast as I told them it was a brand new car and they said that I must have been testing it out to see how fast it could go which was just a lie. They gave me a court date and I attended and pleaded not guilty. My trial is listed at the Magistrates' Court. Can you represent me?

Answer: The starting point for any allegation of driving without due care and attention is that the facts speak for themselves. It's a Latin phrase called 'res ipsa loquitur'. On the face of it, you have had a crash with no external involvement. So the court is entitled to assume that the facts speak for themselves and that it must be your fault.

The police are even going one step further by suggesting that you must have been driving quickly and testing your new car. We will need to determine exactly what evidence they have of this.

If you are putting forward a reasonable explanation such as skidding on black ice, we will need to get evidence of that. I would suggest we get weather reports and see if the driver of the car behind will provide a statement to confirm whether it was icy. However, even then, if you knew it was icy the court will expect you to adjust your speed to the conditions.

This is all going to come down to the specific facts of the case - what they can prove and what we can prove.

Outcome: *The first thing we did was obtain a copy of the prosecution evidence. It turned out that there was absolutely no evidence of him speeding. There was no dashcam footage and the vehicle behind had given a statement to say he was driving normally. The police assumption that he was testing the speed of his new car was exactly that - just an assumption. It was backed up by no evidence.*

In addition, we obtained an weather report from an expert to confirm there was black ice in the area, and we also found local news articles warning drivers of ice on that very day.

So having established that it was icy and that he was not speeding, the only question was whether he ought to have known about the ice and adjusted his speed accordingly. The test for driving without due care and attention is whether the standard of someone's driving has fallen below that of a careful

and competent driver in the circumstances. And in this case, the Magistrates agreed that it was not obviously icy and in the circumstances that he had just been unlucky, and found him not guilty.

Case 4

Question: I was at my Christmas party and I out till late, about 3am. I have no idea how much I had to drink. I left my car there overnight and got a taxi back in the morning at 8am to pick it up. On the way back home I had a crash and hit another vehicle. No one was injured but I was over the drink drive limit. I was arrested, taken to a police station and on the breath machine I blew 45 and 46. I'm going to plead guilty but I'm terrified of going to prison because of the crash. Can you help me?

Answer: The way that sentencing works for drink driving is in brackets. For readings between 36-59 in breath you will be at risk of a 12-16 month ban with a financial penalty. For readings between 60-89, you would receive a 17-22 month ban with financial penalties. For readings of 90-119, you get a 23-28 month ban, financial penalties and community orders (such as unpaid work). For readings of 120 and above, you would receive a minimum 29 month ban, financial penalties and possibly a prison sentence.

So you are miles away from prison or even a community order. You are in the lowest bracket of the guidelines which means you would receive a 12-16 month ban, together with the option of a drink drive course to reduce that by a quarter.

I appreciate you have had a crash, but it sounds like they have not charged you with any allegation of driving without due care and attention or dangerous driving. So if you have only been charged with drink driving, having a crash is not enough to bump it up three brackets to get you into the reaches of prison. It may be enough to mean that you're going to be sentenced towards the top end of the bracket of a 16 month disqualification rather than 12, but you wouldn't receive a prison sentence unless they have charged you separately for the crash.

Outcome: *This lady pleaded guilty and received a 14-month ban with the course to reduce that by one quarter, together with a financial penalty. She was very relieved not to end up in prison.*

THE NATIONAL
HACKNEY
FARES TABLE

DECEMBER 2025

| | |
|--------------|--------------|
| RISE IN 2025 | |
| RISE IN 2024 | |
| RISE IN 2023 | |
| RISE IN 2022 | |
| RISE IN 2021 | RISE IN 2017 |
| RISE IN 2020 | RISE IN 2015 |
| RISE IN 2019 | RISE IN 2013 |
| NO SET FARE | |

