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Issue 356

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Pages 6-11



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**TOYOTA**



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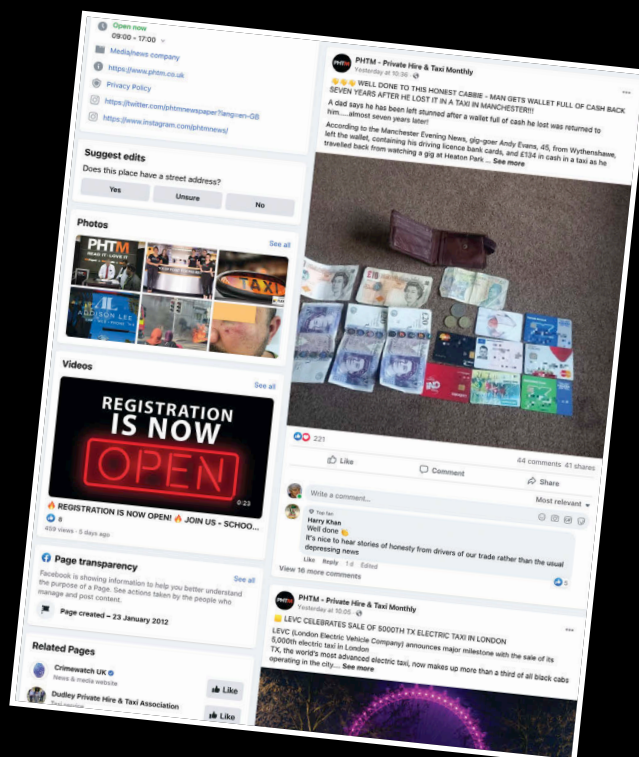
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# CROSS-BORDER HIRING:

## A BRIEF HISTORY OF THE LOCAL GOVERNMENT AND HOW IT IS

Cross-border hiring is an extremely contentious issue with varying views across our trade.



We conclude our in-depth analysis of this hot topic, which was written and researched over six years by



Mark Jennings (L) & Lee Ward (R), who are two very proactive and knowledgeable members of the private hire and taxi industry.

### PART 3

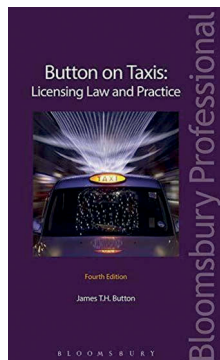
#### THE BOOK: BUTTON ON TAXIS

We have noticed that some councils have said that they get their legal opinion through the Local Government Authority (LGA), in turn we suspect that the LGA is turning to the Institute of Licensing (IoL), a registered charity (Charity number 1117942), for their legal opinion, and filtering the answers back to local councils.

Interestingly, the President of the IoL is James Button, who wrote the big book, you will find at most council enforcement officers' right hands, **Button on Taxis**.

In this book, the **4th Edition**, **Section 46(1)(d)**, the offence of operating in an area for which you are not licensed, is only mentioned seven times, and not once in relation to any private hire cases.

Not bad going for a book that has 1,576 pages. It also tells how Mr Philip Kolvin QC, (**page 194 chapter 6.7**) defended the question of adoption of the **76 Act** in the **Aylesbury vs Call a Cab case**, as mentioned in last month's issue.



This case involved two questions, the second question being: *"Whether, having concluded that those requirements were not satisfied, I was obliged to dismiss the prosecution?"* Mr Justice Ousley.

In other words, had the council done enough to adopt the **Act**, and if so, would the conviction for operating in Aylesbury illegally be dismissed? The answer came back a resounding **"No"**. Meaning, as explained before the conviction stood.

However, none of this is mentioned anywhere in Mr Button's book.

Further, Mr Kolvin wrote the foreword in the latest edition of Mr Button's book and is also a Patron of the IoL. As to their friendship status, one can only speculate.

It does raise important questions. Why does this book, which appears time and time again in every licensing authority in which we come into contact, not show this important part of the case? And why is **section 46(1)(d)** mentioned so little, when it is probably the most important part of the **76 Act**?

After all, there have been four editions of this book, surely it should be in there by now.

#### THE BIT THE LAWYERS NEED TO READ

Let us elaborate a little on the meaning of **'abundance of caution'** and perhaps this small yet overlooked part of the **76 Act** will fall into place.

The phrase **'abundance of caution'** contains two layers of CYA (Cover Your Arse):

1. The authorities resort to unusually sweeping measures to protect against a threat that might be rather remote, since the political consequences of not having done so, should the threat eventuate, are enormous;



# AN IN-DEPTH ANALYSIS

## (MISCELLANEOUS PROVISIONS) ACT 1976 NOT BEING ENFORCED

2. At the same time, the authorities - well aware that, if the threat proves unfounded, the citizens grumble at the inconvenience they were put to - protect their other flank by signalling in advance their sober, Solomonic judiciousness in putting the safety of the public before all else.

This is the exact reason that s75 was included and titled as a saving clause, it was to ensure with foresight that the industry kept its localism and vehicles, and drivers did not work anywhere in the country, all day every day.

It could be argued that they did in fact take into consideration the remote threat in advancement of technology and how this could erode the localism of the 76 Act while jointly acknowledging that an odd occurrence would not contribute to an epidemic.

There are three main rules to interpret a statute, those being the literal, golden and mischief rule and the integrated approach, known as the purposive approach.

- **The literal rule:**

uses the plain ordinary meaning of words. In **Fisher v Bell [1960] 3 All ER 731** the defendant, a shopkeeper, displayed in his window a flick knife with a price ticket, and was prosecuted for “offering for sale” an offensive weapon contrary to the **Restriction of Offensive Weapons Act 1959**. The High Court said the phrase “offer for sale” was to be taken literally, in accordance with its meaning in contract law, and that the shopkeeper’s display of the weapon was no more than an invitation to treat. It was presumed that Parliamentary draftsmen know technical legal language thus common law expression was not altered.

- **The golden rule:**

is an extension of the literal rule and has both a

narrow and wider application and is used where the literal rule creates an absurdity. This is evident in the narrow sense in **Adler v George [1964] All ER 628**. Adler gained access to a RAF station and obstructed a member of Her Majesty’s forces engaged in security duties ‘*in the vicinity of a prohibited place*’. He argued that, as he was actually in the prohibited place, he could not be said to be “*in the vicinity*” of the prohibited place. The literal interpretation of the **Official Secrets Act 1920** would allow protesters to demonstrate within military bases but not outside them, creating an absurdity. This was clearly not the intention of this Act. Adler was found guilty of the offence because “*in the vicinity of*” should be interpreted to mean on or near the prohibited place.

- **The mischief rule:**

allows judges slightly more discretion. It looks at the gap or the mischief the statute was intended to cover. In the case of **Corkery v Carpenter [1951] 1 KB 102**, the **Licensing Act 1872** stipulated that it was an offence to be drunk in charge of a carriage. Whilst no direct reference was made to bicycles, the court ruled that Corkery was guilty as the term “*carriage*” could also be applied to a bicycle.

- **The purposive approach:**

is used by most European countries when interpreting their own legislation and by the European Court of Justice in interpreting European Union law and is becoming increasingly influential. In **Jones v Tower Boot Co Ltd (1997) IRLR 168 CA**, the complainant suffered racial abuse at work, which he claimed amounted to racial discrimination for which the employers were liable under s32 of the **Race Relations Act 1976**. The Court of Appeal applied the purposive approach and held that the acts of discrimination were committed “in the course of employment” is to be given an everyday, rather than a tort law, meaning.



# CROSS-BORDER HIRING:

As explained above, the legislation in this matter is very much of the **'golden rule'** because if the **literal rule** was applied then it would be absurd that a person would apply for a licence in one controlled district to work in another and the **mischief rule** would never come into the equation because the **76 Act** is very much an adoptive Act for each authority.

The **purposive approach** would in fact bring into question the operator who willingly and knowingly allowed customer requests to be despatched to vehicles that had made themselves available in an area that neither the vehicle, driver nor operator were licensed when they had a legal option of sub-contracting that booking to an operator in the area where the customer was requesting a service.

There are a few recent court cases that are bandied around when this subject is discussed, usually **Milton Keynes v Skyline 2017** and **Reading v Ali 2018**.

To be clear on this, and please feel free to ask your legal representatives if this is correct or not; **but at no time during these cases was the location of the vehicle when it was made available discussed by the courts and therefore no judgement has ever been made on this argument.**

**Milton Keynes v Skyline** was a legal argument regarding the automated sub-contracting of a booking.

**Reading v Ali** was a legal argument regarding Mr Ali plying for hire when visible on the Uber app. It is interesting to note that Lord Justice Flaux considered that because Mr Ali's vehicle did not display signage for the operator that he worked for, then he could not be plying for hire. Mr Ali is licensed by TfL, which forbids signage on private hire vehicles which only have a small roundel (a circular sticker) in the front and rear windscreens. These are hardly visible in the rear when the glass is tinted.

## THE COUNCIL'S RESPONSIBILITIES

While many authorities heard that the **Deregulation Act 2015** was open season for drivers to be licensed anywhere (usually in the easiest and cheapest

authority) and then go and work elsewhere in the UK, no one knows who blamed the **Deregulation Act** initially and if it was legally supported.

However, several councils which are verbal in quoting the **Deregulation Act 2015** tend to be the ones from which it's easy to obtain a licence and have 'robustly' streamlined their application process to assist drivers in gaining a licence from them, and then expect the authority in which this driver and vehicle operate to carry out enforcement for them. This is an obvious case of having one's cake and eating it.

Everything about the **76 Act** relates to localism and control.

1. The authority's fees charged
2. The authority's driver requirements
3. The authority's vehicle requirements
4. The authority's operators requirements
5. The authority's decision on 'fit and proper'
6. The authority's ability to enforce all three licences
7. The authority's ability to grant, suspend or refuse a licence
8. The authority's ability to protect the safety of its constituents and visitors

**Localism is key to public safety. Control over operators, drivers and vehicles working within a district is paramount to safeguarding.**

If an authority is unable to enforce the eight points above then they have no control and public safety and safeguarding is irrelevant, because the industry has gone back to 1975 where no enforcement was undertaken.

To put this into perspective, we sent Freedom of Information requests to authorities within the latest areas in which a certain national company advertised for drivers to work for them. We asked how many times during the years, 2016-2021 inclusive, had enforcement action been undertaken in the other authorities' areas that are within the zone and how many vehicles were checked.

**The results are staggering.**

# AN IN-DEPTH ANALYSIS

	Birmingham	Bolton	Bury	Cheshire West	Dudley	Knowsley	Leicester	Liverpool	Manchester	Oldham	Rochdale	Rossendale	Salford	Sefton	Solihull	St Helens	Stockport	Tameside	Trafford	Walsall	Wigan	Wirral	Wolverhampton
Birmingham																							
Bolton									A														
Bury																							
Cheshire West																							
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Rochdale									B														
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Salford									C														
Sefton								D	D						D								
Solihull																							
St Helens																							
Stockport																							
Tameside									E														
Trafford									F														
Walsall																							
Wigan																							
Wirral																							
Wolverhampton																							

**A** Enforcement pre 2019 but no figures held

**B** 7 in 2016 and 8 in 2017

**C** 8 in 2018

**D** Total of 177 vehicles checked but no dates given

**E** 3 in 2018 and 1 in 2019

**F** 1 in 2018

## No Enforcement

Authorities have confirmed that they have never undertaken enforcement in other areas.

## Rossendale

To clarify, during the period we had excessive numbers of licensed vehicles working out of the area, we carried out both programmed and ad hoc enforcement activity, however this is not formally recorded showing where and when.

## Knowsley

The information you have requested is not recorded centrally. To obtain it would involve an extensive manual search of records which due to their volume would be an extremely labour intensive exercise which could not be undertaken without incurring disproportionate costs. Section 12(1) of the FOA Act has therefore been applied to your request.

## Bolton

We can confirm that enforcement actions have taken place in other areas, namely city centre Manchester and Manchester Airport. These were prior to August 2019 and there have been no enforcement actions since August 2019.

## Walsall

Whilst I can confirm that the council holds information that falls within the description specified in your request, it is estimated that the cost of complying with the request would exceed the appropriate limit specified in the Freedom of Information and Data Protection (Appropriate Limit and Fees) Regulations 2004.

## Wolverhampton

The information that you are requesting is not held by Wolverhampton City Council.



# CROSS-BORDER HIRING:

In the **SIX** years covered by the Fol request, a mere 205 vehicles and drivers were checked - that's a frighteningly low safety check of **0.54%**

We do not have the data on how many of those 205 failed the enforcement check.

According to the latest Government figures (30 June 2021) there are a staggering 37,725 vehicles that have the potential to work intermittently, predominantly or exclusively within another area. These drivers know that the chances of being stopped for checks on basic safety issues of the vehicle, such as tyre tread and brake quality, are minimal.

But more concerning is the fact that they are not checked to confirm that the driver at the time is even licensed (and therefore insured) to operate that vehicle and to transport trusting members of the public.

Also, lack of enforcement means that there is no identification of cross-county criminal activity - such as exploitation of vulnerable people or children, transportation of drugs or firearms.

**Control has been lost and with it so has public safety.**

The argument, regarding the meaning of legislation, was settled in court during 2003, where in the case of **R v Central Valuation Officer**, Lord Millet said:

*"The courts will presume that Parliament did not intend a statute to have consequences which are objectionable or undesirable; or absurd; or unworkable or impracticable; or merely inconvenient; or anomalous or illogical; or futile or pointless. But the strength of these presumptions depends on the degree to which a particular construction produces an unreasonable result. The more unreasonable a result, the less likely it is that Parliament intended it ..."*

<https://swarb.co.uk/regina-v-central-valuation-officer-and-another-ex-parte-edison-first-power-limited-hl-10-apr-2003/>

When parliament passed the **76 Act**, its intention was for individual authorities to adopt the **Act** in order to control drivers, vehicles and operators working within their area. When drivers and vehicles licensed elsewhere work predominantly or exclusively within another area without enforcement to control them then that would indeed be as Lord Millet stated.

The councillors who make the final decision on any potential legal action have several matters to take into consideration. **The Nolan Principles**, set out the Seven Principles of Public Office, which apply to anyone who works as a public office holder, to improve standards of behaviour in public life.

The first principle is:

- ***Selflessness - holders of public office should act solely in the terms of public interest***

And according to the **LGA Model Councillor Code of Conduct 2020**: In undertaking the role of councillor, one of the principles is to:

- ***Ensure that public resources are used prudently in accordance with my local authority's requirements and in the public interest.***

By ensuring, through the courts, that drivers and vehicles licensed by the local authority are the only form of private hire service that is working predominantly or exclusively within that area, then the authority has answered the charge that they accepted when adopting the **Local Government (Miscellaneous Provisions) Act 1976** and therefore ensuring that the industry is controlled and enforced for the safety and benefit of the public who use it.

**COME AND HAVE YOUR SAY ON THIS HOT TOPIC  
WITH INDUSTRY BODIES - DfT, NALEO & IoL**

# AN IN-DEPTH ANALYSIS

## CONCLUSION

In conclusion the biggest of all questions remains. Why is the **76 Act** not being enforced?

After reading this three-part article, can you honestly still take the stance that an app company or licensed operator can operate private hire vehicles in areas for which they are not licensed? Do you, as an elected official, want history to repeat itself and let this current situation regarding private hire to continue?

If this is the case, we can see Wolverhampton, or whichever council wishes to also cash in on this licensing cash cow, licensing the entire country. And even though **Taxis and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022** has passed through Parliament, will the local licensing enforcement officers have the funds to actually enforce, when they have no revenue coming in from licensed drivers and operators?

If you are the type of councillor who gets bored with all the papers that are sent to you, and skips to the last page, because you believe that everything you need to know is there, we have a little 12-minute video just for you. Enjoy.

Or if you have read the whole article and feel it is information overload, then the video will also assist you in absorbing what has been discussed.

[https://www.youtube.com/watch?v=KztS\\_-XRWV8](https://www.youtube.com/watch?v=KztS_-XRWV8)

Don't believe what you're told, Investigate for yourself!  
*"If you tell a lie big enough and keep repeating it, people will eventually come to believe it."*  
Joseph Goebbels

Thank you for reading  
**Lee Ward and Mark Jennings**

*To be clear, the views expressed in this article are those of the authors and may not necessarily be those of the publishers.*



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## THE IMPORTANCE OF CONSULTATION

### "THEY HAVE NO IDEA HOW IT WORKS ON THE STREET!"

For as long as the industry has existed there has been a very clear understanding that those behind the desk writing the rules have a very poor understanding of how it actually works; Have they sat behind the wheel transporting drunks, aggressive passengers or fussy people who will report you for saying something in a tone they were not happy with? Or have they sat watching vehicles licensed in other areas running around in your own areas with your regulators doing nothing to enforce the local rules against those vehicles, but targeting you instead?

### HAVING YOUR SAY

Facebook, LinkedIn, WhatsApp, Twitter, YouTube, Telegram and various other platforms are great for expressing your views and opinions amongst each other, but they do nothing to make any changes happen, in much the same way as sitting in a pub moaning about the government, but then not voting. Talk is cheap as they say.

### WHAT'S THE POINT, NO ONE LISTENS

We all believe that consultations are just a box ticking exercise, but there is a reason for that; it is simply down to the fact that when consultations happen, we don't bother replying!

A consultation is a legal requirement for regulators, and indeed government bodies, to ask you for your thoughts and opinions, openly admitting that they do not know how the suggested changes will affect you, or what your opinion is about those changes; **SO TELL THEM!!** If you do not bother to explain how it will impact you, how can you ever expect them to know?

### LOCAL CONSULTATIONS

There are various local consultations active right now within your own regions discussing policy changes; those that affect you locally, but not nationally - they are just as important to respond to as they will be far more rapidly adopted at local levels. So please, make sure you get involved and have your say in those.

They can be regarding local rank spaces - increasing or decreasing them, local cycle lanes, colour of vehicles, age limits of vehicles, first aid kits, penalty points schemes, fire extinguishers, CCTV, tinted windows, clean air charging zones, and a whole host of other issues.

### WHY IS IT SO IMPORTANT TO RESPOND? LACK OF MoT

I recently attended a local authority working group where the subject of vehicles not being issued with an MoT certificate, only a compliance document was raised. I spent a good ten minutes or so explaining how many issues this caused including:

- **Lack of vehicle maintenance history (MoT history checks) that the public could access online which then devalues the car when it comes to trying to sell it, or even trade it in against a new vehicle.**
- **The inability to tax a vehicle online**
- **The risk of a vehicle being flagged up by ANPR cameras**
- **The allegations from the public that a vehicle should not be on the road, as they have checked online, and the vehicle does not even have an MoT!**
- **The fact that vehicle recovery agencies and breakdown services such as the RAC and AA could, and in many cases actually do, refuse to recover a vehicle as it does not have a valid MoT and a host of other issues raised**

Because the MoT testing station is only issuing a local compliance certificate, neglecting to, or being instructed not to issue a nationally recognised roadworthiness document, all of the above could be so easily avoided simply by handing over both pieces of paper at the point of the vehicle passing the roadworthiness AND local compliance test.

### LOCAL COMPLIANCE IS NATIONAL?

It was of course suggested that the local compliance test is nationally exempt, which I welcomed as it gave me that chance to explain how and why this is simply not the case. Since local conditions vary so widely from regulator to regulator, there being no national standards, for example: one region may require first aid kits, whilst their neighbours may not; some may require a fire extinguisher; some may require CCTV; some may have specific vehicle types or colour, some may not; some may have tinted window restrictions, some may not; the differences from one local authority area to another are far too widespread to allow for any kind of national compliance.

Once that topic had been discussed, the response was that this has been mentioned for many years, but never explained so clearly and in such detail, now that they were aware exactly how and why it is such an issue, a promise was made to review this matter.

## TELL THEM HOW THINGS REALLY WORK!

### K.I.S.S. (KEEP IT STUPIDLY SIMPLE) SPELL IT OUT, DUMB IT DOWN

We are all guilty of over complicating matters, assuming others understand the point we are making. It isn't a criticism, in fact, far from it. We are passionate, motivated, committed and enthusiastic about the point we are making - in fact we have spent years being angry and frustrated about it, so when we get the chance, you better believe we want everyone to know exactly how we feel, and why; like the pringles advert, "once you pop, you just can't stop"!

The only problem with that is that by the time we have finished trying to explain it to them, we have lost them. WHY? Quite simply because as I said at the start, they actually do not understand what we are talking about, so we have to dumb it down and spell it out to them.

The number of times I start to draft articles like this, then glance down at the word count, and have to cut it right back from 18 pages down to 2!! So I feel your pain, I really do! (Actually, this article is only supposed to be about the very latest DfT consultation....oops)

### OK, BACK ON TOPIC, NATIONAL CONSULTATION!

Last year at the **PHTM EXPO**, we had Paul Elliot from the DfT, Sam Harrison from the Joint Air Quality Unit (JAQU) and various other panellists attending a seminar to answer your questions. During the seminar Paul Elliot mentioned that there was to be a consultation on a new version of government Best Practice Guidance, to update the 2010 version, and we expressed how important it was to take part, have a say, express yourself; it is **NOW LIVE!** The closing date is Monday 20 June and with that in mind, I include the link here for your convenience: <https://bit.ly/39mwNwD> And by way of a snapshot include some elements of the consultation with the text highlighted **in red** showing that the DfT is recognising many of the concerns we have raised - there are lots more examples.

**PLEASE, PLEASE, PLEASE, click the link, open the browser, take some time, get involved, answer the questions! HAVE YOUR SAY!**

This is about your livelihood, your industry, the way in which you work, the way in which councils consider licensing, the way in which enforcement is taken and the type of vehicles you should have. It really is one of the most important consultations for you, as a driver, as a vehicle owner, as an

operator, as a vehicle supplier, as a licensing officer or as a licensing committee member (councillor). This one really does affect all aspects of the taxi and private hire industry, right down to card payment machines, tinted windows, penalty points schemes, CCTV and age of vehicles.

Given the number of topics being addressed here, it is a lengthy piece of work and will take some time to complete, but it is in **YOUR** best interest, **ALL OF YOU**, licensing officers, drivers, operators, **EVERYONE**.

### THE IMPORTANCE OF THE INDUSTRY!

It is clear from the introduction below, that there is recognition by the DfT of the significance of our role and the services that we provide, as well as the importance of keeping the guidance updated to keep up with the way in which the industry is evolving with recent technologies. As I said last month, "finally, some recognition".

*"Taxis and PHVs play a critical role in keeping our country moving, allowing people to travel safely and easily.*

*Whether those taxi and private hire vehicle journeys are for leisure, work or to go to the shops, many people in our communities, particularly those who are disabled and vulnerable, rely upon them."*

*A constant message I hear from stakeholders is the need for consistency in standards across licensing authorities.*

*I know that in respect of safeguarding issues, which are covered by the government's Statutory Taxi and Private Hire Vehicle Standards, there was a great consensus around what those standards should be.*

*I am aware that this is not necessarily the case in respect of some of the issues covered in the Best Practice Guidance. I appreciate that, with over 270 licensing authorities in England, there are going to be significant variations, and, because of this, the recommendations are unlikely to be welcomed by all, but I am keen that we try and reach a consensus where possible.*

*In developing the consultation on Best Practice Guidance, DfT has carefully considered the views expressed by a wide variety of stakeholders, through ongoing engagement with the sector, about what will make services even better than they are today.*

*A key message is that the government needs to take a position on the important issues in the guidance, and the consultation reflects this.*



*The government's commitment to introduce legislation, when parliamentary time allows, to enable the setting of national minimum licensing standards remains.*

*The measures in the final version of the best practice guidance, and the Statutory Taxi And Private Hire Vehicle Standards issued in 2020, are likely to be the starting point when setting any such future legislation.*

*The importance of licensing authorities to the safety of the public and the effective functioning of the sector cannot be downplayed, and the intention of the guidance is to help licensing authorities in conducting this important job.*

*This is a crucial consultation on a range of significant issues, and I urge you to share your views to help shape the final version of the best practice guidance, we are keen to hear what you have to say.*

*We have a shared vision for a safe and thriving sector and it is key that this is at the heart of the policies of licensing authorities that regulate the sector."*

Thank you, Baroness Vere, of Norbiton.

## TAXI OR PRIVATE HIRE? - TERMINOLOGY

*Taxis are referred to in legislation, regulation, and common language as 'hackney carriages,' 'black cabs' and 'cabs.'*

*The term 'taxi' is used throughout the consultation version of the best practice guidance and consultation document and refers to all such vehicles. Taxis are able to be hired by hailing on the street or at a rank.*

*Private hire vehicles (PHV) include minicabs, executive cars, chauffeur services, limousines and some school and day centre transport services.*

*All private hire vehicle journeys must be prebooked via a licensed private hire vehicle operator.*

There you go, could not be any clearer than that.