UPDATED DAILY
www.phtm.co.uk

NATIONAL AVERAGE
2 MILE
HACKNEY FARE
TARIFF ONE
£7.38

| POSITION | TARIFF ONE 2 MILE FARE | |
|----------|---------------------------|--------|
| | COUNCIL | |
| 17 | CHELTENHAM | £9.00 |
| 18 | EDINBURGH | £9.00 |
| 19 | MAIDSTONE | £9.00 |
| 20 | MID SUSSEX | £9.00 |
| 21 | ORKNEY | £9.00 |
| 22 | READING | £9.00 |
| 23 | TONBRIDGE & MALLING | £9.00 |
| 24 | BRENTWOOD | £8.90 |
| 25 | EAST LOTHIAN | £8.90 |
| 26 | MIDLOTHIAN | £8.90 |
| 27 | REIGATE & BANSTEAD | £8.90 |
| 28 | SOUTH OXFORDSHIRE | £8.90 |
| 29 | STROUD | £8.90 |
| 30 | UTTLESFORD | £8.90 |
| 31 | VALE OF WHITE HORSE | £8.90 |
| 32 | TORRIDGE | £8.79 |
| 33 | BRIGHTON & HOVE | £8.70 |
| 34 | RESTORMEL | £8.70 |
| 35 | SEVENOAKS | £8.70 |
| 36 | SWINDON | £8.70 |
| 37 | WOKING | £8.70 |
| 38 | EAST DEVON | £8.69 |
| 39 | CAMBRIDGE CITY | £8.60 |
| 40 | TEST VALLEY | £8.60 |
| 41 | TUNBRIDGE WELLS | £8.60 |
| 42 | WEST BERKSHIRE | £8.60 |
| 43 | BCP | £8.52 |
| 44 | PENWITH | £8.52 |
| 45 | ARUN | £ 8.50 |
| 46 | CLACKMANNAN | £8.50 |
| 47 | EAST AYRSHIRE | £8.50 |
| 48 | SLOUGH | £8.50 |
| 49 | COLCHESTER | £8.40 |
| 50 | EAST SUFFOLK (NORTH) | £8.40 |
| 51 | EASTLEIGH | £8.40 |
| 52 | LEEDS | £8.40 |
| 53 | SOUTHAMPTON | £8.40 |
| 54 | WATFORD | £8.40 |
| 55 | DARTFORD | £8.30 |
| 56 | HUNTINGDONSHIRE | £8.30 |
| 57 | LINCOLN | £8.30 |
| 58 | RUNNymeDE | £8.30 |
| 59 | SWALE | £8.30 |
| 60 | TORBAY | £8.30 |
| 61 | WILTSHIRE | £8.25 |
| 62 | BASINGSTOKE & DEANE | £8.20 |
| 63 | BROXBOURNE | £8.20 |
| 64 | EAST CAMBRIDGESHIRE | £8.20 |
| 65 | EAST HERTS | £8.20 |
| 66 | GRAVESHAM | £8.20 |
| 67 | HART | £8.20 |
| 68 | MANCHESTER | £8.20 |
| 69 | NORTH HERTS | £8.20 |
| 70 | WOKINGHAM | £8.20 |
| 71 | FOREST OF DEAN | £8.13 |
| 72 | HASTINGS | £8.10 |
| 73 | IPSWICH | £8.10 |
| 74 | OXFORD CITY | £8.10 |
| 75 | PLYMOUTH | £8.10 |
| 76 | MOLE VALLEY | £8.08 |
| 77 | BRECKLAND | £8.00 |
| 78 | BUCKINGHAMSHIRE | £8.00 |
| 79 | CHICHESTER | £8.00 |
| 80 | COVENTRY | £8.00 |
| 81 | EAST LINDSEY | £8.00 |

| POSITION | TARIFF ONE 2 MILE FARE | |
|----------|---------------------------|-------|
| | COUNCIL | |
| 82 | HARLOW | £8.00 |
| 83 | HORSHAM | £8.00 |
| 84 | MEDWAY | £8.00 |
| 85 | NORTH YORKSHIRE | £8.00 |
| 86 | NOTTINGHAM | £8.00 |
| 87 | RIBBLE VALLEY | £8.00 |
| 88 | RUSHCLIFFE | £8.00 |
| 89 | SHROPSHIRE | £8.00 |
| 90 | SOUTH AYRSHIRE | £8.00 |
| 91 | SOUTH GLOUCESTER | £8.00 |
| 92 | TANDRIDGE | £8.00 |
| 93 | YORK | £8.00 |
| 94 | DENBIGHSHIRE | £7.90 |
| 95 | HINCKLEY & BOSWORTH | £7.90 |
| 96 | ROTHER | £7.90 |
| 97 | STEVENAGE | £7.85 |
| 98 | ADUR | £7.80 |
| 99 | BRACKNELL FOREST | £7.80 |
| 100 | DORSET | £7.80 |
| 101 | EASTBOURNE | £7.80 |
| 102 | GLOUCESTER | £7.80 |
| 103 | LEICESTER | £7.80 |
| 104 | NORTH SOMERSET | £7.80 |
| 105 | ROCHFORD | £7.80 |
| 106 | RUSHMOOR | £7.80 |
| 107 | SOUTHEND ON SEA | £7.80 |
| 108 | SOUTH HAMS | £7.80 |
| 109 | STOCKPORT | £7.80 |
| 110 | SURREY HEATH | £7.80 |
| 111 | WAVERLEY | £7.80 |
| 112 | MELTON | £7.75 |
| 113 | DUNDEE CITY | £7.72 |
| 114 | CHELMSFORD | £7.70 |
| 115 | DACORUM | £7.70 |
| 116 | HIGH PEAK | £7.70 |
| 117 | WEALDON | £7.70 |
| 118 | WINDSOR & MAIDENHEAD | £7.70 |
| 119 | STRATFORD ON AVON | £7.68 |
| 120 | NORTH TYNESIDE | £7.65 |
| 121 | RENFREWSHIRE | £7.65 |
| 122 | WARWICK | £7.65 |
| 123 | SHETLAND ISLES | £7.62 |
| 124 | ASHFORD | £7.60 |
| 125 | BIRMINGHAM | £7.60 |
| 126 | BRISTOL | £7.60 |
| 127 | CONWY | £7.60 |
| 128 | DUMBARTON & VALE OF LEVEN | £7.60 |
| 129 | FIFE | £7.60 |
| 130 | GREAT YARMOUTH | £7.60 |
| 131 | ISLE OF MAN | £7.60 |
| 132 | KERRIER | £7.60 |
| 133 | KINGS LYNN & WEST NORFOLK | £7.60 |
| 134 | MONMOUTHSHIRE | £7.60 |
| 135 | SCOTTISH BORDERS | £7.60 |
| 136 | SOMERSET | £7.60 |
| 137 | THREE RIVERS | £7.60 |
| 138 | WEST SUFFOLK | £7.60 |
| 139 | WEYMOUTH & PORTLAND | £7.60 |
| 140 | WINCHESTER | £7.60 |
| 141 | BATH & N. E. SOMERSET | £7.50 |
| 142 | MILTON KEYNES | £7.55 |
| 143 | BEDFORD | £7.50 |
| 144 | ANGUS | £7.50 |
| 145 | CARDIFF | £7.50 |
| 146 | CHESTER | £7.50 |

| POSITION | TARIFF ONE 2 MILE FARE | |
|----------|---------------------------|--------|
| | COUNCIL | |
| 1 | LONDON (HEATHROW) | £13.60 |
| 2 | LUTON AIRPORT | £12.60 |
| 3 | EPSOM & EWELL | £12.00 |
| 4 | TfL | £12.00 |
| 5 | GUILDFORD | £10.00 |
| 6 | JERSEY | £9.65 |
| 7 | CARADON | £9.60 |
| 8 | NORTH CORNWALL | £9.60 |
| 9 | ELMBRIDGE | £9.50 |
| 10 | EXETER | £9.50 |
| 11 | GLASGOW | £9.30 |
| 12 | CARRICK | £9.20 |
| 13 | ST ALBANS | £9.15 |
| 14 | GUERNSEY | £9.10 |
| 15 | WORTHING | £9.10 |
| 16 | HERTSMERE | £9.08 |