## SECTION 6: DRIVER LICENSING - VOCATIONAL TRAINING & ASSESSMENT

*Some licensing authorities require drivers to obtain formal vocational qualifications, such as a BTEC in Introduction to the Role of the Taxi and Private Hire Driver. Although a vocational qualification may provide a degree of transferability among licensing authorities, it is a snapshot of training and assessment undertaken. The curriculum of the qualification at that time may not include elements that most licensing authorities are expected to require of drivers.*

*The need for training to evolve to meet new challenges is best illustrated by the issues of safeguarding training, which has evolved in recent years in recognition that this is a*

*broader issue than the original focus on sexual exploitation and should now include awareness of county lines.*

*This snapshot issue may deter licensing authorities from exempting holders of vocational qualifications from in-house training requirements as it could not be assured the same curriculum was covered and/or up-to-date content was included.*

*DfT acknowledges there may be additional customer service benefits to vocational qualifications, but these are a commercial decision for drivers and PHV operators to consider rather than a requirement that enhances safety or the provision of an accessible service.*

## SECTION 8: VEHICLE LICENSING - TINTED WINDOWS

*As of 31 March 2021, 87 of 281 licensing authorities had a minimum light transmission policy for rear windows in taxis and 86 for private hire vehicles.*

*Such restrictions are usually on the grounds that passengers should be able to see the vehicle is unoccupied before entering and that enforcement officers can see that vehicles are not carrying more passengers than for which the vehicle is licensed.*

*It is expected that the greatest concerns over visibility will be at night when ambient light levels are low.*

*Passengers are, however, able to request that the rear windows of a vehicle are opened before entering.*

*The need for compliance and enforcement officers to check whether a vehicle is overloaded is not disputed. Vehicles are licensed to carry a maximum number of passengers to ensure their safety. The extent to which window tinting makes a significant difference in ascertaining at night whether a moving vehicle is overloaded is not known.*

*To confirm whether a vehicle was overloaded would require a check when the vehicle is stationary. If a vehicle is stationary, the compliance and enforcement officer can ask that any windows are opened and so the benefit in prohibiting tinted rear windows is unclear.*

*Licensing authorities that require the removal of factory-fitted tinted windows sometimes allow exemptions from light-transmission requirements for executive hire services. Most commonly, these vehicles are defined by the list price of the vehicle used. These are, though, licensed as PHVs and it is difficult to prevent them from being used for normal services, nor is it possible to establish a sub-category of drivers that are extra fit and proper.*

*Given that all PHV drivers are vetted to the same level, regardless of the nature of their work, there seems no rationale for one vehicle being permitted to have tinted windows and another not.*

*The replacement of rear windows can cost many hundreds if not thousands of pounds.*

*If licensing authorities are concerned about the safety of passengers, a better option could be for them to consider, after considering potential privacy issues, whether the installation of CCTV in vehicles would have either a positive or an adverse net effect on the safety of taxi and PHV users as recommended in the statutory taxi and PHV standards.*

## SECTION 8: VEHICLE LICENSING - IDENTIFICATION AND SIGNAGE

*There are a number of factors to consider in relation to vehicle signage and identification: safety, competition, commercial arguments, and the fact that there are a wide variety of approaches taken by licensing authorities.*

*The government's view is that safety should be the prime consideration and the recommendations in the best practice guidance reflect this.*

*The intention is to try and make taxis the most noticeable and distinctive vehicle to members of the public who want to engage a taxi or PHV and to make it clear that only taxis can be hired without being prebooked.*

*Increasing the differentiation between taxis and PHVs, so that taxis are easy to identify and PHVs are less visible would simplify safety messaging to the public that they should only get into a vehicle that looks like a taxi unless prebooked.*

### COME ON DAVE, THAT'S A LOT OF TEXT!!

I don't normally copy and paste such large sections of text, since I like to keep it bite-sized and easy to read. But in this case, given the importance of such wording, I decided that I should make an exception, since the topics discussed are about tinted windows, qualification requirements, age limits, keeping a piece of paper in your car at all times etc.

It gives you an idea of how much detail is in this document, whilst showing that the topics being discussed are indeed topics we have been debating for many years - some in favour, some against. Some love new ideas, some hate them, some see them as restrictive and unnecessary, some see them as a welcomed change.

### SAY IT WHERE IT MATTERS!

The key message is: you know what you want to say. We have read and heard what you have to say and what your views are, all over social media, by email, by phone call and from enquiries, even in many cases as a result of challenging suspensions and revocations. But have you said those things in the right places and to the right people?

**Well now is your chance.**

## BTEC - NVC - DIPLOMA - DO THEY ACHIEVE ANYTHING?

What do you think about the requirement for a college teacher to assess how you should fulfil your role as a taxi or private hire driver? How would they feel if you had to assess their role as a teacher, and their licence depended on your opinions? Or do you feel that the courses are helpful and beneficial?

**TELL THEM.**

## TINTED WINDOWS - HAVE YOUR SAY

Do you agree with tinted window restrictions? Are you struggling to buy a car that will satisfy local authority requirements? Have you had to fork out to change the manufacturers specification of vehicle? Do you agree that rear windows should be clear due to the role being performed?

**TELL THEM!**

## AGE LIMITS OF VEHICLES?

Do you agree with entry age limits and exit age limits? Do you feel it is over restrictive and that you can buy a much better vehicle in better condition that is just a little older?

Or do you agree that by having age limits, it ensures that the vehicles keep up with modern technology including adaptive braking, adaptive cruise control, and a whole host of other newer safety features that simply don't exist on older vehicles?

**TELL THEM!!**

If we do not get involved in such crucial requests for information as this, then there can be no complaints that they do not understand - since that will be **YOUR FAULT!**

**Do you want to shape the future of the industry?**

**Then log in, make a flask of tea or coffee, take some time, get involved.**

**We need to see this consultation flooded with passion, desire, views, opinions, concerns, suggestions - from professionals who understand the industry and who experience it on a daily basis....**

**YOU!!**

Article by Dave Lawrie, Director **NPHTA**  
**0161 280 2800** [info@nphta.co.uk](mailto:info@nphta.co.uk)



# UBER v TFL v UTAG v ADCU v FREENOW AND THE QUESTION OF VAT ON FARES

I have been speaking to many colleagues and clients regarding the recent judgement above. Many of those calls have been from operators simply asking if they will have to add VAT on their fares. The wording that everybody is getting hot under the collar about is this:

*"That in order to operate lawfully under the Private Hire Vehicles (London) Act 1998 a licensed operator who accepts a booking from a passenger is required to enter as principal into a contractual obligation with the passenger to provide the journey which is the subject of the booking."*

*"In our judgment the 1998 Act plainly contemplates that acceptance of a booking by the operator will create a contract between the operator and the passenger and, furthermore, that this will be a contract by which the operator undertakes an obligation as principal to provide the transportation service, that is to say to provide a vehicle and driver to convey the passenger to the agreed destination... The distinction proposed between acceptance of a booking and the undertaking of an obligation to carry out the journey is illusory."* Lord Justice Males.

Things are changing week by week but at the moment although my first piece of advice is that any mention of VAT is a matter for you and your accountant, not you and your local authority. However, I can tell you that the VAT issue it isn't the law as we speak.

A lot has happened in the intervening time between the initial first ruling and now. Most of it in the press, and most importantly of all most of it was personal opinion. From Uber's PR department to every solicitor with a dog in the fight (and in most cases without), it's important to realise that it is all currently speculation.

Uber are now taking Sefton Local Authority to court to test whether this ruling will be applied outside of TfL, which although seems to have sparked some fears amongst the noted commentators in passenger transport. However, we need to look at why the ruling was sought, it certainly wasn't directly about taxation.


TfL has now stepped in and are asking for operators trading models as part of their brief, but this may well mean that the whole mess will have to go to Judicial Review. This whole thing is about contractual and employment law. To be fair if the endgame is that all drivers are forced to become employed, the operators who actually survive this apocalypse would be Principal for VAT purposes. But this hasn't happened, yet.

At the moment the general response to TfL should be that a trading model recognises that "in order to operate lawfully, operators have and always have had a contractual relationship with drivers and an obligation to the direct duty of care to passengers in tandem with that the driver.

Even my professional colleagues (who to be fair are no private hire experts) seem to be taken in by the use of the word principal, taking it to be a reference to the tax model as opposed to the contractual one.

However, at the moment the VAT rules are specific on who defines and decides. HMRC and tax tribunals not local authorities, and each case is taken on its own merit, which is why HMRC hasn't and probably won't comment.

Only time will tell with this but I feel that this is not a time for operators and their advisors to act in haste.



Sian Edwards  
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Bootle L20 3NJ  
Tel: 07814313167  
sian.edwards@sefton.gov.uk  
14 April, 2022  
Our Ref: 013713/01331076  
Your Ref:

Dear Sirs

**Re: Uber Britannia Limited v Sefton Borough Council**

High Court Declaration Proceedings concerning the obligations of private hire vehicle operators licensed under Part II of the Local Government (Miscellaneous Provisions) Act 1976

This Council has adopted the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976 to apply in its areas.

In *Uber London Limited v. Transport for London and others* [2021] EWHC 3290 (Admin) the Divisional Court made the following declaration:

*In order to operate lawfully under the Private Hire Vehicles (London) Act 1998 a licensed operator who accepts a booking from a passenger is required to enter as principal into a contractual obligation with the passenger to provide the journey which is the subject of the booking.*

Uber Britannia Limited ("UBL") is licensed by the Council as a private hire vehicle operator under the provisions of Part II of 1976.


UBL has commenced proceedings against the Council under Part 8 of the Civil Procedure Rules, seeking the following declaration from the High Court:

*In order to operate lawfully under Part II Local Government (Miscellaneous Provisions) Act 1976, a licensed operator who accepts a booking from a passenger is required to enter as principal into a contractual obligation with the passenger to provide the journey which is the subject of the booking.*

The purpose of this email is to draw these proceedings to your attention, and so you may consider whether you wish to apply to join into the proceedings.

UBL is in the process of applying for, directions from the Court whereby any parties who wish to be joined in these proceedings should apply to the Court by no later than 4pm on 11 May 2022.

Further details of the proceedings may be obtained by writing to UBL's solicitors, Hogan Lovells International LLP ([julia.marlow@hoganlovells.com](mailto:julia.marlow@hoganlovells.com)), copying the Council ([sian.edwards@sefton.gov.uk](mailto:sian.edwards@sefton.gov.uk)). The Council is not able to provide legal advice as to whether any party should seek to be joined in the proceedings.



Sian Edwards  
Lawyer

**PLEASE NOTE:** This is a personal opinion of the writer and in no way can be taken as advice.

I always suggest that people engage the services of a suitably qualified professional (accountant) for prescriptive advice.

Gary Jacobs is the CEO of Eazitax, an industry specialist accountancy practice, serving both operators and drivers.

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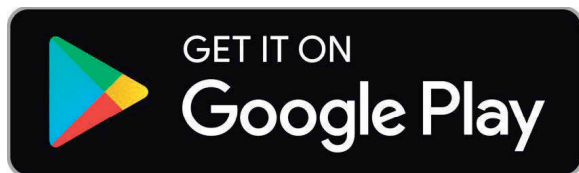
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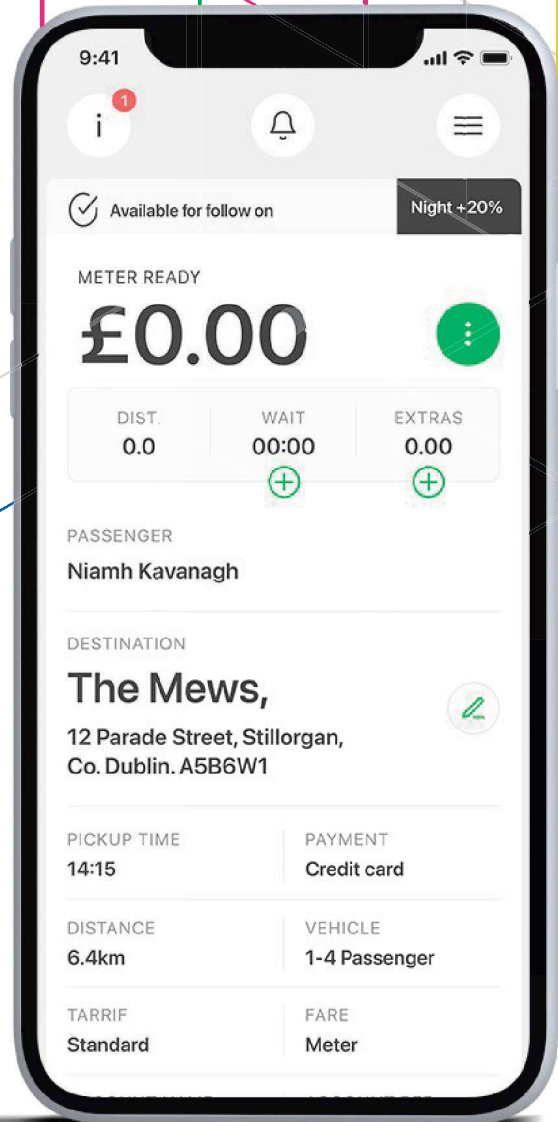
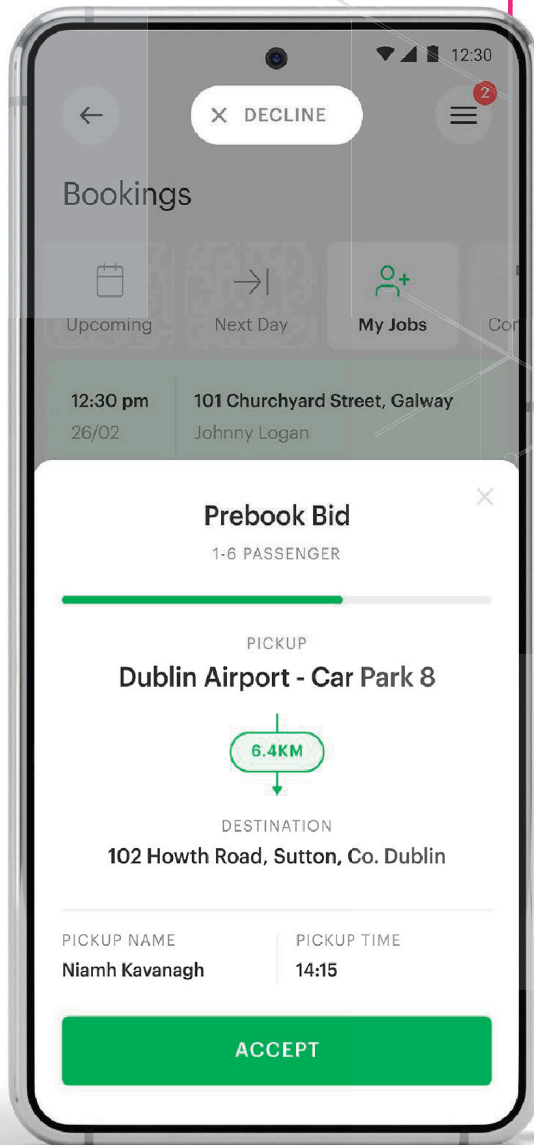
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# CAUGHT IN THE ACT

## SUSPICIOUS SEFTON PHV LEADS POLICE TO MAJOR DRUGS, CASH AND LUXURY GOODS HAUL

A private hire driver and passenger have been arrested on suspicion of drug supply offences. The Liverpool Echo reports that police stopped a PHV in the Waterloo area on the night of Wednesday 30 March.

The PHV was found to be in breach of its licence and the passenger was found with a large amount of cannabis and suspected cocaine.

Following the arrests police then carried out a number of searches of linked addresses where they found a



quarter kilo of cocaine, around £5,000 in cash and luxury goods.

Police posted a photograph on social media which appeared to be of seized Louis Vuitton shoes and Cartier watches.

Police said the money and luxury goods were thought to be linked to the proceeds of crime. The drugs, cash and luxury goods were seized by officers. A 38-year-old man from Netherton and a 26-year-old man from Brighton-le-Sands were both arrested on suspicion of drug supply offences. Both men are set to be questioned by detectives.

## ERRATIC SEFTON PRIVATE HIRE DRIVER ARRESTED AFTER TESTING POSITIVE FOR COCAINE

A suspected drug driver was arrested from behind the wheel of a private hire vehicle. According to the Liverpool Echo, officers from Merseyside Police spotted the PHV driving around the Waterloo area on Saturday, April 17.

The vehicle, licenced by Sefton Council, was pulled over by police and a road side drugs wipe was used on the driver. Sefton Police published a post on



Facebook following the arrest, they said: "Operation Pelican Officers yesterday arrested a 40-year-old male from the Waterloo area for Drug Drive. "The vehicle was a Sefton private hire vehicle and was stopped after it was sighted driving erratically.

"The driver was arrested after failing a road side drugs wipe suspected to be under the influence of cocaine."

## EXETER CABBIE CAUGHT RUNNING A RED LIGHT ASKS POLICE TO 'JUST FORGET ABOUT IT'

A taxi driver has been caught accelerating and running a red light.

DevonLive reports that police shared an update where officers said the driver had been reported for the offence.

Devon and Cornwall Roads Policing Team wrote on Twitter: "This taxi was stopped in #Exeter last night after contravening a red traffic signal. 'It was amber!' he said.

They continued: "It was as he accelerated to beat it but alas it was red when he drove through.



"Can we just forget about this?", no we can't. "Driver reported."

Running a red traffic light is an offence under section 36 of the Road Traffic Act 1988. The act provides that a person driving a vehicle 'who fails to comply with the indication given by the sign is guilty of an offence'.

Those convicted of a driving offence may be disqualified, and may be required to pass a practical driving test to regain their driving licence.

For those convicted of very serious offences, this will result in an extended driving test.



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# IN THE NEWS

## EDINBURGH CABBIE ORDERED TO PAY £2,700 AFTER ATTACKING TICKET MACHINE AT GLASGOW AIRPORT

A raging taxi driver has been hit with a bill of almost £3,000 after refusing to pay £4 for parking.

The Daily Record reports that Atif Amin, 49, saw red when parking wardens at Glasgow Airport said he had to pay £4 for parking and repeatedly punched the payment machine.

Adamant that his disability parking badge allowed him free entry into the NCP car park, the cabbie smashed the display screen of the payment machine causing £2,700 worth of damage.

Procurator fiscal depute Amber Feeney told Paisley Sheriff Court the incident took place at the NCP car park within Glasgow Airport around 5.20am on January 4 last year.

Ms Feeney explained: "Witnesses were working in the NCP office when the

accused's car approached and pressed the intercom button. He was informed he had to pay £4 to use the drop-off, pick-up area.

"Amin advised he was dropping off his mother and that he had a disabled badge on display.

"The witness stated that the badge didn't allow payment exception and the accused became irate and began punching the screen with his fist.

"Amin then grabbed a torch from his vehicle and smashed the display four times, causing it to smash."

The court heard that aggrieved Amin then went on to pay the £4 parking fee to get access.

Ms Feeney added: "Police were contacted due to the damage which was done to the machine.

"Police viewed CCTV and took note of his registration number and when interviewing the accused, he stated: "The parking man refused to lift the barrier."

Defence agent Kirsty McGeehan told the court: "It is Mr Amin's view that disabled badge holders are allowed into NCP car parks without paying.

"It's his view that the parking worker was confrontational and he was told that he had to park and pay for his fees. "There are no signs at the airport to show disabled parking fees."

On sentencing, Sheriff Eoin McGinty said: "This was a very expensive car park for you as you now have a compensation order of £2,700 to pay."

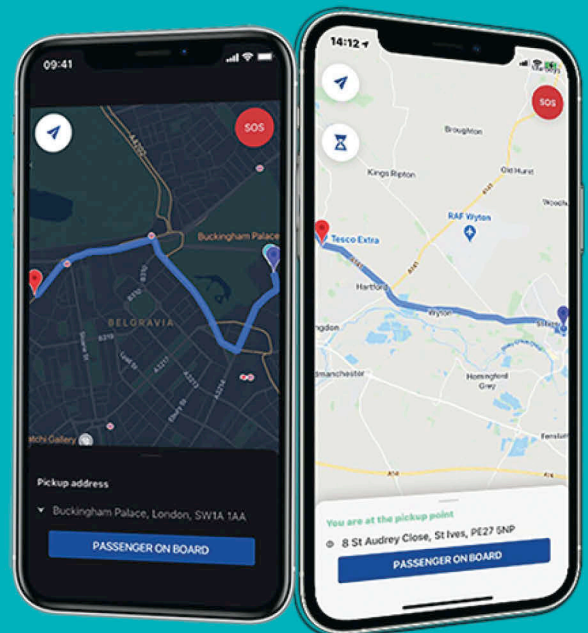
Sheriff McGinty ordered Amin, from Edinburgh, to pay the compensation at the rate of £120 per month.

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# IN THE NEWS

## DRUG DEALER WHO ROBBED FIFE CABBIE CAUGHT BY USING 'FIND MY' APP ON STOLEN IPHONE

A drug dealer who robbed a cabbie of his takings and phone was tracked down with the help of the device's "Find My" function. The Courier reports that Darren Davies swiped the iPhone while making off from the man's taxi in Glenrothes.

Fiscal depute Claire Bremner told Kirkcaldy Sheriff Court that Davies had been picked up from the town's train station at around 10.20pm.

She said: "He entered the taxi and sat in the front passenger seat and asked to be driven to Glenrothes. The cabbie noticed he appeared to be intoxicated, or under the influence of drugs.

"The accused placed his hand into the centre console of the vehicle and picked up a black iPhone which the complainer took back and placed it in

the pocket of the driver's door.

"The accused then tried to pick up some money bags so the cabbie closed the lid of the compartment, trapping the accused's fingers who told the complainer he had assaulted him."

The taxi driver stopped the car because Davies was becoming angry. As he attempted to call police, Davies swiped the money before snatching the iPhone out of the driver's hand and running off.

The taxi driver was able to call police on a second mobile phone who carried out a search for the accused.

"Police then used the Find My app to search for the iPhone and it showed as being in the Canmore Path area."

Their attention was drawn to Davies' house, where the taxi driver's money

bags, iPhone and more than £800 of Etizolam tablets or street Valium - were found.

At the police station Davies verbally abused officers, stripped off his shirt and tried to overturn the interview room furniture, despite them being bolted to the floor. He also assaulted a detective by trying to gouge his eye.

Davies admitted stealing the mobile phone and cash in Glenrothes, on October 12 last year. He further admitted being concerned in the supply of Etizolam and behaving in a threatening and abusive manner en route to the police station and to assaulting a police officer while being interviewed at Kirkcaldy Police Station on October 13. Sheriff John Morris jailed him for two and a half years.

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\*From May 2021 the new Civil Liability Bill will come into effect. This will change the way drivers claim for whiplash injury and further increases the need to ensure you have pre-purchased a motor legal expenses insurance policy. As a result of the Civil Liability Bill, you will be liable for any legal costs for pursuing claims of up to £5,000 in respect of whiplash injuries following a motor accident. However, if you have pre-purchased motor legal expenses cover then this will cover your legal fees so you can pay for a solicitor to pursue the claim on your behalf. A standard motor legal expenses could cover up to £100,000 in legal fees and typically cost around £3 a month in premiums. \*\*This option is exclusive for Multi Vehicle/Fleet policies. Terms and conditions apply. South Essex House, North Road, South Ockendon Essex RM15 5BE. SEIB Insurance Brokers Ltd are authorised and regulated by the Financial Conduct Authority.

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# COUNCIL CLANGERS

## CHESHIRE WEST & CHESTER COUNCIL BLUNDER EXPOSES OVER 1,300 EMAIL ADDRESSES

Cheshire and West Chester Council has apologised after more than 1,300 private email addresses were accidentally shared. The Chester Standard reports that the incident occurred when the council recently sent a generic email to 1,326 people in the borough, advising them of changes to taxi legislation. But a member of council staff inadvertently failed to use the blind copy function (BCC) to mask all recipient details. As a result, all email addresses – personal and business – were unintentionally exposed to the recipients.

The council said no other personal data was involved, but an email subsequently sent out by the council said: “We do not believe the incident posed any significant risks to individuals in that only email addresses were involved, however, we are aware that a proportion of the email addresses have been misused by one of the recipients in that they have been used to contact individuals about an unrelated matter. “As a result of this, that individual would be considered in breach of their own data protection responsibilities not to

use data they should not have had access to, and as a result we’ve taken additional steps to address the issue.

“I would like to take this opportunity to apologise for any concern or inconvenience caused and assure you that we are taking steps to ensure we address the identified shortcomings in this area.” A council spokesman stated that the Information Commissioner’s Office (ICO) had been informed and following assurances that steps have been taken to prevent it happening again, no further action will be taken by the ICO.