| POSITION | TARIFF ONE 2 MILE FARE | |
|----------|--------------------------------|-------|
| | COUNCIL | |
| 147 | EPPING FOREST | £7.50 |
| 148 | GOSPORT | £7.50 |
| 149 | MID SUFFOLK | £7.50 |
| 150 | SHEFFIELD | £7.50 |
| 151 | SOUTH NORFOLK | £7.50 |
| 152 | TAMESIDE | £7.50 |
| 153 | THANET | £7.50 |
| 154 | BRAINTREE | £7.40 |
| 155 | CANTERBURY | £7.40 |
| 156 | EAST HAMPSHIRE | £7.40 |
| 157 | EAST RENFREW | £7.40 |
| 158 | LEWES | £7.40 |
| 159 | LIVERPOOL | £7.40 |
| 160 | PORTSMOUTH UA | £7.40 |
| 161 | S. LANARKSHIRE (CAMBUS/R'GLEN) | £7.40 |
| 162 | SOLIHULL | £7.40 |
| 163 | STAFFORD | £7.40 |
| 164 | TEWKESBURY | £7.40 |
| 165 | WEST LOTHIAN | £7.40 |
| 166 | WEST OXFORD | £7.40 |
| 167 | NEW FOREST | £7.35 |
| 168 | NEWARK & SHERWOOD | £7.32 |
| 169 | BLACKBURN | £7.30 |
| 170 | DURHAM COUNTY COUNCIL | £7.30 |
| 171 | KINGSTON-UPON-HULL | £7.30 |
| 172 | NORTH DEVON | £7.30 |
| 173 | NORTH KESTEVEN | £7.30 |
| 174 | NORWICH | £7.30 |
| 175 | SOUTH CAMBRIDGE | £7.30 |
| 176 | VALE OF GLAMORGAN | £7.30 |
| 177 | MORAY | £7.26 |
| 178 | TEIGNBRIDGE | £7.26 |
| 179 | NUNEATON & BEDWORTH | £7.25 |
| 180 | PERTH & KINROSS | £7.25 |
| 181 | CENTRAL BEDFORDSHIRE | £7.25 |
| 182 | BASILDON | £7.20 |
| 183 | CASTLE POINT | £7.20 |
| 184 | DERBY | £7.20 |
| 185 | FAREHAM | £7.20 |
| 186 | HAVANT | £7.20 |
| 187 | LUTON | £7.20 |
| 188 | NORTH EAST LINCOLNSHIRE | £7.20 |
| 189 | NORTH WARWICK | £7.20 |
| 190 | SUNDERLAND | £7.20 |
| 191 | SOUTH LAKELAND | £7.20 |
| 192 | WEST NORTHANTS | £7.20 |
| 193 | CHESTERFIELD | £7.16 |
| 194 | TAMWORTH | £7.14 |
| 195 | ARGYLL & BUTE | £7.13 |
| 196 | CANNOCK CHASE | £7.10 |
| 197 | COTSWOLD | £7.10 |
| 198 | CRAWLEY | £7.10 |
| 199 | DOVER | £7.10 |
| 200 | HIGHLAND | £7.10 |
| 201 | ISLE OF WIGHT | £7.10 |
| 202 | OLDHAM | £7.10 |
| 203 | RUGBY | £7.10 |
| 204 | HARBOROUGH | £7.09 |
| 205 | ABERDEENSHIRE | £7.06 |
| 206 | BABERGH | £7.00 |
| 207 | BROMSGROVE | £7.00 |
| 208 | CARLISLE | £7.00 |
| 209 | CARMARTHENSHIRE | £7.00 |
| 210 | INVERCLYDE | £7.00 |
| 211 | MACCLESFIELD | £7.00 |

| POSITION | TARIFF ONE 2 MILE FARE | |
|----------|------------------------------|-------|
| | COUNCIL | |
| 212 | NEWPORT | £7.00 |
| 213 | PEMBROKESHIRE | £7.00 |
| 214 | SWANSEA | £7.00 |
| 215 | WELWYN HATFIELD | £7.00 |
| 216 | COMHAIRLRE NAN EILEAN SIAR | £7.00 |
| 217 | SANDWELL | £6.92 |
| 218 | BURY | £6.90 |
| 219 | CLYDEBANK | £6.90 |
| 220 | FYLDE | £6.90 |
| 221 | NEWCASTLE-UNDER-LYME | £6.90 |
| 222 | EAST DUNBARTONSHIRE | £6.90 |
| 223 | WORCESTER CITY | £6.90 |
| 224 | ABERDEEN CITY | £6.80 |
| 225 | BARROW IN FURNESS | £6.80 |
| 226 | BLACKPOOL | £6.80 |
| 227 | BOSTON | £6.80 |
| 228 | BRIDGEND | £6.80 |
| 229 | BROXTOWE | £6.80 |
| 230 | CEREDIGION | £6.80 |
| 231 | EAST STAFFORDSHIRE | £6.80 |
| 232 | EAST SUFFOLK (SOUTH) | £6.80 |
| 233 | EDEN | £6.80 |
| 234 | ELLESMERE PORT | £6.80 |
| 235 | MANSFIELD | £6.80 |
| 236 | MID DEVON | £6.80 |
| 237 | NORTH NORFOLK | £6.80 |
| 238 | NORTH NORTHANTS | £6.80 |
| 239 | SOUTH STAFFORDSHIRE | £6.80 |
| 240 | TENDRING | £6.80 |
| 241 | TRAFFORD | £6.80 |
| 242 | WIGAN | £6.80 |
| 243 | WIRRAL | £6.80 |
| 244 | WOLVERHAMPTON | £6.80 |
| 245 | CHARNWOOD | £6.75 |
| 246 | WALSALL | £6.75 |
| 247 | MALVERN HILLS | £6.72 |
| 248 | BLABY | £6.70 |
| 249 | CONGLETON | £6.70 |
| 250 | OADBY & WIGSTON | £6.70 |
| 251 | ROTHERHAM | £6.70 |
| 252 | STIRLING | £6.70 |
| 253 | DUDLEY | £6.60 |
| 254 | FOLKESTONE & HYTHE | £6.60 |
| 255 | KNOWSLEY | £6.60 |
| 256 | LANCASTER | £6.60 |
| 257 | NORTH LINCOLNSHIRE | £6.60 |
| 258 | S. LANARKSHIRE (E. KILBRIDE) | £6.60 |
| 259 | SOUTH TYNESIDE | £6.60 |
| 260 | ST HELENS | £6.60 |
| 261 | WAKEFIELD | £6.60 |
| 262 | BASSETLAW | £6.50 |
| 263 | CALDERDALE | £6.50 |
| 264 | DUMFRIES & GALLOWAY | £6.50 |
| 265 | EREWASH | £6.50 |
| 266 | GEDLING | £6.50 |
| 267 | HALTON | £6.50 |
| 268 | ROSSENDALE | £6.50 |
| 269 | SEFTON | £6.80 |
| 270 | TORFAEN | £6.50 |
| 271 | DONCASTER | £6.48 |
| 272 | HYNDBURN | £6.42 |
| 273 | BLAENAU GWENT | £6.40 |
| 274 | COUNTY OF HEREFORD | £6.40 |
| 275 | CREWE & NANTWICH | £6.40 |
| 276 | DERBYSHIRE DALES | £6.40 |

| POSITION | TARIFF ONE 2 MILE FARE | |
|----------|-----------------------------|--------|
| | COUNCIL | |
| 277 | NORTH AYRSHIRE | £6.40 |
| 278 | NORTHUMBERLAND | £6.40 |
| 279 | SALFORD | £6.40 |
| 280 | WEST LINDSEY | £6.40 |
| 281 | WYRE | £6.38 |
| 282 | EAST RIDING | £6.35 |
| 283 | WARRINGTON | £6.35 |
| 284 | ANGLESEY | £6.30 |
| 285 | BARNSELY | £6.30 |
| 286 | DARLINGTON | £6.30 |
| 287 | GATESHEAD | £6.30 |
| 288 | SOUTH HOLLAND | £6.30 |
| 289 | SOUTH RIBBLE | £6.30 |
| 290 | REDDITCH | £6.25 |
| 291 | CHORLEY | £6.20 |
| 292 | COPELAND | £6.20 |
| 293 | FALKIRK | £6.20 |
| 294 | FENLAND | £6.20 |
| 295 | NEWCASTLE-UPON-TYNE | £6.20 |
| 296 | S.LANARKSHIRE (HAMILTON) | £6.20 |
| 297 | SPELTHORNE | £6.20 |
| 298 | WYCHAVON | £6.20 |
| 299 | WYRE FOREST | £6.14 |
| 300 | BRADFORD | £6.10 |
| 301 | NEATH PORT TALBOT | £6.10 |
| 302 | S. LANARKSHIRE (CLYDESDALE) | £6.10 |
| 303 | NORTHERN IRELAND | £6.06 |
| 304 | ALLERDALE | £6.00 |
| 305 | BOLTON | £6.00 |
| 306 | GWYNEDD | £6.00 |
| 307 | KIRKLEES | £6.00 |
| 308 | NORTH WEST LEICESTER | £6.00 |
| 309 | PETERBOROUGH | £6.00 |
| 310 | POWYS | £6.00 |
| 311 | PRESTON | £6.00 |
| 312 | RHONDDA CYNON TAFF | £6.00 |
| 313 | TELFORD & WREKIN | £6.00 |
| 314 | THURROCK | £6.00 |
| 315 | HARTLEPOOL | £5.90 |
| 316 | NORTH LANARKSHIRE | £5.90 |
| 317 | STOKE-ON-TRENT | £5.90 |
| 318 | VALE ROYAL | £5.90 |
| 319 | AMBER VALLEY | £5.80 |
| 320 | FLINTSHIRE | £5.80 |
| 321 | LICHFIELD | £5.80 |
| 322 | MERTHYR TYDFIL | £5.80 |
| 323 | NORTH EAST DERBYSHIRE | £5.75 |
| 324 | CAERPHILLY | £5.70 |
| 325 | STOCKTON ON TEES | £5.70 |
| 326 | ASHFIELD | £5.60 |
| 327 | MIDDLESBROUGH | £5.60 |
| 328 | WREXHAM | £5.60 |
| 329 | PENDLE | £5.50 |
| 330 | REDCAR & CLEVELAND | £5.50 |
| 331 | ROCHDALE | £5.50 |
| 332 | SOUTH KESTEVEN | £5.30 |
| 333 | STAFFS MOORLANDS | £5.20 |
| 334 | WEST LANCASHIRE | £5.20 |
| 335 | CHERWELL | £5.08 |
| 336 | BURNLEY | £5.00 |
| 337 | BOLSOVER | £4.60 |
| 338 | MALDON | N.S.F. |
| 339 | RUTLAND | N.S.F. |
| 340 | SOUTH DERBYSHIRE | N.S.F. |
| 341 | WEST DEVON | N.S.F. |