## PLYMOUTH COUNCIL BLUNDER MEANS PRIVATE HIRE DRIVERS DON’T HAVE TO DO KNOWLEDGE TEST

A Plymouth City Council blunder has meant new PHV drivers won’t have to take the famous “knowledge” test.

According to PlymouthLive, councillors voted to accept a controversial new taxi licensing policy in March 2022 - but a misprint that wasn’t noticed, meant they approved the test for new hackney drivers only. So, from 1 May 2022, anyone who wants to become a private hire driver won’t have to learn the geography of Plymouth, and its best routes to get a passenger from A to B. The council said it may now have to amend the policy but can only do this at a full council meeting, which can’t be called until after the May local elections. It is the second taxi-related embarrassment to hit the council in a matter of days after it emerged signs directing the public to new city centre taxi ranks had not been put in place.

Hackney drivers said they were losing income because passengers didn’t know where to find a taxi while the traditional Old Town Street rank was out of commission due to city centre re-development works.

Martin Leaves, secretary of the hackney

cabbies’ Plymouth Licensed Taxi Association (PLTA), said the latest council gaffe is damaging for the overall taxi profession and said it could shake public faith in the service.

He said: “We think everyone should do the knowledge test, it’s part of the skills needed.”

He added: “Some people say not having the knowledge test would make it quicker to recruit drivers, but do we want them driving around using a sat-nav? We want drivers to be professional, and to be professional they should do the knowledge test.”

Plymouth councillors approved the HC and PH Licensing Policy 2022 at its March full council meeting. The policy is controversial because it removes the limit on hackney cab numbers and insists the famous black cabs are coloured green and white by 2027.

The council had wanted to remove the necessity of private hire drivers having to pass the the Knowledge of Plymouth (KOP) Topographical Test as a prerequisite to getting a licence. It had argued a hackney cab is for immediate public hire, and needs instant knowledge of

the fastest route, whereas a PHV must be pre-booked so can determine the route prior to picking-up the passenger. But this suggestion had been dropped. The document the councillors voted on, however, still contained the wording “Topographical KOP test (for hackney carriage applications only)”.

A council spokesperson said: “Unfortunately the line in the taxi licensing policy stating ‘for hackney carriage applications only’ in reference to the KOP test should have been removed. However, because this was approved at full council the policy will be implemented as published.

“This means that from May 1, 2022, all new PH applicants will not be required to complete the KOP test. We are sorry for any confusion caused and will be reviewing this to determine whether to return the policy back to full council.”

Meanwhile, HC drivers were waiting for signage to be placed informing people of the locations of new ranks after the council admitted that due to a “misunderstanding” contractor Mildren Construction had not put up any signs. The authority apologised for the foul-up .



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## CONCERNED CABBIE SAVES **GATESHEAD** PENSIONER FROM FALLING VICTIM TO FRAUD

A Gateshead pensioner has avoided falling victim to fraud thanks to a concerned cabbie. ChronicleLive reports that on 21 April, the woman, in her 80s, was contacted by con artists claiming to be from Barclays' Fraud Office. She was tricked into believing she had already been targeted by a stranger trying to make purchases with her card. The fraudster convinced her that in order to safeguard her money she needed to withdraw £2,000, which she would then post to an address. She then called a taxi to take her to her nearest Barclay's branch. Once inside the car, the driver overheard the woman

on her mobile being told by scammers that she was not to tell bank staff why she was withdrawing the cash. Alarmed by the conversation, the driver escorted the pensioner into the branch and flagged down a member of staff to warn them of the situation. Bank staff were able to intervene and swiftly called officers. DCI Caroline Ord, of Northumbria Police's Cyber Crime, said: "This type of fraud is particularly awful as it sees fraudsters deliberately targeting some of the most vulnerable in our communities and preying on their fears. "In the past few days, we have had

three similar reports where elderly people have been targeted and asked to withdraw and post large sums of cash. "Thankfully, each time bank staff have raised the alarm and prevented hard working people from losing out." She added: "Please talk to your loved ones about 'courier fraud' and help us reinforce the message that a bank will never ask anyone to withdraw cash or send anything via a courier. "Remember, police officers or your bank will never ask you to hand over money, or transfer funds. If you receive a call like this do not interact with them - hang up and report it."

## **PARLIAMENTARY TAXI & PHV AWARDS 2022: RECORD** **NUMBER OF MPS NOMINATE DRIVERS AT AWARDS CEREMONY**

A record seventeen PHV and taxi drivers were nominated by MPs for this year's Parliamentary Taxi and PHV awards, culminating in a ceremony at the House of Commons on 20th April. Hosted by Labour MP Daniel Zeichner, in association with FREE NOW, taxi and PHV drivers joined MPs to celebrate those drivers who have supported their local communities and spoken up for the trade. The annual awards were founded in 2019 by Daniel Zeichner MP, chair of the All-Party Parliamentary Group on Taxis, with the aim to bring the industry together to celebrate drivers and inspire passengers. Oxford taxi driver Sajad Khan was given a special commendation by Daniel Zeichner, following his nomination by Anneliese Dodds, MP for Oxford East, for his dedication and service to the trade, having been secretary of the Oxford Licensed Cab Association (Colta) for over six years, and a cab driver for 27 years. The help and care he gives passengers and

those in need in the city were highlighted in his nomination, noting that he often drove rough sleepers to the shelter for free in his cab, and the particular attention he has given to passengers who have required medical attention. One passenger suffered a seizure, and he attended to her until the arrival of the ambulance. Anneliese Dodds MP, said: "I am so pleased that Mr Khan has been recognised for his brilliant work by this award. Over his many years of service, Mr Khan has led by example with high standards, professionalism and care." Daniel Zeichner MP said: "I established these awards in order to help pay tribute to the contribution that drivers



make to their local communities and to shine a light on the industry more widely. It's fair to say, speaking to MPs and drivers at this year's ceremony, that the contribution they have all made in their local areas has been enormous. In light of the struggles that so many drivers have faced during the pandemic, the acts of generosity and kindness as well as the leadership of the sector many have shown, are all the more incredible and show the sector at its very best. "I congratulate all the excellent drivers who were nominated by their local MP and thank them for going above and beyond." Sidonie Lopez Silva, senior public affairs manager at FREE NOW said: "We are incredibly proud to be a part of this important annual fixture in the taxi and PHV calendar. This year felt particularly special, given the impact of the pandemic on so many drivers. FREE NOW is delighted to help honour these outstanding individuals who all thoroughly deserve recognition."



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# REFLECTIONS OF AN

## GENERATIONAL CHANGE

### Good intentions, Good law, and Good luck!

**The 2020s will be remembered in the future as that time when our industry moved from a broad framework of fairly sensible and workable regulation to a point where regulating taxis and private hire has become a constantly shifting kaleidoscope of ever more convoluted requirements.**

My choice of the word 'requirement' rather than 'regulation' is deliberate because policy makers appear to have moved away from Legislation (Laws) and Regulation to a whole plethora of guidance which is enforceable, obligatory or even I guess hoped for. Anything really, that gets something into print and delays the day when legislation is actually tackled, seems to be the case. It appears that any prevailing issues are scooped up and regurgitated as the answer. In some cases, they may be, but it is often unclear what the question was to start with. What is it we are trying to fix? Is this really what a responsible industry, employing hundreds or thousands of people directly and indirectly and transporting millions of passengers, deserves or needs? Surely it is time to either leave the industry alone or to carry out a professional root and branch review based on the current technologies and practice and with an eye to the future?

The alternative is clearly heading towards even very small organisations being strangled with red tape, unnecessary overheads and increasing vulnerability to missing something. Many councils around the country are not resourced to regulate what is an increasingly complex industry. Whilst I am the last person on the planet to criticise regulation that is there to enhance public safety, its only purpose in my view, I am steadfastly against the patchwork of quick fixes, bright (sic) ideas and 'must do somethings' that appear to be bombarding the industry, pell-mell, on a much too frequent basis. This self-serving bureaucratic and frankly muddled approach is not good law, it is not good regulation and quite honestly it is difficult to see what it is all intended to fix. I do agree that some aspects are sensible, but if those aspects are overwhelmed and lost in a maelstrom of 'guidance' the outcomes are increasingly dubious, they just add overheads, are difficult for regulators to implement and then regulate, achieve very little and may harm what was a well ordered society.

### Where Did That Come From?

In the tabloids they would add 'secret' to describe the meeting that took place last Thursday - 'Secret Meeting' sounds so much more salacious and intriguing doesn't it and maybe given the content that would be a more accurate heading. The great and probably not so good of the cab trade were invited to a meeting in London to discuss a range of issues including our old friend 'ABBA' and a brand-new friend (sic)

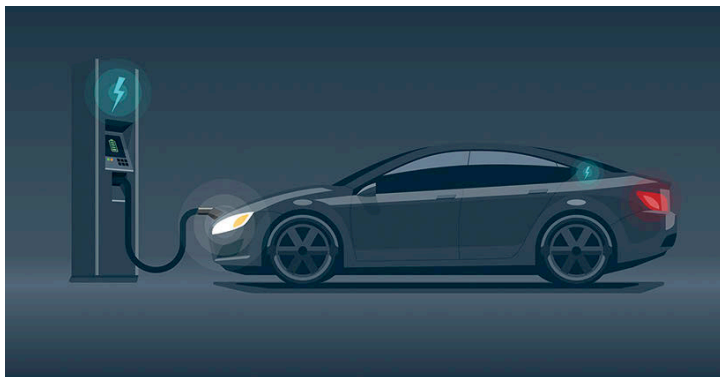
Regional Licensing. I would like a pound for every time I go to any kind of meeting these days and listen to the 'Wolverhampton issue' being discussed. I would also like a fiver (i.e. not discussed quite so often but raised nonetheless) for every time Uber's regional approach to driver allocations is raised normally from a critical perspective.

The industry appears to have broadly coalesced (the closest we get to actually agreeing) around the concept of national licensing standards, minimum national licensing standards or similar. The subject of super regulators such as Wolverhampton, appear to be in the state of; the jury still being out whilst increasing numbers of operators, drivers and vehicles are happy to be licensed there. But Regional Licensing is something new. Another good idea spun up by people who don't run cab companies for a living and never have done? A mouthpiece for our one 'regional operator'? Or is something else at play here? The beauty of local licensing with all its critics and their criticisms is that it is accountable. Councils should and many do take account of the local economy, geography, culture and well being of their residents/citizens. Within local licensing is also the concept of local protection, no big player can just bulldoze its way across the country, no, even the biggest have to apply for local licences and play by local rules, or at least appear to, making much of the country unviable for anything but local companies.

The oft parodied differences between councils provide much chortling and amusement at trade meetings with the extremes of licensing even between neighbouring councils being held up to ridicule as a warm up crowd pleaser. But think carefully before ditching them, don't they hold back the flood? Aren't they the reason big players are not in your town or city? Does it matter if your council is different to every other in the country if you only have to deal with that one? Twelve or fourteen regional licensing authorities may or may not be a fantastic idea, but before our new friends start convincing government that the trade is behind it perhaps the trade needs to think about or even discuss its merits or downsides? Just sayin!

### Consolidation - Friend or Foe?

The industry is undergoing a generational adjustment. Mom and Pop businesses across the country that it was assumed would one day would be taken over by the kids have seen seven years of battling VC funded companies, two years of being ravaged by Covid and returned to see guidance being issued like ticker tape, costs rising, transactions down and drivers rarer than hens' teeth. As owners move from their fifties to their sixties to their seventies, as they realise that the road ahead will be based on ever tightening and in some cases pointless regulation/guidance, fighting the giants and



seeing costs rise and transactions fall, the temptation of a quick buck rather than imposing the poison chalice that is increasingly small private hire companies on their kids is seen as a sensible business decision....and who can argue with that. There is a growing list of buyers each with their own approach to 'the deal'. But for those left behind how will this era of larger regional (that word again) players going to play out?

My first question is a simple one – is a mom-and-pop business one that lends itself to a more corporate structure? When I was a kid, all shops were small and local akin to PH companies, gradually the nascent stores such as Sainsburys and Tescos (Victor Value) moved from shops to stores to supermarkets and eventually superstores. They brought many benefits – cheaper, probably better due to quicker turnover of goods, but what was lost was personal service. Given customers moved from corner shops to supermarkets with relative ease and without any conscience or concerns about personal service and where buying everything in one go and receiving green shield stamps on every purchase quickly and without any qualms, perhaps it was just a natural phenomenon an example of evolution in action. What it did do was to leave small shop owners floundering. So as AA Radio Cars, Streamline, Bill and Bob's Cars or whatever move to become Take Me, Veezu or whatever, what does that do for the industry? For the customer? And for the survivors?

Clearly with thousands of operators across the country and with even tens in one town or city there is significant scope to remove duplicated costs. Joining, hitherto disparate fleets together will provide better and more reliable services and quicker cabs. It could of course remove choice, it could reduce driver autonomy and power, real or perceived. Commercially it opens opportunities for buyers of personal transport to deal with one organisation in order to service many locations making the taxi and PH industry more attractive. If supermarkets were the model, it should therefore be good for consumers. Mid-sized companies are probably those at most risk. Not needing to sell as they have succession plans and management structures in place, often a dominant market share and a well-known and respected local brand. Squashed between niche players and big,

possibly super, players may not be the most comfortable place to be. A lot will depend on licensing, on ABBA and on our new friends championing regional licensing so this is a subject we will no doubt turn to many times in the future, but make no mistake this is a generational adjustment in action and it is happening apace now.

## And Another Thing....

I was pleased to see that the government has committed yet more money to beef up the electric vehicle charging infrastructure. This is a step that is welcomed but it is only a step. The dream that somewhere the market would step up and begin building networks that would be self-funding and provide a comprehensive network remains forlorn. Whilst we can argue about whether EVs are actually as clean as politicians would have us believe, whether we have enough power to actually run them all if we fully migrate and what happens to all the batteries and other parts when they are obsolete, it does seem to make sense to clean up the air in cities even if it is simply displacing the poor air to somewhere else in the country. What doesn't make any sense is expecting people to migrate to electric vehicles if there is not an adequate, working charging network in place.....and bluntly there isn't!

The challenges to EV migration appear to be mounting with the cost of electric as well as other fuels escalating. The business case for an EV; high up-front costs but low servicing costs and cheap electric charging seem to be waning fast. That's before the issue of residual values are considered. Reports that some motorway service centre charging points now cost almost as much as filling up with traditional fuels may be a little overblown but the business case is looking increasingly shaky. A truism is that when we migrate to EVs some element of convenience will be lost. Instead of a quick pit stop to fill the tank we will be sitting somewhere for 20-40 minutes to charge up our vehicle and if it is a long trip that may happen twice at least. If we are expected to pay through the nose for the fuel as well.....maybe the old jalopy will be good for another year or two.

**So what needs to be done? There needs to be tariffs for motorway and roadside charging. Charging points should not just be allowed to charge what they like or to be more emotive hold motorists to ransom. The roll out of EVs requires carrots as well as sticks and showboating announcements about how the deadlines are being brought forward every year are likely to be shown to be merely hot air unless there is a business case as well as an environmental benefit to move from ICE to EV.**

Dr Michael S. Galvin  
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# CAR N CAB CARE: THE TRADE'S ONE STOP



Shaun Marnell, Director of Car n Cab Care comes from a hackney background and is passionate about the industry. Over the last 20 years he has sold thousands of vehicles to taxi drivers but has now stopped selling new diesels as he believes they are no longer fit for purpose for around town work.

Shaun explains: *"Although older Euro 6 derv vehicles (up to 69 plate) are still a good option particularly for long-distance work; in my opinion purchasing a new 2022 plated derv vehicle is a bad investment. Not only is diesel now very expensive, but in order to reduce CO<sup>2</sup> emissions the oil in the engines of these new vehicles gets dirty faster, reducing MPG and causing DPF sensor and injector problems. In time servicing spare parts, which are no longer mass produced, could also become expensive as there is less of a demand."*

## HACKNEY TRADE SURVIVAL

There are serious concerns about the future survival of the UK hackney trade if the trade's purchasing costs are not brought closer to those of private hire. It is predicted, that if those councils that currently demand all hackneys to be fully wheelchair accessible continue to insist that drivers invest in euro 6 derv or expensive EVs with this specification, then the hackney trade in many of these areas will disappear within the next three years.

The fact is, current Euro 6 large diesel hackney vehicles will soon be hard to buy as manufacturers stop production and full electric WAV vehicles are difficult to adapt as manufacturers of EVs have strict rules in place:

- you cannot drill or bolt over batteries;
- you cannot add too much weight to the vehicle as this affects braking distances and reduces battery range
- if an impact did happen and the battery was damaged by the conversion it is extremely dangerous

Here at Car n Cab Care we take original (ECWVTA) vehicles and adapt them using industry recognised methods and procedures, without effecting the original base vehicle approval.

However if any approvals are seen to be affected then we are more than happy to work with local authorities to achieve a high level of compliance to include, where appropriate, testing of all adaptations to a recognised industry standard.

## WHY COUNCILS SHOULD REVIEW 100% WAV HACKNEY POLICIES

1. WAV hackneys are not a national requirement so why do certain areas demand it?
2. Saloon type vehicles are utilised worldwide as hackneys
3. Hackney drivers do not get paid to be an ambulance therefore drivers cannot afford extremely expensive vehicles as

they are working off a meter compared to better paid contract WAV work booked via an operator which is how the majority of wheelchair jobs are booked each day

4. Older traditional hackneys have the least room for luggage and the worst restraints for the wheelchair user - for wheelchairs to be safely restrained seven points must be utilised in all other conversions
5. Most customers do not like to travel backwards on long journeys
6. Rank work is at its lowest as internet and app bookings increase
7. Only around 10% of hackneys are used as WAVs
8. Wheelchair work use off a rank is around 2% (very low)
9. There is not a one option to 'fit all' wheelchairs in any side loading hackney - there are many different sizes of wheelchairs, so there should be more options available for different disabilities by having a mixed fleet

## ALTERNATIVE HACKNEY VEHICLES NEEDED

The fact is most hackney drivers never do wheelchair work as these jobs are generally booked via an operator and some drivers are even exempt due to health issues. However, the majority of drivers want the security of a vehicle with a screen which is why they prefer to be a hackney driver.

In reality during the day, shopping and buggy jobs are the most popular type of work, taking two or three people at a time, with larger vehicles needed for school contracts, night time jobs and airport work.

Shaun believes, councils must now consider giving hackney drivers flexible, cheaper vehicle options to enable them to cater for the changing requirements of the travelling public; and as such has manufactured two ideal conversions which have both already been passed by a number of councils.

The fuel cost savings could pay for the vehicle PLUS minimal servicing and running costs in a full EV.

**E-CABBI:** A large versatile eight-seater rank vehicle with a screen that has plenty of room for pushchairs, shopping and luggage. A self-charging plug-in hybrid, that can do long distances as it charges up as it drives and slows down

**TAXIONIQ 5:** A large but smaller full-electric rank vehicle with a screen that carries four passengers but still has a very large boot for wheelchair, pushchair and luggage. Ideal for the low rider customer that needs a wheelchair, but prefers to be pushed to the vehicle then slides into a comfortable seat. The Ioniq 5 is one of the few EVs that can charge up from 0-100% within 20 minutes off a 150DC rapid charger.

## WHAT WOULD SHAUN BUY IF HE WAS A TAXI/PH DRIVER?

### Best value self-charging hybrid for spec and mpg

- Best mpg - Hyundai Ioniq self-charging hybrid is great value
- Best for style and interior space - Kia Niro self-charging hybrid is only 3mpg less than the Ioniq

- Best family car and boot that tows up to 16,500kg - Kia Sportage and Hyundai Tuscon, great mpg for around town. Drivers have recorded up to 62mpg around town in both

#### **Best value full electric for spec and distance**

- Best spec and 282 miles range - Kia Soul Max
- Best value estate EV - MG5 full electric
- Best overall EV - Hyundai Ioniq 5, stylish, most room overall, super fast charging 0-100% in 20 mins - same as Kia EV6
- Best looking full electric, roomy interior, charging and range is the Kia EV6, larger on the outside but less room inside than the Ioniq 5, a beautiful car and spec to match with the highest range overall of 323 miles

#### **Best EV for rear loading wheelchairs (ambulance taxi)**

- ELWB Mercedes Vito, 100% full electric rear loader from Dynamo Taxis - ideal for every wheelchair job as built like an ambulance. As majority of wheelchair demands come from an operator - this vehicle fits the bill for any size of customer

*Operators and drivers, if you are CONFUSED by all the different vehicle options - don't worry the Car n Cab Care Team are EV experts and happy to explain and advise you before you commit to buying a new vehicle.*

Come see, test drive and explore the best options for the work that you do. It really is important that you fully understand the pros and cons of self-charging hybrid, plug-in hybrid and full electric trade vehicles; and all the new charging solutions that are now available. We have many vehicles in stock, some available for immediate delivery with low deposits and flexible finance options available

## VEHICLES ON DISPLAY

#### **Rank vehicles: (private hire versions available)**

- E CABBI - 8-seater Plug-in hybrid - test drive
- TAXIONIQ 5 - full electric - test drive
- Transit Custom plug-in hybrid minibus - £22,000 discount

#### **Electric vehicles:**

- Hyundai Ioniq 5 full electric, Hyundai Ioniq self-charging Hybrid, Hyundai Tuscon self-charging hybrid
- Kia Niro 3 hybrid, KIA Sorento hybrid, Kia Sportage hybrid, Kia EV6 and Kia Soul full electric
- MG5 Full Electric & MG HS plug-in hybrid
- Skoda Enyaq full electric

#### **Rear loader:**

- Mercedes Vito private hire, 100% full electric rear loader

## ALSO ON DISPLAY, EV INSTALLATIONS AND SOLAR HIGHWAY CHARGING SOLUTIONS

Councils need to understand and address our trade's charging requirements if they want our drivers to make the change to EV.

Investment in a better EV charging infrastructure and grants given to help drivers install home chargers is paramount.

## RAPID CHARGING

Many drivers do not have access to a driveway to install a home charger. So, some councils are installing rapid charging car parks within an eight-mile radius of peoples' homes BUT most EV manufactures have safe-guarded their products to only rapid charge up to 80% then the onboard charger will down power to 7kw increasing a 20-100% rapid charge time to 2 hours 50 mins on average.

This is not ideal, as taxi drivers will be forced to only charge 80%. However, if EVs do not get their batteries balanced to 100% at least four times a week then the life expectancies of the battery cell could fail in time or fail to prolong maximum battery life.

## NO DRIVEWAY TO CHARGE YOUR VEHICLE? - NEW SOLUTION

In order to address this issue Car n Cab has designed a charging solution that can be used outside houses with no driveway. Drivers can now fully charge their electric taxi at home or at least balance the battery from a granny charger plug, just like charging a plug-in hybrid vehicle.

**This new solution is called ACO Charging Solutions and will be demonstrated at the PHTM EXPO.**

Car n Cab Care has designed and fabricated lockable charging posts and the ACO Charging Solution. This is an extremely simple to fit solution which can run two charging cables to a storage pod for when two vehicles return home, so two homes can share this pod for any charging device.

All cables are protected in an ACO deep flow drain with two levels, the upper being the cable housing point and the lower allowing rainwater to flow through a tube in the pod that allows water and cables to then be low level away from the highways and alongside the kerb and into the car. This protects the vehicles from being damaged and people tripping over cables.

## SOLAR PANELS

The UK is going full electric. However, it is clear that if everyone had 100% EVs at home the grid will not have enough power to supply homes at peak times. This is why solar and battery solutions will be required in the near future to take power off peak and charge batteries to then power day to day requirements.

Ten solar panels on our homes could actually 100% power cars or power your homes, taking away unwanted electric costs, making our One Stop Shop even bigger; EV charger installations, battery storage and solar options.

**Call Car n Cab Care on: 0151 678 3066 or 07517 996 286, visit: [www.facebook.com/carandcabcare/](https://www.facebook.com/carandcabcare/) or see us on stand 16 at PHTM EXPO.**



# THE TAXI

## THE TAXIONIQ 5

- A full-electric rank vehicle
- Carries four passengers plus driver
- 100,000 mile manufacturer's warranty
- WLTP 250-304 miles
- Ideal for wheelchair users that prefer to sit in a taxi not a wheelchair
- Expanding 534 litre boot



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# TAXIONIQ 5

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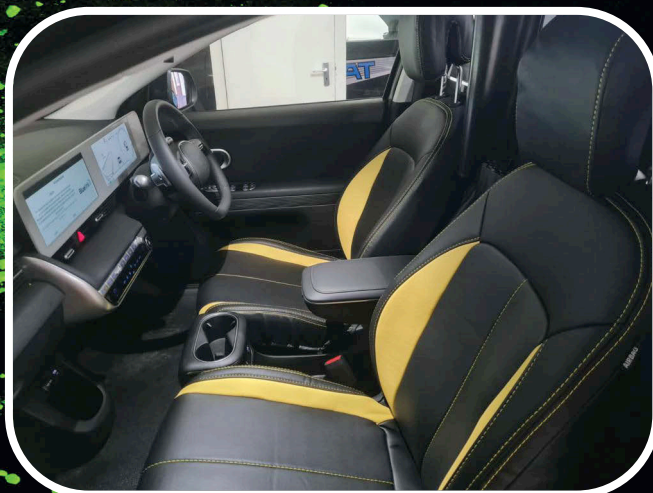
## THE TAXIONIQ 5

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- Keyless entry
- Folding mirrors
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Zip is one of the longest-serving private hire firms in Bradford and to this day, continues to invest in the very city that paved the way for its success. From sustainability initiatives and grassroots sports sponsorships, right through to driver and passenger wellbeing and safety, the firm makes its heritage the foundation of the way it does business, thus leading the way in corporate social responsibility. But how exactly did one small private hire firm grow significantly without jeopardising its commitment to the community and the environment?