WORLDWIDE TAXI FOCUS

from Russia



RUSSIAN PASSENGER THREATENS TAXI DRIVER WITH MACHETE OVER MUSIC

A terrifying incident in Samara City, Russia, has been caught on camera, showing a female passenger threatening her taxi driver with a "massive machete" because she disliked the music playing in his cab.



The shocking footage, which has since gone viral, shows the woman pulling the blade from her bag and thrusting the "lethal blade" between the front seats at the driver. The petrified cabbie was forced to change the radio station after the woman angrily demanded "chanson" songs instead of the dance music. She told him: "I don't like this kind of [dance] music."

The driver, wincing and edging away from the blade's edge, stuttered: "I understand, I understand. I'll turn it off." The woman then demanded: "Couldn't you understand the first time?"

The driver eventually complied, with the woman ordering: "When you turn on [my favourite chanson], I'll put [the machete] away." The footage shows the driver slipping off his seat belt, appearing "ready to exit the car" if the threats continued.

The "ride from hell" eventually ended without physical violence and despite the driver not making a formal complaint, local law enforcement has launched a search to trace the "mystery, headscarf-wearing woman and her machete".

from South Korea



SEOUL CABBIE JAILED FOR MULTI-MILLION 'FAKE VOMIT' SCAM

A 68-year-old taxi driver in Seoul has been sentenced to four years and six months in prison after admitting to an elaborate scheme that extorted over 150 million won (c. £78,000) from intoxicated passengers. The driver targeted 160 unsuspecting victims who

had fallen asleep in his cab. According to the verdict from the Seoul Northern District Court, the man would mix "rice porridge, soda and coffee to create 'fake vomit'". He would then smear this concoction on the passenger, himself, and the car seats to stage a chaotic scene. Upon waking the victims, he would demand a hefty settlement, far exceeding the fee set by the Seoul Taxi Association.

To strengthen his fraudulent claims, the driver went further, planting broken spectacles on the car floor to suggest the passenger had assaulted him. He would then falsely claim to his victims that "the fine for beating a taxi driver could amount to 10 million won." The driver was convicted on charges of extortion, attempted extortion and false accusation on November 7.

He had reportedly "previously served one year for similar crimes." The scam was finally foiled when he was arrested by a police officer who posed as a passenger in Namyangju, Gyeonggi Province.

from Spain



THOUSANDS OF VALENCIA TAXIS STRIKE TO CURB UBER AND CABIFY

Up to 3,000 taxi drivers in Valencia staged a massive, city-wide strike on 4 November, demanding tougher regulations and stricter inspections on ride-hailing services such as Uber and Cabify, which they accuse of unfair competition and market saturation.

The action, organised by the city's most representative taxi associations, resulted in an almost total strike from 8am to 12pm. The protest consisted of two slow-moving columns that "significantly affected the city's traffic," according to local police.

The drivers are protesting the "intrusion" of VTC (PHV) licences, which they argue threaten their livelihood - the number of active VTC vehicles has more than doubled in just four years.