## DUCKS IN A ROW

Have you heard the saying don't run before you can walk? Zip believes the same applies to business too. Starting out with only seven drivers and a small base on Tong Street, Bradford, the firm had no immediate plans to scale at large and instead focused on ensuring their internal processes and the very basics of running a private hire firm were perfected. Not only did this set them up for the future, but it allowed them to build a reputation for being a reliable and trustworthy private hire firm. Ken Ives, licensed operator, said: *"From the very early days, we knew we wanted to be a trusted firm and that meant getting everything in order behind the scenes. We committed to making our firm a great place for drivers to work, where they were treated fairly and with respect."*

*"At this point, we of course didn't have the technology we have today, but we had strong processes in place which meant passengers still received an excellent service. Looking back now, we made the right decision to put the foundations in place ahead of growth."*

## ACQUISITIONS

The fresh and modern name, Zip, hasn't always been the firm's name. In the very early days (1975), Zip was known as Tong & Knaption Taxis and from 1996 to 2011, Tong & Euro Cars. This was mainly due to the service area and location of the drivers. However, as growth continued, the firm rebranded to Euro Cars in 2011 – a move which set them on the path of acquisition.

Sufy, Operations Manager, added: *"The taxi industry has changed dramatically over the last few decades – and continues to on a yearly basis. Keeping up with the times and remaining competitive for drivers and passengers can be challenging and that's why we ventured on the route of acquisitions."*

### Acquisition Timeline

2013	Acquired Jubilee Private Hire
2014	Acquired Jet Link in Shipley
2015	Acquired Abbey Private Hire
2016	Acquired Morley Budget
2016	Acquired Town cars

With the acquisition of other firms also came new opportunities for drivers within the area. Not only did Zip increase the number of jobs available to existing drivers, but it also provided

new career opportunities for aspiring or existing taxi drivers. Sufy said: *"As our company grew, we were able to provide great opportunities to existing and aspiring drivers. We gave them the offer of flexibility, allowing them to work from a much larger area and with the added bonus of them choosing the shifts they wanted. Traditionally, companies require drivers to come back to base after each journey to form a queuing system and adhere to a specific shift time, we don't. Our technology allows us to fairly distribute journey requests meaning drivers can choose their location and be allocated journeys based on where they are and how soon the passenger wants to travel."*

*"Recently, with the rising cost of living, we made the decision to increase our rates to passengers – we were the first in Bradford to raise this to £4 per first mile. This allows our drivers the flexibility to earn more. It was a risk, but one which our passengers responded to well – they recognised the importance of us looking after our drivers."*

With growth also came the opportunity to reinvest in the city of Bradford, focusing on young people. Zip became the proud sponsor of East Bierley Cricket Club, and funds were provided to purchase kit and other items. Zip also sponsored a talented football team run from the local pub, the Hand and Shuttle. It doesn't stop there – Zip also partnered with Bradford PHAB charity Youth Club, providing free journeys for their days out. Ken Ives, director at Zip said: *"During lockdown, we partnered with a number of medical organisations to transport emergency healthcare support to local hospitals and supported them with the transferring of blood samples for urgent testing."*

## DIGITAL TRANSFORMATION

In 2000, Zip became the first company in Bradford to implement a computerised booking and dispatch system – Autocab, just three years after the technology was first brought to market. This not only revolutionised its operations but had a positive impact on passengers and drivers.

Ken added: *"We decided to make this investment having read an article in PHTM on the new available technology for private hire firms. Whilst it was an initial investment, it's definitely paid off. It's provided our passengers and drivers with a better experience and supported our green movement too."*

It was this move that marked the start of their digital transformation, which would later see them move to an almost complete app-based operation. With solid foundations built at the start of their journey, Zip was able to react to changing times by adopting new technologies brought out by Autocab and usually ahead of other competing firms – they became the first in Bradford to offer in-cab credit/debit card payments.

Sufy said: *"Offering an alternative payment solution to our customers has always been a priority, even before larger multi national companies came into existence. We have been offering various payment solutions ranging from in-app/web payments, right through to in-car payment solutions via physical terminals since 2010. We've also introduced automated booking technologies such as TaxiButler, Web Ebooking & IVR which make for easier payment as well as an easier, faster and safer journey. Technology advancements are something we continually incorporate into our services."*



# CORPORATE SOCIAL RESPONSIBILITY

The digital transformation didn't stop at technology either. In 2021, Zip invested in a complete rebrand, included the refresh of their name, website, graphics, social accounts and all graphic materials. Not only does the new brand reflect the speed and efficiency brought about by changes to how passengers use its service, but it demonstrates just how far the firm has come since the early days with just seven drivers.

Ken added: *"We've had nothing but a positive reaction from our regular passengers and our drivers love being part of a firm which is moving at the same pace of the industry and they feel proud to drive a Zip branded vehicle."*

So, what's next for Zip from a digital perspective? With a growing need for companies to connect with their audience - passengers and drivers - online and be more digitally visible, the firm is putting a major focus on digital marketing.

Sufy said: *"We have teamed up with Xpand Marketing to ensure we remain active and responsive on social media and deliver the right message to our passengers. We're also using social channels and PR to demonstrate to drivers what makes working at Zip so rewarding as engage in a major recruitment drive."*

## DRIVER FIRST APPROACH

Without drivers, private hire firms wouldn't be able to serve the community, that's why Zip says it puts a massive focus on looking after the people they work with.

Ken said: *"At Zip, we believe it's important to keep our driver's best interest at the core of what we do. After all, without our drivers, our business wouldn't be able to operate."*

Every Zip driver benefits from an open shift system as well as an earnings-related service charge rather than a fixed based rent. In addition, Zip recently increased its tariffs to align to the rising cost of living, ensuring drivers were able to earn that little bit more following 18 months of pandemic disruption. The highest amount a driver earns on average in a week is £1,500. Zip's drivers are also given a protection guarantee through a special system which allows the operators to track journeys and drivers to raise discrete alarms if they are in need of urgent support during a passenger journey.

Zip's driver strategy is clearly paying off. Today, the firm has over 150 active drivers as part of its team ranging from drivers fresh into the industry and some with decades of service. One thing is for sure though, no matter the career history of the driver, Zip ensures all drivers are CRB/DBS checked, hold the correct licences and insurances, and are committed to Zip's values.

## GOING GREEN

Sustainability and environmental impact have been a huge focus in the taxi industry of late but more so in Bradford due to the Clean Air Zone introduction coming into effect later this year. As a proactive firm, Zip got ahead with their sustainability plans and have achieved almost 100% hybrid vehicle adoption - 97% of their fleet is hybrid vehicles with the remainder comprising WAV, minibuses and executive vehicles. With such a high adoption rate and once again, with the driver and the local community in mind, Zip is also exploring options to have charging points located at their base.

Despite the CAZ being a huge focus, we all know that reducing environmental impact goes beyond vehicle emissions. That's why Zip has moved to a new base comprising LED lighting, reduced power consumption and made everything cloud based. Sufy said: *"We aim to reduce our carbon footprint by at least 50% before the end of 2022. In preparation we are becoming paperless, only accepting hybrid vehicles and reducing energy consumption within the office."*

## SAFE PASSENGERS ARE 'APPY' PASSENGERS

Passenger safety is something all private hire firms need to be conscious of, especially given some of the horror stories circulating of late. Zip puts its customer loyalty down to the steps taken to give passengers peace of mind that their journeys will always be safe - and it's all app-based.

Through Zip's app, passenger safety can begin before the passenger even gets in the car. Profiles of their driver can be viewed, which show vital information such as driver experience, rating, and an image so they are recognised when arriving.

Ken said: *"Our passenger app is designed to ensure maximum safety. We want everyone to feel they are safe with our drivers, so we regularly update our app with key information. What's more, we keep adding new features which maximise safety."*

A recent feature added to the app, the 'share my journey' feature, also means that Zip passengers can send their journey to a friend or family member who can see at all times where they are. They can also use the app to report a problem to the operator should one occur.

As you can see, industry success really is just a Zip away, which is perhaps why the firm has been branded **'2022 Bradford's most innovative taxi company'** in the recent SME awards.



## ZIP

<b>Address:</b>	<b>383a Tong St, Bradford BD4 9RU</b>
<b>Website:</b>	<b><a href="http://www.wearezip.co.uk">www.wearezip.co.uk</a></b>
<b>Telephone:</b>	<b>01274 689999</b>
<b>Year firm started:</b>	<b>1970</b>
<b>No. of vehicles:</b>	<b>150+</b>
<b>Types of vehicle:</b>	<b>Hybrid, MPV, WAV, Executive</b>
<b>Services provided:</b>	<b>Taxi, food delivery, courier, hospital transfers, emergency blood services</b>
<b>Licensing Authority:</b>	<b>Bradford &amp; Kirklees Councils</b>
<b>Standard fares:</b>	<b>£4 first mile, £1.50 each mile after</b>
<b>Operator licence:</b>	<b>£175 (1 year)</b>
<b>Driver licence:</b>	<b>£81 / £199 (1 year / 3 years)</b>
<b>Vehicle licence:</b>	<b>£240 (1 year)</b>
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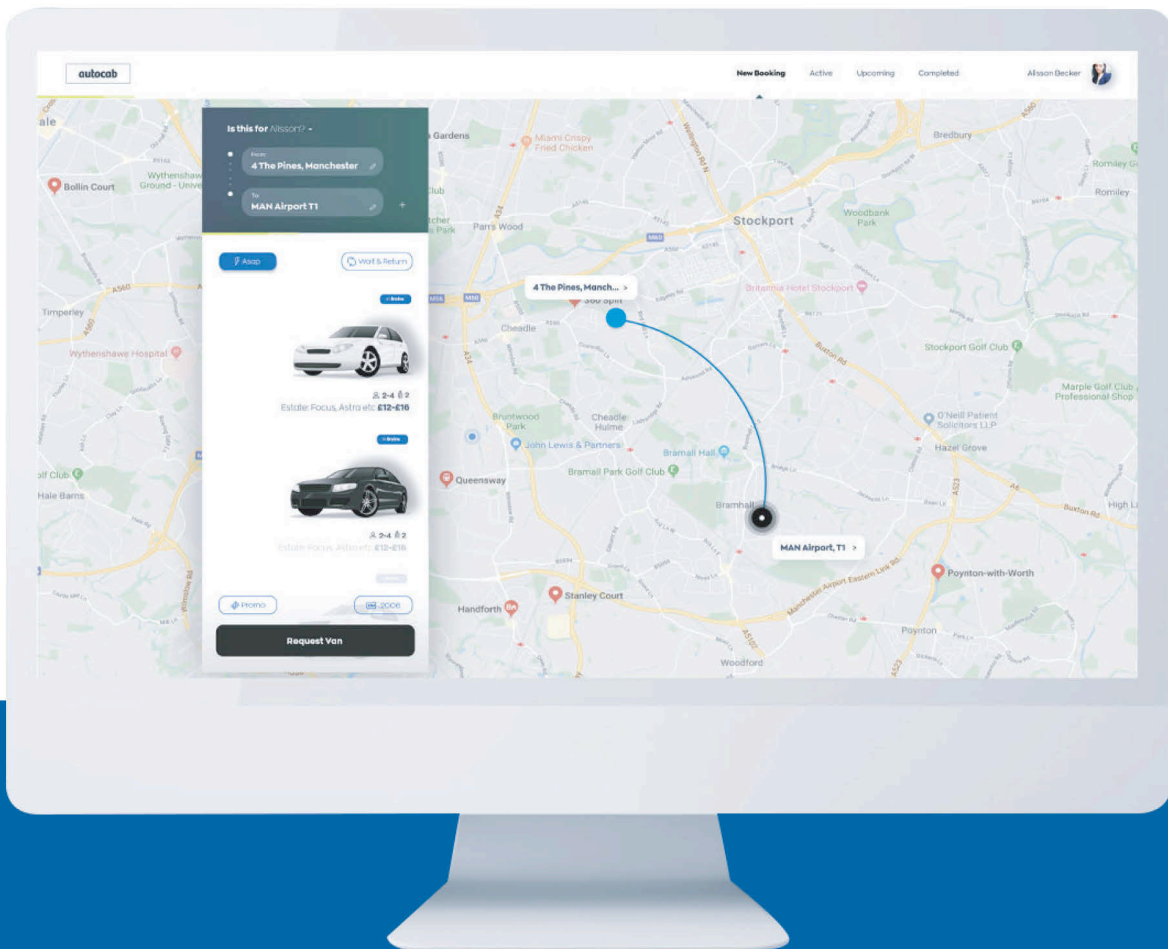


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## COVENTRY CABBIES BUY JUST 26 ELECTRIC TAXIS AFTER £1.2MILLION SPENT ON CITY'S CHARGING POINTS

Just 26 cab drivers bought electric taxis in Coventry in the two years after a £1.2 million investment in rapid charging points. Thirty-nine of the charging stations were installed in the city between 2018 and 2020.

According to the Coventry Telegraph, funding for the charging points came from the government's Ultra-Low Emission Taxi Scheme, set up in 2015 with £20 million available for local authorities to bid on. But as of 2022 there are still more charging points than electric taxis driving around to use them, according to the council.

Figures on uptake of the vehicles in Coventry were revealed in papers for the council's Communities and Neighbourhoods Scrutiny Board, which met on Thursday 31 March. At the meeting, councillor John Mutton told the group that drivers to whom he has spoken say the switch to electric taxis is too costly.

The Labour councillor for Binley and Willenhall said: "In the

taxi service the cost of electric taxis is prohibitive."

He called for more government grants to help drivers make the switch, saying: "I think we should be encouraging the government to put their money where their mouth is."

A £7,500 'plug-in' grant is available from the government for cabbies who buy specific models - the Dynamo Taxi or LEVC TX. But these purpose-built electric cabs cost well over £40,000 to buy new, and only slightly less second-hand.

Last year there were 4,000 electric taxis operating in London after TfL made changes to licensing, meaning new licences could only be given out to zero-emission capable vehicles. The authority also set up a dedicated fund to help drivers get rid of their polluting petrol vehicles.

Similar licensing changes are also on their way to Coventry. By 2024 the city, made famous as the producer of the London black cab, will only renew licences for its hackney cab drivers with zero-emission vehicles.

## NEW GREEN INCENTIVE FOR REDDITCH TAXIS AS PART OF NEW LICENSING POLICY

The lower a taxi's emissions the longer it can be used in Redditch Borough, under new rules to incentivise green transport. Fully electric taxis may now remain licensed in the borough until they are 15 years old, ULEVs until they are 13, vehicles that meet Euro 4 (petrol) and Euro 6 (diesel) emissions standards can be licensed up to the age of 11, and others up to ten years - with two more years added to these limits if the vehicle is wheelchair accessible.

The scheme replaces and increases a blanket nine-year maximum operational age for all taxis, or 12 if they are

wheelchair accessible, regardless of type.

Whatever their age all licensed taxis in Redditch must pass twice-yearly safety inspections, and any random spot checks, to continue to be licensed.

The new categories also determine the minimum emissions standards and maximum age for vehicles to be newly licensed as taxis. That's now eight years old for electric and hybrid vehicles, seven for ULEVs, and six years old for Euro 4- and 6-standard vehicles.

Vehicles that do not meet those emissions standards can no longer become licensed. Furthermore only fully electric vehicles have been made exempt from the requirement for all additional new taxis to be WAVs.

The changes were agreed as part of the council's new Hackney Carriage and Private Hire Licensing Policy at Redditch Borough Council's Licensing Committee meeting on 21 March, and while that full policy will come into effect on 1 September, the new age limits apply now.

Head of Worcestershire Regulatory Services, which provides licensing services to the council, Simon Wilkes, said: "This licensing policy provides incentives for greener taxis to cut pollution. And as well as supporting environmental objectives on emissions, it also extends how long taxis can be used for, recognising and supporting people who choose to invest in lower-emission and wheelchair-accessible vehicles, which was something that was raised by the trade during the consultation over this policy."



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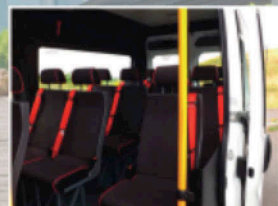
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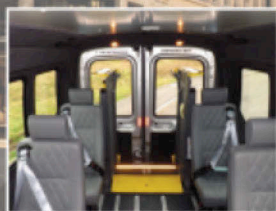
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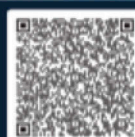
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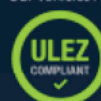
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# ROUND THE COUNCILS

## **SOUTH STAFFORDSHIRE: LICENSING HANDED TO WOLVERHAMPTON**

Final approval has been granted by South Staffordshire councillors to hand over taxi licensing services to the neighbouring Wolverhampton authority in order to save money.

According to the Express and Star, South Staffordshire Council has seen a fall in the income it receives from taxi licensing services in recent years. It is now set to delegate functions such as processing licence applications and renewals to City of Wolverhampton Council for an initial three-year period.

The move will help reduce costs for both the trade and the council, a report to cabinet members said, as well as offering online application facilities and greater choice of garages and medical practitioners for taxi businesses.

There will also be greater public safety for customers through improved enforcement activity and tighter standards, the report added.

On Tuesday 29 March, South Staffordshire Council's cabinet backed the plans.

Cabinet reports said: "Over the last 18 months due to the difficult operating climate for the trade, several operators have ceased trading, and the income has declined further.

"The 2020/21 income for taxi licensing was £54,700 and estimates in October expect income this year to be £61,000, but with declines in subsequent years.

"The council has been struggling to balance income and expenditure on taxi licensing for the last five years, and this will increasingly become more difficult with a balance shortfall of £25,000 expected by 2023.

"If the taxi licensing function is not delegated to CWC, there will need to be a significant increase in taxi licensing fees in order to sustain a balance in expenditure and income."

## **CHELMSFORD: TAXIS MUST OFFER CARD PAYMENTS**

All taxis in Chelmsford must now offer card payments to be licensed on the roads in a bid to make the streets safer, the council has confirmed.

EssexLive reports that Chelmsford City Council made the announcement after working with taxi drivers to improve their services. The council said electronic payments were an "essential step" to making the service better.

The new requirement came into effect from April and will apply to all taxis bidding to renew their licence, of which there are approximately 200 in the city of Chelmsford. All taxis will have a sticker on them to confirm they can take card as well as cash payments.

A spokesman for the council said: "For anyone needing a

cab, finding they have no cash to get home can be a distressing experience. Taking electronic payment is an essential step in reducing risk for people out and about, especially at night. The licensing team has been working with taxi drivers to continuously improve the great service they provide.

"Chelmsford Council issues some 200 hackney carriage licences, which must be renewed annually. As part of the routine, to maintain a high standard drivers must complete a full day of training followed by an exam as well as a geographical knowledge test.

"This year, starting from April, the licensing team introduced a mandatory requirement for drivers to have the facilities to take electronic payments."

Nigel Dermott, licensing lead officer for the council, said: "For the night-time economy and business to flourish, people need a reliable, safe taxi service, and that was the reason for the added licence condition.

"We will take a hard line if we establish non-compliance."

## **CALDERDALE: CHANGES TO ENGLISH REQUIREMENT ACCEPTED**

Councillors in Calderdale have agreed to accept a wider English qualification as a requirement for new taxi and private hire licences being awarded.

The Telegraph and Argus reports that at the final meeting of the full Calderdale Council before the May elections, they agreed to continue requesting an ESOL Entry Level 3 English test for all new applications – as part of a consistent approach across West Yorkshire authorities – but also to accept an English taught qualification of Level 1 or above.

ESOL stands for English for speakers of other languages, qualifications being studied for by students who did not learn English as their native tongue.

The council's Licensing and Regulatory Committee had recommended the change to councillors, arguing that English language qualifications be widened to accept a higher level taught qualification as an alternative to that designated in the policy. The policy review follows guidance and recommendations issued by the DfT.

Overall proposed changes to the policy range from basic disclosure and barring service (DBS) checks to the age and condition of vehicles, including vehicle compliance checks. Taxi and private hire representatives had outlined concerns including some relating to extra work for businesses which might be created by expanding the English language qualifications accepted.

The Licensing councillors heard existing policy means drivers have to complete entry level three English as a Second Language, with the alternative proposed acceptable qualification being a Level One English taught qualification or above. It was clarified to licensing councillors that the level three qualification was entry level and the alternate was actually a higher level of qualification.

# ROUND THE COUNCILS

## HARROGATE:

### DRIVERS HIT OUT AT PENALTY POINTS SCHEME

Taxi drivers in the Harrogate district have hit out at “unfair” plans that could see them lose their licences if they get seven or more penalty points.

According to the Stray Ferret, Harrogate Borough Council put forward the proposal for approval at a full council meeting on Wednesday 13 April in a move which it says is “reasonable” and will improve safety for passengers.

But cabbies argue the policy is too severe and will result in a further loss of drivers in the district.

Kevin O’Boyle, owner of Central Taxis, described the proposals as “draconian” and said it will become “far too easy” for drivers to lose their licences. He also argued cabbies are more likely to pick up points than regular road users because they spend more time on the roads.

Mr O’Boyle said: “There’s a serious shortage of taxi drivers and this just isn’t going to help.

“I’ve done between 2.5 million and 3 million miles, and the chances of me getting points are much greater than the average driver. If you’re driving in a strange place that you don’t know too well, it’s easy to drift over the speed limit by a couple of miles per hour.”

Under the proposals, drivers would still be given the chance to argue their case and give reasons why their licence should not be revoked. Currently, the council said licences are reviewed on “an individual basis when points accumulate”.

It also said there is no minimum or maximum time that licences can be revoked and that drivers can re-apply at any time.

Speaking at a recent meeting, Gareth Bentley, licensing manager at the council, said while he recognised the concerns over a reduction in drivers, this had to be balanced against the safety of passengers.

He also said taxi drivers had to be treated differently to regular road users as “they are in an elevated position in terms of looking after people’s safety.”

The proposals have been put forward as part of new statutory standards from the DfT which all councils are expected to adopt unless there are “compelling reasons” not to.

However, the standards are silent on how many penalty points a taxi driver can get before their licence is revoked, and it’s up to individual councils to decide this.

**PHTM** has been told that Harrogate Borough Council held a consultation on its seven points policy during February and March in which out of 400 drivers only 27 objections were received.

**PHTM** was also informed that at the full council meeting on 13 April, there was no discussion held on the contentious issue of the penalty points proposal which was then passed without debate. The only topic covered was the subject of magnetic door signs.

## EAST SUFFOLK:

### CONSULTATION ON 20P TAXI FUEL SURCHARGE

Pleas for an immediate 60p surcharge on hackney carriage cab journeys in East Suffolk to tackle rising fuel costs has been rejected by councillors.

According to Suffolk News, a group of nine Felixstowe cab drivers put forward a request that a 60p fuel surcharge be added to all journeys for a temporary period of 12 months, in response to the rising cost of petrol and diesel. Drivers suggested that would be a reasonable amount for passengers to pay for a temporary period to see them through the current cost of living crisis. Currently no fuel surcharge is levied. East Suffolk Council’s licensing committee rejected those calls at its meeting on Monday night, 11 April, citing the need for a consultation with cab drivers across the whole of the district to ascertain how many would want it.

Instead, the committee voted to introduce a 20p surcharge on all journeys for a period of three months, but only after the trade has been consulted.

The two-week consultation will happen this spring, with results returning in time for the committee’s next meeting in July, when it will decide whether to implement the 20p surcharge. If approved, that would then be reviewed by the committee after the three months. All hackney carriage drivers will be contacted, offering them the opportunity to comment during the two-week consultation.

Concerns were also raised over whether a flat rate of 60p for all journeys regardless of length was appropriate.

Information provided by the Felixstowe drivers proposing the change indicated that their fuel costs had increased by around £8-10 per day, across an average 18 jobs per day.

A date for the consultation is to be announced in due course.