The drivers' routes led to Valencia City Hall to present a letter to the mayor, followed by a rally outside the regional Directorate of Transport. They called on Cllr Vicente Martínez Mus to "do his job" to enforce stricter controls, with some drivers displaying signs accusing the politician of "choking" the sector.

This mirrors an escalating national dispute across Spain, where traditional taxi services - are battling the rapid, flexible expansion of VTC platforms.

from Nigeria



LAGOS POLICE ARREST NOTORIOUS CABBIE LINKED TO MULTIPLE RAPES

The Lagos State Police Command has successfully arrested a suspected serial rapist and armed robber, Adedayo Ben Adegbola, a commercial taxi driver whose image had recently gone viral on social media following multiple reports of rape and assault on female passengers.



Adegbola was apprehended on October 31, 2025, at about 9:40 am, by operatives of the State Criminal Investigation Department (SCID) following an “intensive and discreet investigation.”

The suspect, who posed as a commercial taxi operator, was identified by several victims as the driver who allegedly subjected them to “rape, indecent assault, physical harm, and robbery.” His arrest follows a wave of public outrage and harrowing social media accounts shared by survivors.

The police have recovered Adegbola's operational vehicle, a red Toyota Corolla with registration number JJJ 226 HT, which will be secured as evidence.

A police statement confirmed the thoroughness of the investigation: “Subsequent to the strict directives of the Commissioner of Police, Lagos State Command, Olohunnare Jimoh, the crack detectives of SCID commenced a detailed investigation into complaints from victims of the suspect's heinous acts. The painstaking efforts of the Police Joint Investigation Teams resulted in the arrest of this vicious and very notorious suspect.”

The suspect is currently in custody and is “cooperating with investigators” as police work to apprehend any possible accomplices.

Commissioner of Police, CP Jimoh, reiterated the command's commitment to the community and survivors: “The Lagos State Command remains resolute in its duty to protect all residents and ensure that justice is served. We urge the public to remain vigilant and promptly report any suspicious activity to the nearest police formation,” he said.

The Command has called on other victims of

Adegbola's assaults to come forward and assist, assuring them that their identities would be “strictly protected.”

from France



FRENCH TAXI DRIVER CLEARED OF STEALING FROM DAVID LAMMY

A French taxi driver who faced charges of stealing cash and luggage from then-Foreign Secretary David Lammy has been acquitted due to lack of evidence, a prosecutor has confirmed.

The driver, Nassim Mimun,

40, transported the Labour MP and his wife, Nicola Green, over 600km (370 miles) from Forli, Italy, to the Flaine ski resort in the French Alps on April 11.

However, the journey concluded with a heated dispute over payment, where the “tone escalated”, according to Bonneville prosecutor Boris Duffau. Mr. Mimun then drove off with the couple's bags in the boot of his car. While he “dropped them off the next day at a municipal police station,” this period of retention was considered theft.

The driver, from Avignon, was charged with “theft of cash and personal belongings” following a complaint from Mr. Lammy. The Foreign, Commonwealth and Development Office denied the MP had refused to pay the driver, stating Lammy and his spouse were victims.

Mr. Mimun filed a counter-complaint, claiming in media interviews that Mr. Lammy refused to pay for the journey and complained of violence. The driver claimed Lammy became “aggressive” when asked to pay €700 (£590) of the total €1,550 bill, which was supposed to be mostly covered by a booking service. Last month, prosecutor Duffau confirmed the driver was acquitted over the alleged theft “because of a lack of proof.”

Mr. Lammy was in Italy to join King Charles on a state visit before heading to the Alps for a private holiday. He was named Justice Secretary and Deputy Prime Minister in September.



PHTM

READ IT • LOVE IT

Breaking news stories

UPLOADED DAILY TO FACEBOOK

join us
follow us
like us...



40,441
of you already
have!!

www.facebook.com/phtm.newspaper



ACCOUNTANTS

eazitax
The Tax Specialists
for the Trade.

Tax Returns
£30 per month.
eazitax.co.uk/drivers
020 8529 2600

RADIOS

RadioTrader
WE BUY!
Your Unwanted Taxi Radios
If you have radios gathering
dust, give us a call on
0151 676 2888

PRINTERS

NEED PRINTING?
5,000 CARDS FROM £77*
5,000 A5 LEAFLETS £136*
CARD HOLDERS £1* EACH
FORMS - RECEIPT PADS - LABELS
* FREE Design & Delivery to Mainland UK, Exclusive of VAT
www.prestige-printing.co.uk
01933 411332
sales@prestige-printing.co.uk

THERE IS
ONLY ONE

PHTM

WORLD CUP SOCCER FEVER?-MORE OF A WHIMPER BUT ALLY PALLY ON HORIZON FOR THE GIANT

It's off to the Ally Pally this month for the PDC World Darts and what a mouth watering fortnight awaits. Like an express train running against freight, who can stop The Nuke from retaining his crown, but frankly at a shade of odds-on he can only be of interest to big hitters. And certainly he now appears to have the eagle eye over the other Luke and his recent form is peerless, but Evens? Really? Not for me when he is beatable by some of his other opponents.

But who?..My headline pick and housed in the other side of the draw is **GIAN van VEEN** at a whopping 12/1 and with ½ the odds the first two, you are effectively getting 6/1 to make the final.

The GIANT (you know how they like a nickname) is the next big thing from Holland and will challenge for the big finals over the next decade.

Speaking of Holland, I think **Mike de Decker** at 100/1, **Danny Noppert** at 66/1 and **Wessel Nijman** at similar odds will definitely outrun their prices. Lastly have a small, each way, interest on the Iceman (**Gerwyn Price**) at 20/1 to compete for a second world crown.

FORM STAT:

Bernie the Book tipped up Michael Smith, Jackpot Lewis, Luke Humphries and the Nuke (Luke Littler) to win in their respective years pre-event!!..you have been told!

WORLD CUP 2026

Finally we have reached the final stages of qualifying for next year's World Cup, with the final playoffs next March. Even then it's a semi and final and it really has been quite tortuous to watch (I have chosen not to so far, (no jeopardy) but at least we can now have a bet!

The Accumulator from the following teams to qualify pays 20/1 so fill your boots:

Czech Republic , Denmark, Italy (sorry N. Ireland) Ukraine, Bosnia (scores 40 points at Scrabble!) (sorry Wales) and Albania.

NEXT LABOUR LEADER

It is not far-sighted of me to suggest Starmer will be ousted by his own MPs by June, after the local elections and pre-Conference 2026 and I hope you have taken my advice so far and backed Angela Rainer at 20/1, currently 6/1 and Andy Burnham at 7/1 (give him the next six months to contest a Northern by-election...but if you haven't so far then **PRESS YOUR BETS** and include the man behind the stalking horses - **WES STREETING** at 9/2 in your portfolio.



THE SUPERBOWL

Now that Thanksgiving is over, we are approaching the last third of the regular season. So which team is is coming into form? Plus with a realistic chance of securing not only a play-off berth but also an advantageous post season passage?

Clearly the NFC WEST is going to be critical with the Rams, 49ers and Seahawks vying for the Division and a high seeding. In recent weeks I

have liked quarterback Sam Darnold of the **SEAHAWKS** and at a juicy 16/1 they are well worth an investment.



Over in the AFC, my fancy of the Broncos is stat-wise doing well, currently 9-2, but while their defence is outstanding, their offence just isn't gelling and despite their recent gut-wrenching loss to the Chiefs last week, I think the Colts might reach their first Superbowl since the heady days of Payton Manning. Still relatively unfancied at 12/1, I think it will be a shoot out between them and the Ravens. Watch this space!



Until next time

Good punting

Bernie the Book



USED CARS FOR TAXI DRIVERS HANDPICKED BY TAXI EXPERTS

***WE AT THE TAXI CENTRE OFFER QUALITY USED TAXI MODELS,
FROM PETROL AND DIESEL TO HYBRID AND ELECTRIC.***



***CHOOSE FROM TRUSTED MAKES LIKE TOYOTA, NISSAN,
SKODA, FORD, MG AND BYD – ALL SOURCED FROM OVER
7,000 VEHICLES NATIONWIDE.***

CALL THE TAXI EXPERTS AT 0330 178 1083

FIND YOUR NEXT TAXI ONLINE – WWW.THETAXICENTRE.COM/USED-TAXIS/

The Taxi Centre is a trading name of Grantham Motor Company Limited which is authorised and regulated by the Financial Conduct Authority. Company registration number 04722957. VAT Registration number 902737238. Registered office: Vertu House, Fifth Avenue Business Park, Team Valley, Gateshead, NE11 0XA