## HULL:

### WEEKEND MARSHALS TO PATROL KEY RANKS

A taxi marshal scheme in Hull city centre will be extended, it has been announced. The Hull Daily Mail reports that following funding sign-off at this year’s council budget setting meeting, the scheme, which has been running for a year, will remain in place from April 1 and see taxi marshals present at Paragon Interchange, Lowgate and Alfred Gelder street ranks on Friday and Saturday nights until closing time.

Marshals will be on hand to manage taxi queues and assist with getting people into taxis promptly, helping people feel safe when leaving the city centre late at night. They can also help to guide people to other amenities when required.

The scheme is funded by Hull City Council and part of Safer Hull - a multi-agency partnership with Humberside Police and the office of the Police and Crime Commissioner for Humberside.





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## Electric is the future of transport

Emissions from transport, causing environmental issues such as climate change and poor urban air quality, are on the rise. And this brings a demand for zero emission technologies.

But the solution for taxi and private hire vehicles may not necessarily be battery electric. Hydrogen is the most abundant element in the universe and can be used in a fuel cell to produce electricity to power vehicles.

Fuel cell electric vehicles (FCEVs) use compressed hydrogen gas and oxygen from the air in a reaction that generates electric power for the motor and emits water from the tailpipe - no greenhouse gas emissions.

There are now several FCEVs on the market, the first and one of the most popular is the Toyota Mirai ('Mirai' meaning 'Future' in Japanese).

The four-seater Mirai has a fuel tank capable of holding 5 kg of hydrogen, which is equivalent to around 500 km on the road; its top speed is 179 km/h and it can accelerate 0-100 km/h in 9.6 seconds.

It's the vehicle of choice for a five-year pan-European project called ZEFER (Zero Emission Fleet vehicles for European Rollout, funded by Europe's Clean Hydrogen Partnership), which is researching the potential application of hydrogen in high-mileage fleets, such as taxis and private hire vehicles.

The project has deployed 170 Toyota Mirais across London (50 for Green Tomato Cars), Paris (60 for Hype) and Copenhagen (60 for DRIVR) for private hire and taxi operations, with an additional ten Mirais for London Metropolitan Police.

As passengers are increasingly eco-conscious, and major cities commit to Clean Air or Low Emission Zones, zero emission vehicles are in demand.

Range anxiety and recharge times are potential barriers to adopting battery EVs, and sales of plug-in hybrid vehicles will soon be banned alongside petrol and diesel. With similar refuelling times and processes to conventional vehicles, hydrogen, could fill that gap.

Hydrogen also has a high mass-based energy density compared to other fuels: approximately three times more than diesel and 120 times more than EV batteries, which means larger increases in range bring only a small increase in mass (and heavier batteries need more energy to move).

Peter Joseph, one of the first Mirai drivers at Green Tomato Cars, is a fan of the vehicle's credentials. ***"We all have to do our bit for the environment and the Mirai is at the forefront of that technology," he said.***

***"The car is lovely to drive, like you're almost floating on air as you take off as it's so smooth and quiet. It's really comfortable and ticks all the boxes for me and my passengers.***

***"I've had no problems at all with safety and I've always felt safe driving the car. When I first started, especially in the first six months, I had customers who knew that hydrogen was flammable and were keen to know the safety levels of the car.***

***"Part of my induction involved someone from Toyota talking us through their research into hydrogen and protecting the tanks to make sure everything runs above board so I'm able to reassure any passenger concerns."***

Since the first 25 Mirais were deployed to Green Tomato Cars in April 2018, over 7 million kilometres have been driven as part of the ZEFER project, using 72,000 kg of hydrogen - the largest dataset of its kind in Europe.

An additional 25 Mirais were added in October 2019, and according to the latest project data, the Mirais used by Green Tomato Cars averaged 180 km and 14 journeys per day, and 31 km/h.

The average annual distance driven by each FCEV taxi is 48,000 km; this compares to the fleet's petrol/diesel and plug-in hybrid vehicles, which average 39,000 km/year.

Over the course of all these kilometres, and the inevitable collisions that occur, there have been no dangerous incidents involving the release of hydrogen or problems with the fuel cell system, and concerns have eased over the years.

One thing drivers have noted is the seasonal variations in fuel efficiency between summer and winter months. Generally, temperature has a negative correlation with vehicle energy consumption (i.e., fuel efficiency is lower in winter) due to factors including: reduced battery and mechanical efficiency, greater use of cabin heating during the winter and increased wind resistance.

Data from the ZEFER vehicles in London shows that fuel economy can be as low as 89 km/kg in Jan-19, compared to 119 km/kg at its highest in Sep-20; the average across the year is 105 km/kg.

Of course, fuel, and refuelling, is an important factor in transport operation, costs and emissions.

The zero emission credentials of FCEVs are reliant on hydrogen produced from renewable sources. Traditionally, hydrogen has been extracted using fossil fuels in a process called steam methane reforming (SMR), although this is not necessarily the case for hydrogen used in transport applications.

Electrolysed hydrogen, a process of using electricity to split water molecules into hydrogen and oxygen, (referred to as 'green hydrogen' when using renewable energy), offers a true net zero solution that can integrate wind and solar sources of energy. This integration allows hydrogen to work alongside battery electric, to utilise excess electricity for hydrogen production and fill the gaps during intermittent production.

# FUEL OF THE FUTURE?



Filling a fuel cell electric vehicle with hydrogen gas is a broadly similar experience to filling a conventional internal combustion engine vehicle with diesel or petrol and takes place at a hydrogen refuelling station (HRS).

A typical passenger car FCEV operates with 5 kg of hydrogen on board at 700 bar (700 times atmospheric pressure); larger vehicles have more space available to store the fuel, and therefore generally use 350 bar storage which uses cheaper cylinders - for example a bus might store around 25kg of hydrogen in roof-mounted cylinders at 350 bar.

At a HRS, hydrogen is stored at 200 bar, then compressed to 900 bar and cooled to -40C for high pressure dispensing, filling a 5 kg tank in as little as five minutes - a useful perk for saving drivers time. HRS dispensers are superficially similar to those used for conventional fuels in that they have a nozzle and a trigger to release the hydrogen.

The processes involved, from hydrogen production, compression, storage, cooling, and dispensing, is complex and energy intensive, and is currently one of the main drawbacks of hydrogen fuel for transport.

HRS are relatively new and expensive, and therefore a few of them can be susceptible to breakdowns. Drivers often report pumps out of service and travelling long distances to find the next nearest station; data from ZEFER however shows that HRS are available 89.9% on average.

High mileage applications require regular access to hydrogen fuelling stations, of which there are only 12 across the UK including six in and around London.

The map of HRS across Europe is more optimistic, the majority of HRS in Germany, and Paris has plans for 20 new stations by 2024 to support taxi deployment, in addition to the three utilised by Hype as part of the ZEFER project.

Hydrogen Mobility Europe (H2ME), along with other similar projects, has funded the installation of more than 30 HRS across Europe to date, and has committed to a target of 49 by the end of this year, to assist the transition to hydrogen for transport and develop a profitable business case.

Deploying captive fleets close to HRS optimises hydrogen demand to create an efficient and cost-effective fuel for operators, however it will take time for the infrastructure network to spread organically.

Victor Lejona is a senior technical specialist at Cenex, an independent low emission transport consultancy and research organisation involved in real-world hydrogen transport trials across the UK and Europe, including ZEFER.

He said: ***“Hydrogen will suit sizeable cities with large taxi demand and where enough refuelling infrastructure is available. If the HRS are located in the right places, they can be very convenient for both the taxi fleet and the hydrogen provider.***

***“For example, the Hype fleet in Paris is operating 160 hydrogen taxis, and often refuel at the two main city airports which is extremely convenient for taxi drivers, as they can use their trips to pick up or drop off passengers at the airport without any ‘stem’ or ‘dead’ mileage.***

***“Over the next ten years both vehicles and infrastructure will still need to be heavily incentivised by national or EU governments, and joining forces with other local fleets, such as heavy vehicles or commercial vehicles, will allow the business case to flourish as prices will decrease from the high volumes of hydrogen dispensed.***

***“If we build the hydrogen refuelling infrastructure and get serious about air quality and climate change, hydrogen-powered commercial transport could become a significant part of the world economy”.***

Lightweight, quick to refuel and zero tailpipe emissions make hydrogen an ideal transport option for private hire and taxi vehicles, however the cost and availability of infrastructure remain barriers to widespread adoption.

Finding the right zero emission technology for the right application is essential in achieving the 2050 carbon targets and reducing transport’s emissions. For many, battery electric will be the way forward; for high mileage applications such as private hire and taxi vehicles it could be hydrogen.

The results from hydrogen vehicle trials across Europe highlight the benefits and impacts and tackle the barriers, and only by growing confidence in the technology can it integrate into our transport network in the future.

Learn more at:

<https://www.cenex.co.uk/app/uploads/2021/05/Intro-to-hydrogen-1.pdf>

Article by Declan Shepherd, Cenex  
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## MAN GETS WALLET FULL OF CASH BACK SEVEN YEARS AFTER HE LOST IT IN A TAXI IN MANCHESTER

A dad says he has been left stunned after a wallet full of cash he lost was returned to him almost seven years later! According to the Manchester Evening News, gig-goer Andy Evans, 45, from Wythenshawe, left the wallet, containing his driving licence, bank cards and £134 in cash in a taxi as he travelled back from watching a gig at Heaton Park in June 2015.

Dad-of-two Andy flagged the black taxi down outside the park in north Manchester and had no idea which firm it belonged to, so he had no way of contacting the driver.

He assumed it was gone forever when he realised it wasn't in his jeans pocket shortly after stepping out of the cab. So he was left gobsmacked when this weekend a package sent recorded delivery arrived for him containing the wallet - exactly as he had left it all those years ago.

The wallet was completely undisturbed and had all the cash still inside with the



notes folded as Andy had put them in. However, they are now so old some of the notes and coins are no longer in circulation. The wallet contained two old-style twenty-pound notes as well as old paper five and ten pound notes, and old pound coins, whilst Andy's bank cards expired five years ago. "It's just absolutely crazy" Andy said. "At first I was really confused as I didn't really remember the wallet as it was so long ago. Then as I looked at it a bit more I started to twig.

"I just couldn't believe it. I thought 'it can't be.' Seven years!? No one I've told can believe it either. I texted my brother as he had to lend me money on the night so I could stay out so he remembered it, and he's gobsmacked as well." The package had an email address on the envelope which Andy wrote to, to thank the person for returning it.

He received a reply saying that the wallet had been 'found in an old taxi.'

The message, simply signed 'Manchester Taxi Driver' said: "7 years.....Wow. The wallet was found in an old taxi and looked untouched. I hope all the belongings are there.

"Get yourself to a bank to get the money updated and enjoy. All the best." "It's mad. I just can't believe it's come back but with everything in it. Imagine how many passengers must have been in that taxi since me" Andy said.

"Two girls got in it straight after me that night, I know that for a fact.

"And it appears it's been sat there wedged underneath the seat or something all this time, even by the sounds of it after this taxi came off the road.

"It's like Robinson Crusoe or something. A message in a bottle coming back years later. You couldn't write it."

Andy has since emailed the driver offering him some diesel to thank him for his honesty.

The man, who confirmed he is still a taxi driver said: "In all honesty, I wasn't returning it for your reward, your offer of diesel brought a massive smile to my face. It is the month of Ramadan which is a great month for charity, any contribution you were going to make let's get it to those less fortunate."

"I've asked if he wants to meet up or to get a coffee or something" Andy said.

"I just want to shake his hand and say thank you. He didn't have to do what he's done. He sent it special delivery so will have cost £8 of his own money to send me. So for it to come back with all the money really is amazing."

## GLASGOW CABBIE PRAISED FOR HELPING STRANDED KIDS ON THE WAY TO CARNIVAL

A Glasgow taxi driver has been praised for coming to the rescue of a group of children on their way to a carnival.

GlasgowLive reports that Kelly McCann, a charity worker from Clackmannanshire, was traveling to the Galactic Carnival at Silverburn on a recent Friday with kids that she supports when their tyre burst.

Facing a wait of up to two hours for roadside recovery, Kelly phoned a taxi to take the kids and a colleague to the carnival while she waited for assistance. Seeing their situation, Glasgow Taxis driver Alec, not only sacrificed his fare but gave up his own time to ensure the tyre was replaced and the whole group could enjoy their day out.

Kelly explained: "We were on a work outing when I hit a pothole and got a flat tyre. In the middle of Glasgow not really with a clue where we were, recovery was going to be 90 minutes to 2 hours. I called a taxi and when he arrived he said don't worry, I'll be back to help you. Ten minutes later he was back, took my tyre off, and replaced it with the spare. He was an absolute legend. In a time especially hard for taxi drivers just now to take half an hour out to help complete strangers just made my week and his kindness blew me away.

"We just want to say thank you so much to Alec and hope that he sees this and knows how grateful we were."

## PLYMOUTH TAXI SHORTAGE AS ONLY TWO BLACK CAB DRIVERS ARE AGED UNDER 30

Plymouth's taxi driver shortage is likely to get even worse as it emerges the city has only two black cab drivers aged under 30 and many are over 60 and heading towards retirement.

According to the Plymouth Herald, the Plymouth Licensed Taxi Association (PLTA) said it is struggling to find young people who want to work in an industry beset with unpopular regulation and expense - and botheration from drunk passengers.

Martin Leaves, secretary of the hackney cabbies' PLTA, said the city should have 349 hackney drivers, but there are only 309 at the moment - and 81 of them are aged over 60. He said: "We need younger drivers, there are only two that are under 30. I'm 48 and most drivers are 50-plus."

Plymouthians have been reporting extensive waits for taxis since the city unlocked following the Covid pandemic restrictions. In 2021 Plymouth Live reported that dozens of cabbies had quit the trade during the pandemic, lured away by delivery driver jobs or returning to Europe post-Brexit.

It was estimated as many as 400 hackney and private hire drivers had left the industry. Figures showed the number of private hire drivers had slumped from 803 to 690, but the numbers include several that are not working full time.

Mr Leaves blamed many factors including mounting costs and bureaucracy and said there was a particular shortage of drivers prepared to work nights, especially at the weekend because of "intoxicated customers".

Mr Leaves said: "There is a lack of drivers that want to work at night. Some drivers are saying there is too much aggro to work Saturday evenings."

He said other factors were making life difficult for black cab drivers too. He said: "There are overheads. The vehicles are getting more expensive.



And the red tape imposed on taxi drivers is not helping."

This includes Plymouth City Council's recent approval of the Hackney Carriage and Private Hire Licensing Policy 2022. The policy removes the limit on hackney cab numbers and insists the famous black cabs are coloured green and white by 2027 - something Mr Leaves said will cost money.

Mr Leaves, a taxi driver for 18 years, said he had been told by the council it would cost £250 to change the livery of a taxi. But when he contacted one garage he was quoted £2,700 to wrap a black cab.

He said 85% of cabs made by the LEVC are black and those by Mercedes are "mostly black". He said: "We believe it's

£250 if you have a white cab, but to wrap a black cab is more. How many white ones are out there?"

Cllr Chaz Singh, chairman of the council's Taxi Licensing Committee, said more drivers were needed and explained: "We need loads of drivers, especially as the economy is picking up and events are starting to come on again. We have to make sure we can meet the demand of the public."

Cllr Singh said he was confident drivers would be recruited and said moves have been made to encourage former members of the Armed Forces, for example. And he said that as chair of the taxi licensing committee he had been instrumental in the increase in fares for hackneys in a bid to encourage people into the industry

But other incentives may be needed and Cllr Singh said: "We want people from all walks of life to become taxi drivers, because we have got a lot of aged drivers.

"So it is how do we incentivise people into the trade? Can we give them some kind of incentive from a financial point of view? The licences are not cheap."

## THREE LONDON BIKE TAXIS PROSECUTED FOR PLAYING MUSIC TOO LOUDLY

Three London bike taxi drivers have been fined for playing music too loudly in the West End. Metro reports that the unnamed trio were hit with total costs of £1,273 between them for causing annoyance, Westminster City Council said. The fines, recently handed out at City of London Magistrates Court, were at least double those given for previous offences.

The riders were found to have played excessively loud music late at night, which disturbed locals and had 'a negative impact on the health and

well-being of residents, businesses and visitors', according to the council.

Since the local authority and the Metropolitan Police teamed up to 'tackle nuisance pedicab drivers' in November last year, more than 45 have been reported for prosecution and hundreds have been moved on for blocking pavements. Most of the issues are thought to be occurring at Covent Garden, Soho, Leicester Square, Chinatown, and Mayfair.

There are growing calls for the vehicles to be properly regulated.



## ISLE OF WIGHT CABBIE ACCUSED OF MULTIPLE RAPES RELEASED AS AN INNOCENT MAN

An Isle of Wight cabbie who says he was wrongfully accused of raping a number of women walked free from court on Monday 4 April as a result of the case against him being dismissed, with the CPS dropping all charges against him.

The Island Echo reports that Frankie Vecsei, 26, was charged in October last year with nine counts of rape against six women across the Isle of Wight, with the alleged offences taking place between 2013 and 2021. He appeared before magistrates and was remanded in custody where he has remained since.

The former taxi driver from Bembridge, has always protested his innocence and had pleaded not guilty to the rape charges when he appeared by video link from HMP Isle of Wight in November.

Mr Vecsei appeared at Portsmouth Crown Court where the case collapsed, with the Judge recording a formal not guilty verdict.

He was told that the charges against him had been dropped and he was free to go – now as an innocent man and he was released.

The CPS offered no evidence against Mr Vecsei as a result of investigations

revealing ‘collusion’, the court heard.

A total of ten mobile devices had been seized and examined and multiple communications between the alleged victims were discovered.

However, Hampshire Constabulary has confirmed that there is currently no criminal investigation born out of this shocking development.

A spokesperson for the CPS has told Island Echo: “We have a duty to keep all of our cases under review.

“After review, in accordance with our legal test, we concluded there was no longer a realistic prospect of conviction and ended this case.”

## CABBIE WHO KILLED CYCLIST IN DIDCOT CRASH GETS SUSPENDED SENTENCE

A ‘loving’ cyclist who was knocked off his bike by a cabbie in the early hours died a fortnight after the crash.

The Oxford Mail reports that Daniel O'Donnell, 28, claimed not to have seen 68-year-old Robert Mallinson before knocking him down at a Didcot crossroads on August 8, 2020.

Oxford Crown Court heard that O'Donnell was approaching Lydalls Road from Haydon Road shortly after midnight, making his way from Didcot railway station to pick up a fare.

Mr Mallinson, on his way home from seeing friends, was cycling the correct way down one-way Lydalls Road. His bike was fitted with front and rear lights and the two-wheeler had reflectors.

The Go Green Taxis liveried Toyota Prius slowed to 14mph as it approached the junction but appeared to speed up as it struck the bicycle side-on.

O'Donnell remained at the scene, with bystanders saying he had been

‘shaking like a leaf’.

His victim was taken to hospital. Despite the efforts of medics on the intensive care unit at the John Radcliffe, his condition worsened and he died on August 23.

In a victim personal statement read to Oxford Crown Court on Tuesday afternoon, Mr Mallinson's wife Janet said of her recently-retired husband:

“He was a wonderful, loving, caring man. [O'Donnell] has taken away the love of my life, my soulmate, the man I wanted to grow old with.”

Mr Mallinson's brother, John, described his older sibling as having been ‘needlessly killed’. The defendant had showed a ‘complete disregard’ for his brother's ‘physical vulnerability on a bicycle’.

Sentencing him to 10 months' imprisonment suspended for two years, Judge Ian Pringle QC said O'Donnell ‘simply never saw’ Mr Mallinson.

“As a taxi driver and someone familiar with that road you should have been

concentrating hard to your right, looking out not just for headlights but for any other road users,” he said.

He suspended the sentence, noting the defendant had no previous convictions, would ‘seriously struggle’ in prison, had strong personal mitigation and there was a realistic prospect of him being rehabilitated.

Michael Goold, mitigating, said his client was ‘deeply, deeply remorseful’ about what had happened.

However, he asked the judge to consider his client's culpability in the context of the crash, pointing to the fact Mr Mallinson had not been wearing reflective clothing or using flashing lights.

He suggested the cyclist was ‘very difficult to see’.

O'Donnell, from Appleford, pleaded guilty at an earlier hearing to causing death by careless driving.

Judge Pringle banned him from driving for two years and ordered he pass an extended retest.



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# FOUNDATIONS OF A SUCCESSFUL EV FLEET BUSINESS MODEL: IT MIGHT BE WORTH MORE THAN YOU IMAGINE

## LATE TO JOIN THE ROAD TO NET ZERO? IT'S TIME TO PUT YOUR FOOT DOWN

Compared to most other sectors in which I consult, the taxi and PH industry has been notoriously slow in embracing EVs, the majority opting to stick with CAZ-compliant petrol, diesel and hybrid cars. Several factors contribute to the reluctance of this industry to embrace EVs over hybrids.

### No. 1 - is charging, operations management and infrastructure.

The disruptive influence charging may have on some commercial fleet operations means many companies mistakenly avoid or delay this #1 challenge to EV uptake.

### AN OPPORTUNITY TOO GOOD TO BE MISSED?

Despite the inevitability of electrification, EV avoidance and delay, may inadvertently, be seen as the lesser of two evils. Many fleet owners are really missing a trick here. Despite being a major challenge for some, for others charging management and infrastructure is a once-in-a-generation opportunity.

Without a detailed assessment, and strategic plan, some fleets are oblivious to the potential market advantages and extra profit and revenue streams they may generate. Opportunities are being lost to those with an appetite for change, willing to invest in a structured EV plan to emerge stronger and fitter for the future. PH and taxi businesses need to decide which business model(s) will set them up for a successful future.

### YOUR CHOICE

Go electric with a plan and a clear view ahead to create a market advantage. Or choose to hang on.

Investing in compliant petrol, diesel and hybrid vehicles risks allowing, EV advances, increased costs, consumer preferences and competitors to compromise your market position leaving you vulnerable and with a declining acquisition value.

### TWO 'PRECEDENTS':

One serves as a warning to fleets not yet planning an EV strategy. The other - the 'unprecedented' potential revenue and growth opportunity a shift to electric brings - if managed right.

#### 1. Legislation changes - that can change

- New ICE car sales were to be banned in 2040. Yet, in November 2020, the Government brought this forward ten years to 2030.

This precedent proves policies can be volatile, when the 'market force' behind decisions, is the future of our planet.

- I think it likely that the 2035 ban date for hybrids will be brought forward to at least 2030 and further policies will increasingly make ICE ownership more difficult.

#### 2. An 'Unprecedented' Opportunity: Unstoppable Transport and Energy Market Forces

##### Tesla market Valuation and EV Domination

- Tesla launched a repurposed Lotus Elise - the Tesla Sportster EV in 2008. Just 14 years on, 2022, and **Tesla is now valued at \$1Tillion+ that's more than double ALL other existing motor manufacturers - combined.** The rest of the car industry

may well be wondering: How did that happen? All playing a game of catch-up, they are unlikely to realise, because they didn't respond quickly enough.

### TESLA'S MODEL: BE AWARE OF IT, AND WHY IT SUCCEEDED

Tesla, Elon Musk says, is not a game-changing automotive company, but rather a series of game-changing start-ups. Musk stated that: *"There's probably in excess of a dozen start-ups effectively in Tesla."*

For Tesla to succeed, complimentary services formed part of his business model strategy. Not least Tesla's Powerwall battery storage systems and most certainly his world-beating ultra-rapid Supercharger network, which made the shift to Tesla's and electric viable for so many. And while Tesla vehicles are his biggest revenue driver now, Musk has repeated that he expects the business of energy to surpass the income of his automotive division.

### HERE'S FOOD FOR THOUGHT...

In the changing landscape of transport, energy, and consumer habits, industries will be redefined, so in that context:

**Could your company be set to become a mobility retailer of tomorrow?**

Over the last decade, petrol station retailers have evolved into 'forecourt traders.' From when fuel was their main driver of footfall and revenue, to retail shopping and food and beverage (F&B) being their greatest source of income. Petrol forecourt trading will reach it's peak and onsite EV charging hubs will be a major part of that as they offer increased dwell time.

### LESSONS TO BE LEARNED: MOVING FROM TODAY TO TOMORROW: AND A CONNECTED FUTURE: JOIN THE PARTY!

Disruptive digital platform ecosystems connecting and managing energy and EV drivers to charging locations (which don't have to be petrol forecourts anymore) will create alternative, competitive, omni-channel opportunities for taxi and PH companies with depots.

These can serve as charging hubs both for their own drivers and others. Energy is a new value chain - Now is not the time to be left behind in this fundamental shift.

**I look forward to seeing you to discuss your EV options on our stand - number 50 at the PHTM EXPO 2022.**

Article supplied by Tim Scrafton

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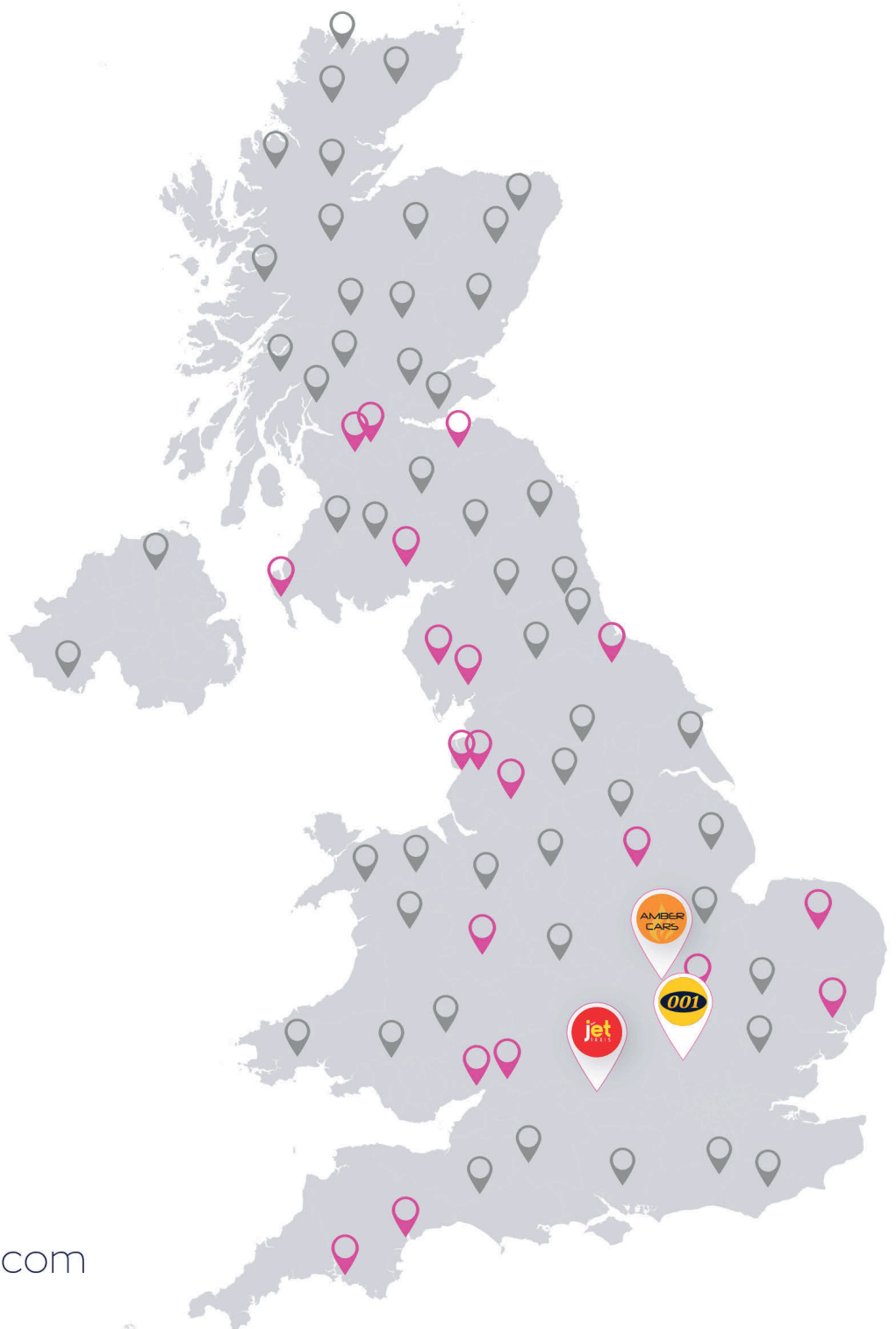
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”



David Sherwood

**General Manager**  
Amber Cars

“

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”



Nomaan Hussain

**Owner**  
Jet Taxis

“

The driver shortages have been really difficult, but we've actually had a lot of new drivers approach us who want to work for us and increase their earnings.

”



Amir Khan

**Manager**  
001 Taxis



# CABBIES' CONCERNS

## BOLTON CABBIES AIR CONCERNS OVER CLEAN AIR ZONE TO METRO MAYOR ANDY BURNHAM

Bolton cabbies have met with Metro Mayor Andy Burnham. The Bolton News reports that the recent meeting between taxi and PH driver representatives and the Mayor was set up by Bolton South East MP Yasmin Qureshi. The drivers told Mr Burnham their fear that the proposed CAZ and MLS policies could force them out of business and have held a series of protests to show their opposition.

Bolton PH Association secretary, Yasir Khan, said: "Obviously at the moment we're in limbo, it's stressful because this is about our livelihoods.

"They've got to take cost of living and rising gas prices into account, we just wish someone would make a decision and let us know what it's going to be." The MLS proposal would mean taxi vehicles would have to be less than five years old on first registration and have



been on the road for less than ten years to avoid a charge. The CAZ will also hit drivers with charges if approved.

Mr Khan said: "The government and the council have both been throwing the ball to each other and we're caught in the middle, we don't know where we are."

Mr Burnham told Mr Khan and the others that he had written to Boris Johnson on the matter, but over three weeks on he has not received a reply.

Ms Qureshi said: "This meeting between Andy Burnham and the heads of the taxi trade in Bolton was crucial to provide all parties the chance to discuss their concerns and how we move forward now that the Government has finally paused the legal directive which was placed on Greater Manchester.

"This entire process has been tough for everyone involved.

"Our ten local GM local authorities were bounced into introducing this by the government's legal directive, only for local Conservative MPs to then play politics by criticising the Mayor, who had no real say in the entire process, and local councils for introducing it.

"For the Prime Minister to also mislead the House of Commons on this matter at Prime Minister's Questions recently shows that it is being used as a political football rather than in good faith."

## BURTON TAXI AND PRIVATE HIRE FIRMS TAKE STRIKE ACTION AFTER ATTACK ON DRIVER

Taxi and private hire firms across Burton launched a two-night strike in the town after a driver was attacked. According to StaffordshireLive, taxi firm, 43 Taxis, was supported by some of the largest cab companies in the town by striking on Saturday 16 April after one of its taxi drivers was allegedly punched and kicked to his head and body on Good Friday night in a dispute about a £6 fare.

They had been due to strike again on Sunday night but the firm called it off after police confirmed a 22-year-old man from Burton has been arrested on suspicion of assault by beating.

Faisle Rashid, owner of 43 Taxis, said: "My driver picked up the customer and his girlfriend at about 4am and they had a dispute about the £6 fare.

"The driver was trying to ring the office

and the customer snatched his phone and threw it out the window. When the driver got out to fetch it, the customer came up behind him, got him by his throat and started punching and kicking him to his head and body."

Mr Rashid says he and his colleagues are unhappy with the Staffordshire Police response and says this is what has prompted the strike action.

He claims the police told the victim to attend Burton police station two days after the incident to be interviewed and believes his driver should not have to wait to be interviewed, saying that "it is absolutely unacceptable".



He added: "We decided to have a strike on Saturday night and told police that if no arrests were made by 10am on Sunday then we would strike again.

"We know the customer, he has been using us for a while and is normally OK." Mr Rashid said that the support from other firms has been unanimous. "The reaction from other taxi firms is that they stand behind us. This cannot be allowed to happen.

"My driver is banged up. He has bruises over his head and leg and has a black eye. He has cuts and his jaw has moved out of place. He will be off work for at least a month."

A spokesman for Staffordshire Police said: "Officers have been liaising with local taxi companies, community leaders and the local authority to discuss the concerns raised."



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# THE CHANGING FACE

## 'FEMALES IN THE FLEET' URGES WOMEN TO JOIN THE TRADE

This month, we hear from female drivers and escorts, the ones who are the true 'females in the fleet' on the coalface as it were or in the driving seat! As regularly highlighted, only 7% of the drivers in the UK are female. Females in the Fleet seeks to address that imbalance and encourage more women to consider our trade a viable industry in which to work by championing the benefits, including hearing from current female drivers as to why they enjoy working as drivers and what support they receive from their operator which encourages them to stay loyal to their role.

Female drivers are very much in demand, more women take taxis than men and requests for female drivers are high. The industry as a whole is very supportive of women, however the bias appears to come from outside the industry with many considering it an unsafe career or where females may be subjected to harassment. It's clear from the feedback and support we've received that the industry has a lot to offer!

### A TAXI - ILFRACOMBE

I was contacted by Jess from A Taxi Ilfracombe Ltd in Exeter. Jess told me:

*"My partner and I manage A Taxi Ilfracombe Ltd. We have a fleet of 15 modern vehicles and the business has been in our family for over 20 years. 40% of our drivers are female (six in total) and we also have eight female escorts and we are constantly growing. The amount of women drivers is by no way on purpose, but we are very proud to have such a female dominant staff pool. The reasons are exactly as highlighted by the Females in the Fleet objective: to raise awareness of how successful it can be for women who want to work in the industry - it is such a great position for the busy modern woman and feedback from our ladies is that they all find working with vulnerable individuals very rewarding. At A Taxi we are right behind the initiative. We are very abundant on the school/hospital contracts and our passengers are generally vulnerable or/and at a difficult time in their life and our drivers react to this in a compassionate, caring and patient manner.*

*"A lot of our female drivers started out as escorts with us, we have supported them (financially and emotionally) through the transition to driver and they are all flourishing in the job. We are very proud of our team. They are all one in a million. I am proud to highlight them and some of their comments. A Taxi endeavours to appeal to females joining by ensuring a culture of support and a package with females in mind is offered. Taking this approach as an industry will in turn help address the national drought of drivers."*

### KAY WELLS - HC & PH DRIVER/SCHOOL ESCORT

*"I have been working for A Taxi for two years, we are a varied group of individuals who come together and support each other within our working environment. The bosses are very supportive and helpful. I am driver with a dual badge and also cover escort runs. My vehicle is provided by A Taxi and is very well maintained by our mechanics (I do my bit too!). I am earning well which is great. It's not all serious we have a giggle too!"*



### HELEN HAWKLEY - HC & PH DRIVER/SCHOOL ESCORT

*"As a lady heading into retirement, I have been lucky to find a stress-free job working as a taxi driver for A Taxi. The approachable management go out of their way to ensure the happiness of their staff, all my fun loving colleagues are always there for help and support, best job I've ever had."*

### GLORIA CANTWELL - SCHOOL ESCORT

*"I have worked for A Taxi as a school escort for over two years. It is such a lovely company to work for with regular hours to suit my lifestyle. It is a very friendly family business and I find my job rewarding. I look forward to going to work every day. The common thread at A Taxi is clearly the support provided and the enjoyable environment. A Taxi provides vehicles and has its own workshop to maintain them, all ensuring the driver can concentrate on the service level they need to provide."*

### AAA TAXIS - HERTFORDSHIRE

AAA, like many other operators, has taken up the initiative to train new drivers to help fill the void and runs monthly training courses. Every month sees courses full and whilst this is a success in itself, the real work starts once the driver begins the application process and requires support to arrange a medical, DBS check and most importantly access a vehicle - which is proving to be the biggest challenge of all.

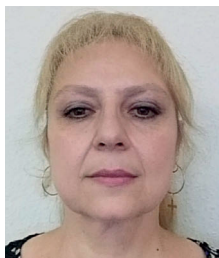
We hear from two female drivers who have recently completed the course and process to become full-time drivers with AAA.



# OF OUR INDUSTRY

## DANIELLA NEDELKOVSKA - PH DRIVER SINCE OCT 2021

*"I have been driving with AAA for six months, having sat the course during Covid. The process, with help from AAA, was easy, I found it a very thorough experience. I had so much help and the AAA staff were always available to guide me through each step and anything I needed. Once I became a driver the help and support continued. I have had several issues to deal with including an accident and abuse from a customer for which AAA was on hand throughout the whole process. It has not put me off as knowing I have support gives me the tools to deal with these things. Feeling that the operator and the driver work as a team is the most important thing to me. What I love most about the job is meeting new people and seeing new places."*



*"It is a great job to do."*

## EDYTA BIERNAT - PH DRIVER SINCE FEB 2022

*I have been driving for a couple of months now, having taken the course a while back. I have had help from other drivers as well as AAA. I found the process easy with the help that I received. During my first week I kept phoning for advice and the staff were so helpful and polite. I feel part of a team*



*and that support for me is the most important part.*

*"I have found that customers are very happy to see a female driver and I get told this every day! I would encourage other women to seriously consider becoming a driver - don't be scared or intimidated."*

*"It is very good work and flexible hours to suit different lifestyles."*

All the preceding comments endorse the initiative that Females in the Fleet is addressing. We are looking to put packages into place with females in mind (although all may benefit from them). AAA is currently working with partners, such as Safety as a Standard and Collective, to offer additional support to that already provided. The packages provide for funding, additional training in conflict management, sexual harassment, GDPR, first aid as well as remuneration benefits such as hire of a vehicle, sick pay and accident insurance.

Females in the Fleet looks forward to hearing from other contributors or service providers who can enhance the work we have only just started.

Please email [fitf@aaataxis.com](mailto:fitf@aaataxis.com) for more information or to tell us your story!

Article written by :

Rachel Dale

Head of Operations, AAA Taxis Herts



## CHORLEY MUM IN DRIVING SEAT WITH HELP OF FOUR SIXES

With help from the Four Sixes group, Amy Hodgkinson has set up her own female-only PHV firm.

The Lancashire Post reports that she is now one of only a few women in the trade, with research from Bloomberg showing that in 2020, only 2% of England's taxi and PH drivers were female. Amy said: "I started driving a PHV in December 2014, after maternity leave with my son. Someone told me a local firm was taking on drivers and I didn't need long to think about it because of the flexibility and the fact I'd be getting paid to drive. I love driving, so it was a no brainer."

But when lockdowns hit in 2020, she was forced to find alternative work at Morrisons and then as a delivery driver.

Thinking she would never go back into private hire, her luck changed when Four Sixes offered her some weekend work, and she struck up a conversation with MD Shaz Malik. Keen to empower women and to better serve customers who feel more comfortable with female drivers, Mr Malik offered Amy the chance to run one of the sister companies of Four Sixes, C&S Travel, which specialises in airport transfers.

She said: "Shaz did this just because I had told him the struggles I've had with driving taxis for other companies being a woman."

Amy said that now word is spreading that she is a female driver, there's been a uplift in requests for her services at weekends. She says she's often asked if

she's scared being a lone female driver, but the answer is always no.

She said: "We're all fully tracked the entire time we're on shift, we have a way of raising attention to any potential problems with the panic feature on our PDA, but most importantly, I know I've a whole family of drivers who'd be there in a heartbeat if I need them!"

She added: "Shaz has shown massive support to me over the last few months, he is clearly motivated by seeing other people happy and achieving."

Mr Malik said: "Women in the industry should definitely get more recognition. Operators across the country should be supporting women and there should be a special day given to the women taxi drivers around the world."

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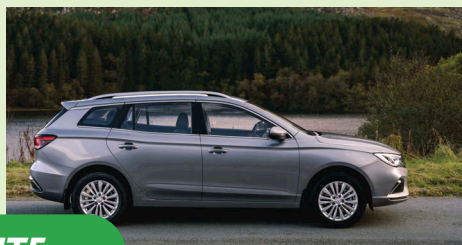
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# FEMALE FELONS

## WOMAN WHO RACIALLY ABUSED SWINDON CABBIE AFTER DRUNKEN NIGHT OUT TO PAY COMPENSATION

A woman racially abused a PHV driver after a drunken night out.

Wiltshire999s reports that at Swindon Magistrates' Court on 30 March, Gemma Cozens pleaded guilty to racially-aggravated harassment, alarm or distress and using threatening or abusive words or behaviour.

A private hire driver had been tasked with collecting the defendant and her sister from Purton, near Swindon, and taking them to an address in another town on 19 September last year.

Despite the fare being pre-arranged when the booking was made earlier, the 32-year-old disputed the price. Attempts were made to contact the firm's booking office, but they were left on hold.

Keith Ballinger, prosecuting, said the driver was forced to call the police after he asked the pair to leave his vehicle if they were unhappy with the cost of the journey.

Cozens and her sister refused to get out of the vehicle, becoming "obnoxious" and accusing the Turkish

driver of wasting police time.

"They were asked to leave multiple times, but they either refused or ignored him", Mr Ballinger added.

Concerned the incident was escalating, the driver started recording the abuse on his mobile phone.

Cozens called him a "disgusting human being" before telling him he "shouldn't be allowed to work in our country".

The victim, in a statement, said he decided he didn't want to work for the rest of the night because the incident had caused him distress and he was struggling to focus on driving.

"I couldn't get rid of how I was feeling", he said. "The whole situation was uncalled for."

Continuing, he added: "It's not my fault I wasn't born in the UK. I don't want to be treated differently just because I'm from Turkey."



Gordon Hotson, defending, said his client, from Swindon, had been out drinking for the first time since the Covid pandemic started.

He told the court that mother-of-one Cozens, was "shocked" by the fare, and questioned it before setting off.

During the dispute, the driver accepted he had threatened to hit them if they did not leave the vehicle.

"Unfortunately, matters became strained and fractious and it's fair to say Miss Cozens accepts using the phrase stated. She did not mean to cause distress", he said. Adding: "In fact, Miss Cozens' partner is mixed race. "This incident was wholly out of character for her and one that she deeply regrets."

The chief magistrate said that he cannot excuse her behaviour that evening. He said: "Being a taxi driver is not a fun job, it's not an easy job and abuse is not something that should be accepted as part of the job."

Cozens was told to pay compensation of £150 to the victim.

## FINE FOR WOMAN WHO RACIALLY ABUSED PETERBOROUGH CABBIE IN FRONT OF HER CHILDREN

A woman from Peterborough shouted racist abuse at a taxi driver, telling him to "go back to Pakistan".

Peterborough Matters reports that Hayleigh Elstone, 27, was picked up in a taxi from her home in Walton, along with her two young children and boyfriend on October 31 last year.

The driver asked Elstone to dispose of a can of drink as he did not allow food or drink to be consumed in his car.

Elstone got rid of the can and they began their journey when she commented about having "had enough attitude from the driver this morning".

The driver stopped the taxi and drove

back to Elstone's home and asked the family to get out due to her attitude and behaviour.

Elstone called the taxi firm to complain and order another taxi but refused to get out the car, causing the pair to argue, which they both filmed on their phones.

At one point, the footage captured Elstone saying, "people like you who come to this country and then act rude to people like this, why don't you go back to Pakistan".

A report was made to police and Elstone was interviewed. She admitted making the comments but denied

they were racist.

However, she admitted causing harassment, alarm or distress, which was racially aggravated, at Peterborough Magistrates' Court on Friday 1 April, and was fined £300.

PC Ellis Howe, from Peterborough's north Neighbourhood Policing Team, said: "We have no tolerance of this kind of behaviour within our communities and where there are viable lines of enquiry we will always investigate and take action.

"If anyone is subjected to a hate crime, or witnesses one, I would urge them to make a report to us."

# FEMALE FELONS

## CURFEW FOR FOUL-MOUTHED DRUNK DARLINGTON MUM WHO PUNCHED CABBIE AND REFUSED TO PAY FARE

A boozed-up mum made off without paying before punching the cabbie, assaulting two police officers and hurling abuse from her upstairs window. GazetteLive reports that after spending the afternoon drinking in an early Mother's Day celebration, Armani Nicholson hopped in a taxi to her home in Middleton St George, Darlington.

The 32-year-old then made off without paying the £13 fare and when the driver confronted her she punched him the chest three times.

Newton Aycliffe Magistrates Court heard how the mum started shouting abuse at the cabbie and police officers from her house window on March 26. Officers were able to gain access to her house and Nicholson was arrested - and in the process she assaulted one of

the police officers.

She continued to be abusive and assaulted another officer when she kicked out while being asked to change clothing for her own safety.

Nicolson admitted two counts of assaulting a police officer, one of common assault, one of making off without payment and one of using threatening and abusive language to cause harm, alarm or distress.

John Garside, prosecuting, said: "The defendant had been shouting abusive language from her upstairs window into the street, shouting 'f\*\*\* off'.



Victim impact statements were read out from the cabbie and the two officers although all three victims did not suffer any physical injuries.

"[The taxi driver] describes how it was a waste of his time - not only having the loss of money from the fare but loss of potential earnings for that evening. He says he has lost trust in people and fears this will continue to happen," added Mr Garside.

Magistrates warned Nicholson that they had considered whether or not to impose a custodial sentence.

The 32-year-old was ordered to pay compensation of £13 for the taxi fare as well as £100 to each victim.

She was also subject to a two-week curfew and must not leave her home between 8pm and 6am.

## COMMUNITY ORDER FOR WOMAN WHO BEAT UP STONEHAVEN CABBIE AS HE TOOK THE WRONG ROUTE

A woman dragged a cabbie from his car and assaulted him following an argument over which route to take.

The Press and Journal reports that Pauline Small, 38, reigned blows down on the Stonehaven cabbie and also police officers called to the incident.

Small, who claimed she'd only had four glasses of wine at a dinner, also clambered into the car, repeatedly sounded the horn, kicked the interior and tried to operate the switches.

Aberdeen Sheriff Court was told she also headbutted the inside of a police van on the town's Allardice Street.

Small, a farmworker, pleaded guilty to five charges including assaulting a taxi driver, behaving in a threatening manner and assaulting three police officers. Fiscal depute Kiril Bonavino told the court that Small asked the taxi driver to take her home before getting into an argument about the best route.

He said: "He took her back to the rank and told her to get out of his taxi.

"The accused then kicked the rear arch of the car several times before approaching the driver where she punched him to the face and body.

"She then grabbed him by his jumper and dragged him into the road."

The court also heard that when police arrived and attempted to control Small she kicked one officer in the chest as she attempted to get her in the police van. Small was taken to Kittybrewster Custody Suite where she then attempted to remove her clothes.

A decision was taken by officers to put her in an anti-harm suit due to her behaving in an "unsound manner".

As officers entered the cell to put on the suit, she kicked out at one officer and called her a "fat lesbian".

She then scratched another officer in the face, just missing her eye.

Defence agent Michael Burnett told the court: "Small suffers from anxiety, was under a great deal of stress and she has some mental health conditions.

"Ms Small was going home but it was not the way she was familiar with and she got herself into quite a state so by the time the police arrived she had lost the plot.

"She then finds herself in a cell being stripped by a number of officers. Ms Small thought she was in a dangerous situation and ramped up her behaviour."

Sheriff Margaret Hodge told Small: "It seems to me that you might not have been entirely in control. There are probably mental health problems in the background as this does seem to be out of character for you."

Sheriff Hodge sentenced Small, of Catterline, to a community payback order with six months of supervision.

# IN THE NEWS

## VALUE CABS AND FONACAB WIN JOINT TRADEMARK ACTION AGAINST RIVAL BELFAST TAXI COMPANY

A businessman allegedly linked to a “shameless” attempt to extort money from two of Belfast’s biggest taxi firms must stop operating a rival service under its current branding, a High Court judge ordered on Tuesday 29 March.

The Belfast Telegraph reports that Value Cabs and fonaCAB secured the injunction in a joint breach of trademark action against FonaValue & 7 Seater Taxi Ltd and director Michael Hicks.

Lawyers for the two companies claim a £2.5m payment was demanded after they raised issues about the apparent merging of their names to set up the new taxi operation in Belfast.

In court, Mr Justice McAlinden granted an order which restrains Mr Hicks’ firm

from passing itself off as either Value Cabs or fonaCAB. The prohibition covers its current name and logo, Facebook page and booking app.

Mr Hicks did not attend court for the hearing, despite steps taken to put him on notice about the proceedings.

But the judge held that the businessman was behind the establishment of FonaValue & 7 Seater Taxi Ltd in January 2020.

Mr Justice McAlinden stated: “It is an utterly shameless and blatant attempt to extort money.”

Value Cabs and fonaCAB both sued for trademark infringement and wrongful passing off by the rival taxi service’s misrepresentation.

Counsel for the two plaintiffs, Peter Girvan, argued that the way it was set

up and operated represented an attack on their brands and goodwill.

“They are referred to as instruments of fraud, using the company name,” he submitted.

With damages to be assessed at a later stage, the judge also confirmed that heavier, indemnity legal costs will be applied in the case.

“Bearing in mind what I regard as the most reprehensible conduct of the second-named defendant (Mr Hicks), I have no hesitation in making an order in the terms sought,” the judge said.

“A clear message has to be sent out: if people try these stunts they will backfire on them badly.”

Backing the judicial assessment, Mr Girvan added: “One has to call a spade a spade sometimes.”

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# IN THE NEWS

## UBER LAUNCHES LOCAL CAB AND PARTNERS WITH OPERATORS IN LOCATIONS ACROSS THE COUNTRY

In order to meet growing demand for trips and extend the use of its app beyond the 40 UK towns and cities in which it currently operates, Uber is forming partnerships with local operators.

Uber's app will integrate with Autocab's iGo network, which has the potential to connect passengers with 80,000 private hire and taxi drivers in the UK.

A raft of operators have gone live with Local Cab in different areas across England and Scotland over the last month.

On Monday 4 April, in Birmingham and surrounding areas, Local Cab launched for the first time with four operators: XL Cars, West Bromwich; ABC Cars, Wolverhampton; Ace Cars, Birmingham and 247 Cars, Willenhall.

In Peterborough, Local Cab expanded in the city, with King Carz on board following two previous operators that launched there in March.

And in Lancashire: four more operators joined from across the region: Blacktax Radio Taxis, Blackpool; Ashton Allied Cabs and New City Taxis in Preston and Brownhill Corporate Hire, Blackburn.

East Midlands and West Yorkshire were next on Monday 11 April, with the launch involving six different operators: Central Cars and Southside Cars, Nottingham; Acorn Taxis, Boston (Lincolnshire); Wrose Village Cars and Zip Taxis in Bradford and Bronte & DWC Taxis, Haworth.

Finally, on Tuesday 19 April, nine operators went live in new locations across the UK: Radio Taxis, Southampton;

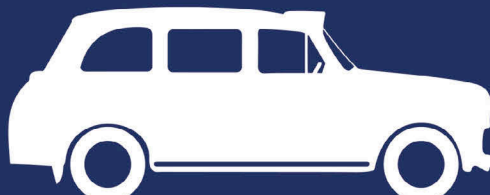
Data Yorkshire, Pontefract; Apple Central Taxis, Weston-super-Mare; ABC Taxis, Newport; TOA Taxis, West Dunbartonshire inc Dumbarton, Alexandria, as well as Helensburgh and surrounding areas; Yellow Cars, Bristol; Carriage Company, Banbury; CabCo, Canterbury and ABC Taxis in Benfleet and Canvey Island.

Jamie Heywood, Uber's Regional General Manager for Northern and Eastern Europe, said: "We're excited to add all these new areas to our growing list of locations where riders can access Local Cab. This will help maximise earnings opportunities for drivers while giving passengers more choice, meaning that everyone will benefit. We're looking forward to launching Local Cab in more UK towns and cities soon."



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## BRADFORD CABBIE RECALLS SHOCK OF BEING HELD AT KNIFEPOINT BY TWO PASSENGERS

A Bradford private hire driver of more than 30 years has spoken of his shock after he was held at knife-point by two of his passengers.

Mohammed Afzal, who works at family business Dial A Ride Bradford & Shipley Taxis, says he was attacked on Market Street, Shipley, in the early hours of Sunday 3 April.

Following the start of his shift, at around 3am, he says a male and female entered his vehicle after calling for a cab to be sent to the traffic lights near a BP petrol station.

Once in the car, Mr Afzal says a knife was held at his throat and he was told to hand the pair any cash that was in the car. After initially giving them £30 in coins, he said the woman demanded: "We want notes, or I will slice you."

## YORK CABBIE ROBBED AT KNIFEPOINT BY PASSENGER

A taxi driver in York was robbed at knife-point by a passenger who made off with cash, police say.

The York Press reports that incident happened in Dale Street, on Tuesday, April 5, at around 3.40am.

Inspector Andrew Godfrey, of the York City Neighbourhood Policing team, said: "This incident is unacceptable and an investigation to establish the full circumstances is underway. "Understandably members of the taxi community are shocked by this incident."

A 26-year-old man from York has since been arrested on suspicion of robbery and helped police with their inquiries.

## CABBIE STABBED IN TERRIFYING AMBUSH IN HUDDERSFIELD

Two men have been arrested following a terrifying attack on a man who was stabbed in the hand after his taxi was ambushed close to Greenhead Park in Huddersfield.

ExaminerLive reports that an eyewitness said the taxi had one of its windows smashed during the attack. The cabbie was sitting in his taxi at the time.

A West Yorkshire Police spokesman said: "Police were called to Gledholt Road close to Greenhead Park at about 3.55pm on Saturday, April 16, to a report two men had approached a man sat in a taxi and attacked him with a bladed weapon. The man suffered hand injuries.

"Two Huddersfield men, aged 23 and 28, were later arrested on suspicion of Section 18 wounding. The men have been released on bail pending continuing enquiries."

Mr Afzal said he handed over £120 in notes before the pair scarpered into Shipley town centre following the two-minute altercation.

Mr Afzal said that he was calm during the incident but has been haunted by the shock ever since.

He said: "I was calm at the time and was praised by police for my reaction. "It lasted two minutes with the man and woman after money.

"I gave them £30 in change that was in my holder then the woman who had the blade said 'I will slice you' if you do not hand over the notes.

"I felt the knife press down on my neck. I gave them the £120 in notes to bring the total up to £150.

"They took the money then fled to Shipley Town centre. I saw a police car on the way to another incident and tracked it down before going to the police station."

A man and a woman have been charged in relation to the incident. Police say Joseph Coultous, 29, and Emma Coultous, 27, both from Bradford are due to appear at Bradford Magistrates' Court on May 3, 2022.



## ARRESTS AFTER NEWCASTLE CABBIE SERIOUSLY INJURED

Two people have been arrested after a cabbie sustained serious injuries during an assault in the early hours of the morning of 3 April - sparking forensic teams and armed police to descend on an address in Newcastle.

According to the Northern Echo, Northumbria Police and the ambulance service were called to Alston Avenue in Walker, at around 2.30am to reports of an injured person. After arriving on the scene, paramedics treated one patient for head and upper body injuries, before taking them to hospital.

Northumbria Police have confirmed that the victim of the assault was a 57-year-old male taxi driver, who sustained serious but not life-threatening injuries.

A 37-year-old man has been arrested on suspicion of assault and a 29-year-old woman has also been arrested on suspicion of assisting an offender.

Both have since been released under investigation.

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# JUST DESERTS

## POWYS MAN ESCAPES JAIL AND ORDERED TO PAY **£1,000 COMPENSATION** TO CABBIE HE ASSAULTED

A Powys man has been ordered to pay £1,000 compensation to a taxi driver he assaulted, although he has escaped an immediate prison sentence.

The County Times reports that Dylan Morgan Thomas, 24, assaulted Sohail Bashir, causing him actual bodily harm, in Cardiff on June 23 last year.

Thomas had initially denied an offence of assault, as well as a second of causing criminal damage to Mr Bashir's

taxi wing mirror, but changed his pleas to guilty on the morning of his trial.

At Cardiff Magistrates' Court on 22 March, Thomas was given a prison sentence of six months - suspended for a year.

Magistrates described the incident as a nasty assault on a taxi driver and said Thomas' previous convictions for violence aggravated the situation.

However, they said they had decided to

suspend the imprisonment because of his eventual guilty plea and mitigation. In addition to the suspended sentence, Thomas was ordered to pay Mr Bashir compensation of £1,000.

He must also pay court costs of £620 and a £128 surcharge - leaving Thomas to pay a total financial penalty of £1,748. Magistrates ordered no separate penalty for the damage to the wing mirror.

## MET POLICE OFFICER WHO BROKE BRENTWOOD CABBIE'S JAW AFTER NIGHT OUT WOULD BE **FORCED TO RESIGN**

A Met Police officer who broke a taxi driver's jaw has been convicted of causing actual bodily harm (ABH).

My London News reports that Pc Gareth Head was acquitted of racially aggravated actual bodily harm in October, but was tried again for actual bodily harm.

After being convicted in March, a Met Police misconduct hearing on April 14 found he would be dismissed without notice if he were still a serving officer.

Head resigned prior to the hearing and will also now be placed on the College of Policing (CoP) Barred List.

The 45-year-old attacked the Brentwood cabbie as he was driving the then-serving officer home, in May 2018. The driver contacted the police after recognising Pc Head two months later and made note of the car registration. The taxi driver says the officer punched him in the shoulder, face, and accused him of drug misuse.

He was sentenced to a community order for 12 months and subject to a curfew for three. He was also ordered to pay £1,750 towards the cost of the trial and a victim surcharge of £85.

IOPC Regional Director Sal Naseem: "PC Head's behaviour fell far short of what is expected of a police officer and he now has a criminal conviction to his name. Our investigation found a case to answer for gross misconduct and we will now progress that with the force."

## **FOUR YEARS' JAIL** FOR BIRMINGHAM CAB PASSENGER FOUND WITH SAWN-OFF SHOTGUN AND KNIFE

Armed police who swooped on a cab in Birmingham and dragged a passenger out discovered he was carrying a sawn-off shotgun. BirminghamLive reports that Theo Richards also had two shotgun cartridges and a combat knife.

Richards, 22, from Perry Barr, who had previously admitted possessing a prohibited firearm, possessing ammunition without a firearms certificate and two charges of possessing a class A drug, was jailed for four years.

Richards had been picked up on the evening of April 16 last year and when

they got to a junction in Bristol Road, Selly Oak, officers from a specialist unit surrounded the taxi.

The defendant was told to get out of the taxi and when he refused an officer smashed the back window. Richards continued to resist officers and was dragged out of the vehicle and a combat knife fell on to the ground.

He was seen to be keeping his arms close to his chest and officers noticed a JD sports bag underneath him which was strapped around his neck. When the bag was searched a working sawn-

off shot-gun was found inside which had been crudely shortened. Two shotgun cartridges fell from his pocket. The court was told that when previously stopped by police after driving erratically on a moped he was found in possession of crack cocaine and heroin. In passing sentence Recorder Simon Levene said, referring to the taxi driver: "It must have been absolutely terrifying with the police having to smash through the window. He was surrounded by men with guns, the police and you in the car with a gun."

## PERTH THUG WHO BROKE GIRLFRIEND'S NOSE BEFORE ATTACKING CABBIE IS **ONLY ADMONISHED**

A thug who smashed his girlfriend's nose before attacking a cabbie with a headrest has dodged any punishment. The Daily Record reports that burly Mark Routledge, 39, chased the taxi driver, Ali Farman, round a supermarket car park and petrol station forecourt during a drunken rampage.

Perth Sheriff Court was told that Routledge had been at a social club with partner Claire Davidson before flying into a drunken rage.

Fiscal depute Andrew Harding said: "They were consuming alcohol together and took a taxi to Asda. The accused and Ms Davidson began to argue. The accused punched her in the nose, causing it to bleed, and shouted at the driver to stop the taxi.

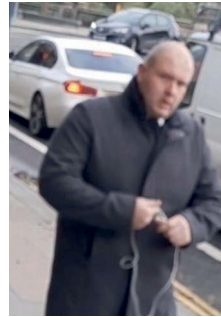
"The taxi was unable to stop immediately and the accused became angry. He removed the driver's headrest from

the seat and struck the driver on the back of the head with it.

"Mr Farman stopped parallel to the petrol station and got out. The accused began to chase the driver around the petrol station forecourt, shouting 'you better run!'

"The driver ran away from the accused and contacted police." When he was arrested, Routledge said: "I told the driver to stop. He didn't so I battered him."

Routledge, from Perth, admitted attacking Claire Davidson by punching her on the face to her injury on 28 May last year.



He also admitted assaulting taxi driver Ali Farman by striking him on the head with a headrest and pursuing him around the Asda car park.

Solicitor Pauline Cullerton, defending, said: "He is a first offender and given the salutary effect on him I very much doubt we will see him back here.

"He had been having some difficulties at work and was using alcohol as a coping mechanism. This has been a one-off."

Sheriff Euan Duthie told Routledge: "The first charge is quite a shocking description of what occurred. You have expressed both remorse and embarrassment about what happened."

He noted that Routledge had been of good behaviour since the incident and although pleading guilty he escaped punishment, instead the sheriff verbally warned him by way of an admonition.

## **13 MONTHS' JAIL** FOR MOTORIST WHO JUMPED RED LIGHT IN NOTTINGHAM CAUSING CABBIE TERRIBLE INJURIES

A PHV driver suffered devastating injuries when another motorist jumped a red light and ploughed into him. Dean Beeching, 31, from Nottingham hit DG Cars driver Mohammed Aziz, who was taking a passenger home in July 2018. According to the Nottingham Post, the accident happened at 3.30am, at the junction of Hucknall Road and Arnold Road, Nottingham, when Mr Aziz was driving a DG Cars-owned Skoda Rapid and drove through a green light. Without warning he felt an enormous crash to the driver's door and realised a car had travelled through a red light at some speed.

He was in considerable pain and his passenger was screaming, Nottingham Crown Court heard on 30 March.

The passenger saw from her window the headlights of Beeching's Seat Ibiza

were very close. She heard a crunch and realised there was a collision. She went to hospital with a cut tongue, broken teeth and bruising.

But Mr Aziz was far worse off. He spent 31 days in hospital with a right collar-bone fracture, bruising and a complex hip fracture extending into his pelvis.

He arrived at Beeching's trial on crutches, but the defendant pleaded guilty to causing serious injury to him by dangerous driving, and there was no need for Mr Aziz to give evidence.

DNA on an airbag in the Seat, which had exploded at the point of collision, and on other areas of the car led police to know Beeching was involved. He had not been wearing his seatbelt.

Beeching was circulated as wanted by police.

In February 2019, months after the

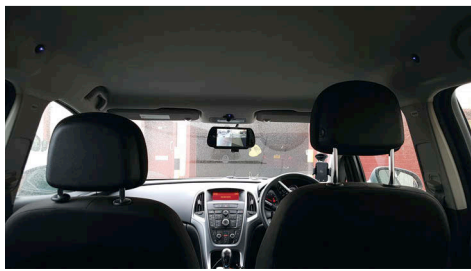
accident he surrendered to police in Nottingham.

Meanwhile, Mr Aziz made a victim impact statement, saying that 20 months after the accident he still cannot walk without crutches and the right side of his leg is numb.

He uses sleeping tablets and pain relief, and there is no guarantee he will be able to walk again.

Mitigating, David Morton said Beeching is, "regretful and remorseful for his behaviour".

Judge Rosalind Coe banned Beeching from driving for 45 months and imposed a 13-month prison sentence for causing serious injury by dangerous driving. This was consecutive to a 29-month sentence for possession with intent to supply heroin and cocaine, and supplying cocaine in 2018.



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## Brighton & Hove Cab Trade View

### INFORMATION COMMISSIONER'S OFFICE ... GDPR... PUBLIC REGISTER AND KEEP OFF OUR RANKS!

If you have previously read any of my ramblings you will be aware that I have been having protracted correspondence with the Information Commissioner's Office with regard to Lewes District Council, which is a neighbouring licensing authority, that has the majority of its licensed private hire drivers/cars predominantly working here in the city of Brighton.

The issue being is that as there has been little or no enforcement by its licensing officers in Brighton. The consequence of this is that we have made over a hundred reports of these cars regarding missing livery due to the allowance of magnetic door signs/licence plates /repeater licence plates. Very clearly, where there is no active enforcement then why should drivers / vehicle proprietors bother with licensing conditions. No doubt this is repeated up and down the country where licensed vehicles predominantly work out of area.

Although Lewes District Council does not have an online accessible Public Register, it did provide me with a list of all of its hackneys and private hire vehicles which contained the make / model of the car, the licence number, date of licence expiry and the vehicle registration number.

This was supplied to me once a month when I requested an update. This allowed us to match up any suspected licensed car that had removed its licensing identification which of course is a breach of licensing conditions. And in fact, all of these reports were actually assisting the Lewes District Council officers in doing their job - and for free as well!

The main issue is that we have many cars working here as cabs but no means of identifying them, so what I normally do is check on local licensing authority Public Registers and if these match up they get reported for removing vehicle identification.

However, when I last asked for an update from Lewes DC, which was over a year ago now, it then refused to include the VRM which makes its Public Register completely pointless.

I questioned Lewes Licensing on this and I was informed that the VRM of a vehicle is considered to be private data. This was based on a case in which the ICO was involved a few years ago when someone wrote to a licensing authority to obtain the details of licensed vehicles for the purpose of

producing a database that showed if a vehicle had ever been used as a taxi/private hire. I believe that the intention of the database was to be sold on.

I went in to great detail about the need for the public to be able to identify what is and what is not a licensed vehicle on the very basic principle of public safety.

My only recourse was to refer this to the ICO which I did. The trouble is that you have to go through a process of stages which included an appeal to Lewes District Council on its decision to refuse to supply the VRM.

At this point I would like to clarify that my own licensing authority, being Brighton & Hove, has an excellent online Public Register that enables instant identification of all of its licensed vehicles. Additionally, TfL also has an online Public Register as well as many other local licensing authorities, including Portsmouth and Southampton, both of which I have had the need to communicate with over similar issues.

So having made the appeal, which was really a waste of time, I was then able to refer this back to the ICO and I was then given a time period of six months before this could be attended to.

So the months came and went and I finally received an update from the ICO with it backing Lewes District Council in its decision to withhold all VRMs on the principle that these are regarded as being private data. I was also supplied with various cases where this very subject has been used for ICO decision notices and the following was stated:

***"As you can see from these decision notices, the Commissioner has consistently found that the disclosure of this type of personal data would not be lawful under the UK GDPR and DPA, and consequently that it is exempt from disclosure under the FOIA. Furthermore, the complainants in two of the above cases went on to appeal against the Commissioner's decision, with the appeals being dismissed by the First-tier Tribunal (Information Rights)."***

So where does this leave everything?

Well firstly I would say that every licensing authority, which includes TfL, that has a Public Register that includes



the VRMs of its licensed vehicles is in breach of GDPR, and this includes Brighton & Hove City Council.

I wrote back to the ICO, as a point of challenge stating the following:

***"If the VRM is considered to be personal data then:***

***1: Why does the Commissioner allow the DVLA to sell the private data of the VRM, which also includes the name and address of the registered owner of a vehicle, for profit to various organisations?***

***I ask this because it does seem rather hypercritical of the Commissioner with regard to the position on the matter that I have complained about.***

***Transport for London provides the full details (other than names and addresses) of its licensed vehicles that allows the public to match up VRM data with a valid TfL private hire vehicle licence.***

***2: As such does the Commissioner consider that TfL is in breach of GDPR in doing so? And if so will the Commissioner now contact TfL with an order (or such) to remove public access to the VRM of it licensed private hire vehicles?***

***Many local authorities around the country provide the VRM data for both hackney carriage and private hire vehicles that are licensed which includes my own licensing authority being Brighton & Hove City Council. I am also aware that this is the same with Portsmouth City Council.***

***3: Will the Commissioner now contact Brighton & Hove City Council as well as Portsmouth City Council with an order (or such) to remove the VRM data from public access of all licensed vehicles***

***4: Will the Commissioner now contact all licensing authorities with an order (or such) to remove the VRM data from public access of all licensed vehicles."***

I eagerly waited for the reply. But when it came I was effectively told:

***"This is not our department.***

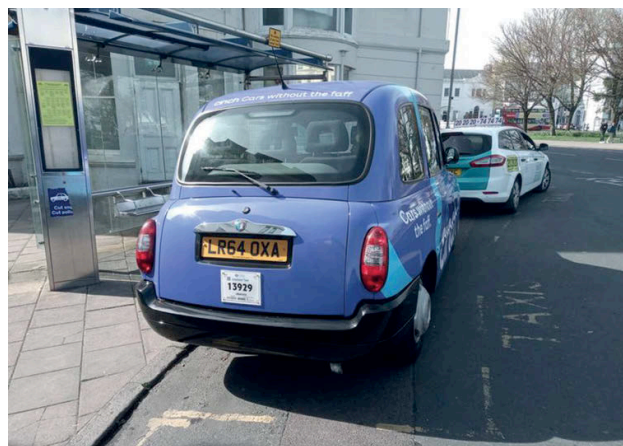
***"I would kindly ask that you provide full details of your concerns to the Commissioner's Public Advice and Data Protection Complaints Service who are better placed to consider the concerns which you have raised in your email."***

However, I have not taken this any further to date as I have a cunning plan....

But, with the ICO clearly stating that the vehicle registration mark of your vehicle is your private data then surely the DVLA is blatantly breaking GDPR when it sells this private data of yours for profit to organisations that hound you for penalty notices.

All I need to do now is get one of these penalty notices and then complain to the ICO. However, there is nothing to stop you making such a complaint if this happens to you and if you need more details on the information to which the ICO referred, then please do not hesitate to get in touch.

Lastly, as previously pledged, if any metropolitan London cab drivers use any of our ranks for free parking then I will name and shame them.



This month the accolade for being extremely selfish goes to the driver of licence number **13929**, VRM **LR64 OXA** for occupying a rank for several hours stopping Brighton hackneys from using it - so thank you very much whoever you were. Normally we call Parking Enforcement and an officer would issue a ticket, but on this occasion, I don't know if it happened, but there were calls for someone to let all the tyres down, and worse - so you were very lucky indeed.

**So, please stay off our ranks!**

**Andy Peters**

**Brighton & Hove Cab Trade**

**Association [info@bhcta.co.uk](mailto:info@bhcta.co.uk)**



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# IoL - ALL THINGS LICENSING

Article by Mike Smith, Senior Specialist for Licensing and Community Safety at Guildford Borough Council and Vice-Chair of the Institute of Licensing South East Region.

Please note: this article represents the views of the author which are not presented as the views of the IoL.

April has just passed and is traditionally the month for 'April fools' however with huge pressures on many households and businesses through increased costs, rising covid rates and events in Ukraine there was perhaps understandably reduced appetite for such frivolity this year in many quarters.

However, despite national and international events, the sheer number of 'goings on' in the world of licensing has emphasised that there is never a dull moment and plenty of reasons to ensure that you remain 'in the know' about matters which will affect the trade.

Whilst many readers I am sure will be looking forward to the upcoming **PHTM EXPO** at the end of May, on a personal note it is with sadness to say that I will not be able to come along this year - I had already booked to be away for the half-term holidays - however please do pop by to see my colleagues on the Institute of Licensing stand at the Expo and hopefully I will see you at the event next time!

So, what's been happening in licensing recently?

## TAX CONDITIONALITY

April, as the start of the new tax year saw 'Tax Conditionality' take effect, requiring tax checks as part of the licence application process for drivers and operators. It is essential that all drivers and operators are aware of the Tax Conditionality requirements, as councils will now not be able to process a renewal application unless the applicant provides a nine-character tax check code.

As a reminder, HMRC has provided some useful guidance for applicants. You will find this on their website at:

<https://www.gov.uk/guidance/changes-for-taxi-private-hire-or-scrap-metal-licence-applications-from-april-2022>

## LEVELLING-UP WHITE PAPER

The Government recently launched its Levelling Up White Paper setting out a long-term programme of change to unlock the potential of people and places across the UK. One small part of the plans, which may lead to future consultation, includes plans to explore more devolution of transport powers and responsibilities in England, including reducing the number of licensing authorities by moving control of taxi/PH licensing to combined and upper tier authorities.

On page 179, the White Paper states:

*"The UK Government will also explore devolving more transport powers and responsibilities in England ... The UK Government will also explore transferring control of taxi and private hire vehicle licensing to both combined authorities and upper-tier authorities. Taxis and PHVs are a key part of local transport systems, so this would allow LTAs to fully integrate these modes into their Local Transport Plans."*

This follows the recommendation in the Task and Finish Group report that the Government should emulate the model of licensing which currently exists in London in large urban areas as well as consider the consolidation of non-metropolitan licensing areas.

## WHEELCHAIR ACCESSIBLE TRAVEL - TAXI/PH SERVICES

Findings of quantitative and qualitative research into WAV taxis and PHV services by the DfT has been published. The quantitative research aimed to measure the number of people who use a wheelchair and travel by WAV taxis or PHVs in England. The qualitative research was designed to explore the experiences and attitudes of people using these services.

The report drew several conclusions:

- *The perception of cost is likely to be influenced by the types of participants spoken to. The research did not explore the perspectives of those who might wish to use these services but those who feel they are not affordable. Speaking to these people will offer more insight into the likely triggers and barriers that mean people do or don't decide to use these services.*
- *It's clear that the experience and engagement of drivers is crucial to the user's experience. Speaking to drivers about their perspective - in particular, about the training they do or do not receive - will help understand how to start addressing some of the variable experiences participants shared across this study. Similarly, it could be insightful to discover the issues drivers face that prevent them waiting to collect people who use wheelchairs after delayed appointments and the challenges they face in getting hold of and maintaining adapted vehicles.*
- *Participants talked about how the type of vehicle they use and how this varies. Conducting research among those responsible for vehicle design and those who purchase these vehicles - either personally or for fleet use - might help shed light on ways to improve the user experience.*

There are two clear takeaways from the qualitative research that are worth reiterating here:

1. *Provision is patchy and scarcity gives rise to greater stress over availability and reliability, as well as lowering perceptions of independence. Improving the scale of service provision will help to make people's lives better.*

# IoL - ALL THINGS LICENSING



**2. Passengers' experiences with drivers is highly variable. More can be done to ensure greater consistency of service, addressing issues such as how to help passengers getting in and out of the vehicles, making sure the passenger is safely and comfortably secured, and improving driving style and interactions during the journey.**

The report is published online at:

<https://www.gov.uk/government/publications/wheelchair-accessible-travel-taxi-and-private-hire-services>

## NEW NATIONAL GROUP

The Institute of Licensing has recently set up a new National Taxi and Private Hire Licensing Group whose aim is to foster and discuss issues and act as the 'go to' national group from Government. With a wide range of parties involved this group has the making of a useful network of professionals to help steer national debate and reform.

## UPDATES ON MOBILE PHONE USE

At the end of March, new Highway Code rules came into force to make any hand-held use of a mobile phone while driving illegal, except in limited circumstances. The changes were supported by 80% of respondents in a public consultation in 2021.

You must not use a device in your hand for any reason, whether online or offline. The law applies to you if you are:

- supervising a learner driver
- stopped at traffic lights
- queuing in traffic
- driving a car that turns the engine off when you stop moving
- holding and using a device that's offline or in flight mode

There are exceptions, such as if you need to call 999 or 112 in an emergency or making a contactless payment in a vehicle that is not moving.

As an increasing number of the trade rely on using mobile devices for receiving jobs, getting directions, communicating with customers and taking payments amongst other tasks, it is essential that you read and understand the full rules on using a phone, sat nav or another device when driving, which are available on [gov.uk](https://www.gov.uk).

It's also worth highlighting that whilst you may be endorsed with six points on your DVLA licence for using a handheld device, the model 'convictions policy' concerning mobile phone use in the Statutory Taxi and Private Hire Standards (which all licensing authorities are expected to have regard to and only depart from in exceptional circumstances) indicates that drivers with a conviction for using a mobile phone should not be licensed for a period of five years post conviction.

## BEST PRACTICE GUIDANCE CONSULTATION

Finally, the much anticipated and long awaited update to the 'Best Practice Guidance' issued to local authorities has been published for consultation by the Department for Transport.

The DfT has issued best practice guidance on taxi and private hire vehicle licensing since 2006, with the last revision to the guidance issued in 2010. Clearly the sector has changed unrecognisably since then.

The guidance is non-statutory (unlike the Taxi and Private Hire Vehicle Standards published in July last year) and is a useful publication which aims to assist councils that have responsibility for the regulation of this sector with their policy and standard setting.

The current consultation has been updated significantly (the 2010 version is 27 pages with the current consultation version running to 99 pages) and according to the DfT takes into account stakeholder views and changes in the way the sector operates.

DfT is seeking views from the public, licensing authorities and the taxi and PHV industry on the proposed updated version and I would encourage members of the trade to consider its contents and feed views back to the DfT.

More information is available at:

<https://www.gov.uk/government/consultations/taxi-and-private-hire-vehicle-best-practice-guidance>

The consultation period began on 28 March 2022 and will run until 23:45 on 20 June 2022. The amount of relevant information which is likely to affect the licensed trade, again only emphasises the importance of being 'in the know' about licensing issues and what your local authority should (or shouldn't) be doing, with the reasons behind it.

I would encourage members of the trade to join the IoL to keep on top of the latest goings on. The new membership year has just begun with membership starting at just £72.

Full details are available at: [www.instituteoflicensing.org](https://www.instituteoflicensing.org).

# The Bryan Roland Memorial

## NATIONAL HACKNEY FARES TABLE MAY 2022

### TABLE COLOUR CODE

RISE IN 2022
RISE IN 2021
RISE IN 2020
RISE IN 2019
RISE IN 2018
RISE IN 2017
RISE IN 2016
RISE IN 2015
RISE IN 2014
RISE IN 2013
RISE IN 2012
RISE IN 2011
RISE IN 2010
RISE IN 2009
RISE IN 2008
NO SET FARE

POSITION	TARIFF ONE COUNCIL/AIRPORT	TWO MILE FARE
1	LONDON (HEATHROW)	£13.40
2	EPSOM & EWELL	£9.80
3	LONDON	£9.80
4	LUTON AIRPORT	£9.70
5	SOUTHAMPTON	£9.40
6	WATFORD (x)	£8.40
7	UTTLESFORD	£8.30
8	CARRICK	£8.20
9	WOKINGHAM	£8.20
10	BRECKLAND	£8.00
11	READING	£8.00
12	ISLE OF MAN	£7.90
13	RESTORMEL	£7.90
14	BRIGHTON & HOVE	£7.80
15	SURREY HEATH	£7.80
16	GUERNSEY	£7.70
17	WEALDON	£7.70
18	EAST AYRSHIRE	£7.60
19	GUILDFORD	£7.60
20	KERRIER	£7.60
21	OXFORD CITY	£7.60
22	RUSHMOOR	£7.60
23	JERSEY	£7.43
24	CHELtenham	£7.40
25	HARROGATE	£7.40
26	MAIDSTONE	£7.40
27	WEST BERKSHIRE	£7.40
28	MID SUSSEX	£7.40
29	DARTFORD	£7.30
30	WEYMOUTH & PORTLAND	£7.30
31	ARUN	£ 7.20
32	BATH & NORTH EAST SOMERSET	£7.20
33	BCP	£7.20
34	DORSET	£7.20
35	NORTH EAST LINCOLNSHIRE	£7.20
36	SOUTH GLOUCESTER	£7.20
37	ROTHER	£7.20
38	TORRIDGE	£7.20
39	TUNBRIDGE WELLS	£7.20
40	YORK	£7.20
41	ARGYLL & BUTE	£7.13
42	CHELMSFORD	£7.10
43	DOVER	£7.10
44	MOLE VALLEY	£7.10
45	PENWITH	£7.10
46	RUGBY	£7.10
47	HARBOROUGH	£7.09
48	SEVENOAKS	£7.06
49	EAST LOTHIAN	£7.00
50	EDINBURGH	£7.00
51	HERTSMERE	£7.00
52	STEVENAGE	£7.00
53	STROUD	£7.00
54	TONBRIDGE & MALLING	£7.00
55	WELWYN HATFIELD	£7.00
56	WILTSHIRE	£7.00
57	COLCHESTER	£6.90
58	EASTBOURNE	£6.90
59	VALE OF WHITE HORSE	£6.90
60	ADUR	£6.80
61	CARMARTHENSHIRE	£6.80
62	CARADON	£6.80
63	EAST DEVON	£6.80
64	FIFE	£6.80
65	GLASGOW	£6.80

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
66	GRAVESHAM	£6.80
67	HART (x)	£6.80
68	MENDIP	£6.80
69	NORTH CORNWALL	£6.80
70	NOTTINGHAM	£6.80
71	SEDGEMOOR	£6.80
72	SOMERSET WEST & TAUNTON	£6.80
73	SWALE	£6.80
74	TENDRING	£6.80
75	VALE OF GLAMORGAN	£6.80
76	WOLVERHAMPTON	£6.80
77	NUNEATON & BEDWORTH	£6.75
78	TORBAY	£6.75
79	CHESTER	£6.70
80	CRAWLEY	£6.70
81	EASTLEIGH	£6.70
82	NORTH SOMERSET	£6.70
83	NORTH TYNESIDE	£6.70
84	SHEFFIELD	£6.70
85	SWINDON	£6.70
86	SOUTH HAMS	£6.66
87	BASINGSTOKE & DEANE	£6.60
88	BRACKNELL FOREST	£6.60
89	BRENTWOOD	£6.60
90	CAMBRIDGE CITY	£6.60
91	CARLISLE	£6.60
92	EAST SUFFOLK (NORTH)	£6.60
93	EDEN	£6.60
94	EXETER	£6.60
95	HARLOW	£6.60
96	HIGH PEAK	£6.60
97	MEDWAY	£6.60
98	MORAY (x)	£6.60
99	NORTH HERTS	£6.60
100	NORWICH	£6.60
101	PLYMOUTH	£6.60
102	RUNNYMEDE	£6.60
103	SCARBOROUGH	£6.60
104	SKETLAND ISLES	£6.60
105	SOUTH CAMBRIDGE	£6.60
106	TEIGNBRIDGE	£6.60
107	NORTH DEVON	£6.55
108	ASHFORD	£6.50
109	DURHAM COUNTY COUNCIL	£6.50
110	HUNTINGDONSHIRE	£6.50
111	LIVERPOOL	£6.50
112	LUTON	£6.50
113	SOUTH SOMERSET	£6.50
114	WORTHING	£6.50
115	BASILDON	£6.40
116	BRISTOL	£6.40
117	CANTERBURY	£6.40
118	COUNTY OF HEREFORD	£6.40
119	CREWE & NANTWICH	£6.40
120	EAST HAMPSHIRE	£6.40
121	EAST LINDSEY	£6.40
122	EAST RENFREW	£6.40
123	HASTINGS	£6.40
124	IPSWICH	£6.40
125	LEEDS	£6.40
126	LINCOLN	£6.40
127	MALVERN HILLS	£6.40
128	MELTON	£6.40
129	MID SUFFOLK	£6.40
130	NORTH KESTIVEN	£6.40

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
131	SHROPSHIRE	£6.40
132	SOUTHEND ON SEA	£6.40
133	SOUTH LAKELAND	£6.40
134	WAVERTLEY	£6.40
135	WINDSOR & MAIDENHEAD	£6.40
136	WOKING	£6.40
137	NEWARK & SHERWOOD	£6.32
138	BLACKBURN	£6.30
139	BURY	£6.30
140	COTSWOLD (y)	£6.30
141	COVENTRY	£6.30
142	DACORUM	£6.30
143	DARLINGTON	£6.30
144	LEWES	£6.30
145	PEMBROKESHIRE	£6.30
146	SOUTH HOLLAND	£6.30
147	SOUTH RIBBLE	£6.30
148	DUNDEE CITY	£6.28
149	FOREST OF DEAN	£6.27
150	BABERGH	£6.26
151	MIDLOTHIAN	£6.22
152	THANET	£6.21
153	BIRMINGHAM	£6.20
154	BRAINTREE	£6.20
155	CHICHESTER	£6.20
156	DAVENTRY	£6.20
157	DERBY	£6.20
158	EAST CAMBRIDGESHIRE	£6.20
159	EAST SUFFOLK (SOUTH)	£6.20
160	FOLKESTONE & HYTHE	£6.20
161	HORSHAM	£6.20
162	NORTHAMPTON	£6.20
163	PORTSMOUTH UA	£6.20
164	ROCHFORD	£6.20
165	SOLIHULL	£6.20
166	SPELTORNE	£6.20
167	ST ALBANS	£6.20
168	STRATFORD ON AVON	£6.20
169	WEST OXFORD	£6.20
170	WINCHESTER	£6.20
171	CENTRAL BEDFORDSHIRE	£6.13
172	ABERDEENSHIRE	£6.10
173	CANNOCK CHASE	£6.10
174	CARDIFF	£6.10
175	CLACKMANNAN	£6.10
176	EAST HERTS	£6.10
177	ELMBRIDGE	£6.10
178	FYLDE	£6.10
179	NEW FOREST	£6.10
180	NORTH WARWICK	£6.10
181	SOUTH AYRSHIRE	£6.10
182	TAMWORTH	£6.10
183	SELBY	£6.06
184	CHARNWOOD	£6.05
185	SCOTTISH BORDERS	£6.05
186	ABERDEEN CITY	£6.00
187	BLACKPOOL	£6.00
188	BOSTON	£6.00
189	BROXTOWE	£6.00
190	BUCKINGHAMSHIRE	£6.00
191	CASTLE POINT	£6.00
192	CONWY	£6.00
193	EAST STAFFORDSHIRE	£6.00
194	GLOUCESTER	£6.00
195	GREAT YARMOUTH	£6.00



POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
196	GWYNEDD	£6.00	261	MID DEVON	£5.70	326	CHORLEY	£5.10
197	ISLE OF WIGHT	£6.00	262	MONMOUTHSHIRE	£5.70	327	CONGLETON	£5.10
198	KETTERING	£6.00	263	RENFREWSHIRE	£5.70	328	GATESHEAD	£5.10
199	KINGS LYNN & WEST NORFOLK	£6.00	264	STIRLING (x)	£5.70	329	SOUTH STAFFORDSHIRE	£5.10
200	KNOWSLEY	£6.00	265	SWANSEA	£5.70	330	COPELAND	£5.00
201	MILTON KEYNES	£6.00	266	WARRINGTON	£5.70	331	EAST NORTHANTS	£5.00
202	NORTH WEST LEICESTER	£6.00	267	BRADFORD	£5.60	332	KIRKLEES	£5.00
203	PETERBOROUGH	£6.00	268	DENBIGHSHIRE	£5.60	333	ROCHDALE	£5.00
204	RYEDALE	£6.00	269	GOSPORT	£5.60	334	ROSSENDALE	£5.00
205	SLOUGH	£6.00	270	HINCKLEY & BOSWORTH	£5.60	335	SOUTH NORTHANTS	£5.00
206	SOUTH TYNESIDE	£6.00	271	NEWPORT	£5.60	336	CORBY	£4.90
207	STOCKPORT	£6.00	272	NORTH LANARKSHIRE	£5.60	337	MIDDLESBROUGH	£4.90
208	TAMESIDE	£6.00	273	RICHMONDSHIRE	£5.60	338	TELFORD & WREKIN	£4.90
209	TEST VALLEY (x)	£6.00	274	RUSHCLIFFE	£5.60	339	WELLINGBOROUGH	£4.90
210	THREE RIVERS	£6.00	275	SANDWELL	£5.60	340	WESTERN ISLES (x)	£4.85
211	THURROCK	£6.00	276	SUNDERLAND	£5.60	341	ASHFIELD	£4.80
212	WARWICK	£6.00	277	WEST LOTHIAN (x)	£5.60	342	DERBYSHIRE DALES	£4.80
213	WEST LINDSEY	£6.00	278	WREXHAM	£5.60	343	HYNDBURN	£4.70
214	WIRRAL	£6.00	279	CHERWELL	£5.56	344	BOLSOVER	£4.60
215	BASSETLAW	£5.90	280	NEWCASTLE-UNDER-LYME	£5.55	345	BURNLEY	£4.50
216	BROXBOURNE	£5.90	281	DUMFRIES & GALLOWAY	£5.50	346	REDCAR & CLEVELAND	£4.50
217	DUDLEY	£5.90	282	EAST DUNBARTONSHIRE	£5.50	347	STOCKTON ON TEES	£4.50
218	KINGSTON-UPON-HULL	£5.90	283	EPHING FOREST	£5.50	348	OADBY & WIGSTON	£4.40
219	MANCHESTER	£5.90	284	EREWASH	£5.50	349	PENDLE	£4.40
220	NORTHUMBERLAND	£5.90	285	FALKIRK	£5.50	350	MALDON	£
221	STAFFORD	£5.90	286	HAMBLETON	£5.50	351	RUTLAND	£
222	STOKE-ON-TRENT UA	£5.90	287	MERTHYR TYDFIL	£5.50	352	SOUTH DERBYSHIRE	£
223	TANDBRIDGE	£5.90	288	OLDHAM	£5.50	353	SOUTH NORFOLK	£
224	WALSALL	£5.90	289	TORFAEN	£5.50	354	SOUTH OXFORDSHIRE	£
225	CALDERDALE	£5.85	290	CEREDIGION	£5.46	355	WEST DEVON	£
226	TEWKESBURY	£5.85	291	SALFORD	£5.46			
227	BARNLEY	£5.80	292	ALLERDALE	£5.45			
228	BARROW IN FURNESS	£5.80	293	CAERPHILLY	£5.40			
229	BEDFORD	£5.80	294	CLYDEBANK	£5.40			
230	BRIDGEND	£5.80	295	DUNBARTON & VALE OF LEVEN (x)	£5.40			
231	BROMSGROVE	£5.80	296	ELLESMERE PORT	£5.40			
232	EAST KILBRIDE (x)	£5.80	297	HARTLEPOOL	£5.40			
233	FAREHAM	£5.80	298	MACCLESFIELD	£5.40			
234	FLINTSHIRE	£5.80	299	PERTH & KINROSS	£5.40			
235	HALTON	£5.80	300	POWYS	£5.40			
236	HAVANT	£5.80	301	PRESTON	£5.40			
237	HIGHLAND (x)	£5.80	302	ROTHERHAM	£5.40			
238	LANCASTER	£5.80	303	WYCHAVON	£5.40			
239	LEICESTER	£5.80	304	MANSFIELD	£5.35			
240	LICHFIELD	£5.80	305	INVERCLYDE	£5.34			
241	NEWCASTLE-UPON-TYNE	£5.80	306	CRAVEN (x)	£5.30			
242	NEATH PORT TALBOT	£5.80	307	FENLAND (x)	£5.30			
243	NORTHERN IRELAND	£5.80	308	NORTH AYRSHIRE	£5.30			
244	NORTH LINCOLNSHIRE	£5.80	309	REDDITCH	£5.30			
245	NORTH NORFOLK	£5.80	310	RIBBLE VALLEY	£5.30			
246	ORKNEY (x)	£5.80	311	SOUTH KESTEVEN	£5.30			
247	REIGATE & BANSTEAD	£5.80	312	SOUTH LANARKSHIRE (Clydesdale)	£5.30			
248	RUTHERGLEN (x)	£5.80	313	ST HELENS	£5.30			
249	SEFTON	£5.80	314	VALE ROYAL	£5.30			
250	TRAFFORD	£5.80	315	WYRE FOREST	£5.30			
251	WEST SUFFOLK	£5.80	316	BLABY	£5.24			
252	WIGAN	£5.80	317	AMBER VALLEY	£5.20			
253	WORCESTER	£5.80	318	BLAENAU GWENT	£5.20			
254	WYRE	£5.80	319	BOLTON	£5.20			
255	YNS MON	£5.80	320	EAST RIDING	£5.20			
256	CHESTERFIELD	£5.75	321	HAMILTON (x)	£5.20			
257	DONCASTER	£5.75	322	RHONDDA CYNON TAFF	£5.20			
258	NORTH EAST DERBYSHIRE	£5.75	323	STAFFS MOORLANDS	£5.20			
259	ANGUS	£5.70	324	WAKEFIELD	£5.20			
260	GEDLING	£5.70	325	WEST LANCASHIRE	£5.20			

TABLE COLOUR CODE
RISE IN 2022
RISE IN 2021
RISE IN 2020
RISE IN 2019
RISE IN 2018
RISE IN 2017
RISE IN 2016
RISE IN 2015
RISE IN 2014
RISE IN 2013
RISE IN 2012
RISE IN 2011
RISE IN 2010
RISE IN 2009
RISE IN 2008
NO SET FARE

Councils in positions 350-355 do not impose a tariff for their hackney carriages and instead the individual vehicle charges an agreed fare prior to the journey.

NATIONAL AVERAGE  
TWO MILE HACKNEY FARE  
TARIFF ONE  
IS NOW £6.24

**PLEASE NOTE**

This month sees the single biggest rise in an average two-mile taxi fare nationwide in our tables with this month's additions. On average a two-mile fare increased by 7p across all our listing.

Where an (x) appears by a listing, a fare update has been passed by the council, but our fare has not increased.

In the case of Cotswold where a (y) appears alongside the listing, the (y) refers to a fare update but one in which the fare has decreased for a two-mile tariff.

# The Bryan Roland Memorial

## NATIONAL HACKNEY FARES TABLE MAY 2022

# KNOW YOUR RIGHTS

In this month's edition we feature more road traffic issues relevant to the trade supplied by Patterson Law. These questions are based on real enquiries that we have received from professional drivers this month. If you need any advice on motoring matters please email [e.patterson@pattersonlaw.co.uk](mailto:e.patterson@pattersonlaw.co.uk) or call us on 01626 359800 for free legal advice.

**Q** I received a speeding ticket and I nominated the person who was driving. It was a family friend visiting from Singapore. The police wrote back and said they needed evidence that this person was driving. I don't have any evidence, they turned up out of the blue. I told the police this but now they want to interview me for perverting the course of justice. Will I need representation? I have tried to contact the driver, but they have gone back to Singapore and now I can't get hold of them.

**A** Yes, you will need representation. Perverting the course of justice is a very serious charge that will carry a custodial sentence. You could easily be facing some time in prison if you are found guilty.

*The police will want to interview you because they believe that you have made it up. Whether they can prove it is a different matter.*

*If you nominate somebody from abroad that cannot be contacted, occasionally the police may do thorough investigations and check things like visa applications or Home Office records to see who has come in and out of the country since the time of the speeding offence. If they can find no record of the person you nominated having left the country or even having applied for a visa, then they will accuse you of making up a name.*

*I would suggest getting as much evidence as you can to prove this person was visiting you at the time. It worries me that he just turned up at your door and left without notice. Usually if a family friend visits there is at least some form of communication by email or text.*

*Have you got any messages at all between the two of you? Any photographs whilst he was here? Any records at all to prove that he was in the country at the time? Even witnesses who can confirm this?*

*If you have nothing, and the police have evidence that he was not in the country, you may be on sticky ground.*

*Come back with this information because we need to decide whether you comment during the interview or not, and whether we advance a positive case or simply try to make the*

*police prove that you have provided a false nomination. If the police have not conducted thorough investigations and are simply guessing that you made up a name, you may be better staying silent and putting them to proof, meaning that we make them prove that you have lied.*

*After the interview, the police will make a decision whether to charge - but that decision could take months and will depend on what evidence they have.*

**Q** I have just got a Notice of Intended Prosecution for driving without due care and attention for passing too close to a cyclist. I'm angry about this. I gave him plenty of room as I came past but he took a swipe at my car. When I pulled over to check for damage, he then confronted me and accused me of dangerous driving, pushing a mobile phone in my face as he filmed me. How can I go about requesting an interview so I can tell the police exactly what I think of this cyclist?

**A** I anticipate that in addition to the Notice of Intended Prosecution you have a request from the police asking you to nominate the driver? In which case you must respond to that nominating yourself. Failure to do so may see you prosecuted for failing to provide driver information, an offence which carries six points and up to a £1,000 fine. Nominating yourself as the driver is not admitting guilt. You can nominate yourself yet still defend the substantive allegation against you. However, I would be very wary of requesting any form of interview. I would advise being legally represented at this stage.

*It concerns me that you say you pulled over to check for damage. When you drove past him and he took a swipe at your car, you knew he was on your left-hand side and so pulling over to the left, directly in front of his path, could easily be seen as an aggressive move to force him to stop. This, backed up by apparent video footage of the two of you having an argument, all goes towards a road rage incident. The police may take it very seriously.*

*I can tell that you are angry about it. But if you come across as angry in the interview, that coupled with the footage and pulling into his path will all go against you. It needs to be handled carefully. Driving without due care and attention carries 3-9 points or disqualification in serious cases. But if they feel this was road rage or you perhaps had deliberately tried to run him off the road, it could be upped to dangerous driving, which carries a minimum 12-month disqualification.*

*I would suggest in the first instance responding to the request for information and providing a written statement, getting across your case in a controlled manner. The idea would be to try to persuade the police not to take any further action. But if they do and you end up being*

# KNOW YOUR RIGHTS



*summons to court, we will look at entering a not guilty plea and defending it.*

*Defending it in court would be a different matter. There seems to be two separate instances; passing the cyclist too close, which we need to examine on the facts, and then pulling into the left which we need to clearly distinguish from any form of road rage. We need to put the blame onto the cyclist for taking a swipe at your car.*

*It is very defensible, and we have won similar cases in the past, however it does need to be handled carefully.*



*I've been charged with drink driving which I think is unfair. I'm a delivery driver and I need my licence. When I finished my shift I went to the pub just for a couple as it had been a really hard day. But I only had two pints. When I got home, I accidentally reversed into my neighbour's car. I only caused a little bit of damage and I absolutely was going to tell them about it. But my neighbour came out all aggressive and started accusing me of drink driving. I didn't want to get in an argument so I went into the house. Being shaken up by the argument I sat down and had a large glass of wine. The police arrived about an hour later and arrested me for drink driving. I told them I had been drinking at home, but they didn't want to listen. I gave a reading of twice the legal limit.*

*How is it fair they can charge me with drink driving when I had been drinking at home and they didn't even catch me behind the wheel?*



*Unfortunately, they are perfectly entitled to charge you. Under section 15 of the Road Traffic Offenders Act 1988 the police are entitled to assume that the amount of alcohol in your breath at the time of the*

*sample was at least that at the time you drove, even if it was an hour, two hours, or five hours earlier. As unfair as it may seem, they are perfectly entitled to rely on that assumption.*

*It is up to the defence to prove, on the balance of probabilities, that you drank alcohol after driving and that it is only because of that additional alcohol you were above the limit (ie that at the time of driving you were under). That is commonly known as a 'hip flask' defence.*

*I assume you must have been given a court hearing. That will be for plea. At that hearing you must plead not guilty and the case will be adjourned for trial. We will have a couple of months to prepare the case.*

*Firstly, we need evidence to prove that you drank alcohol after driving. This can come in two ways - both from the prosecution case and the defence case. We get evidence from the prosecution to show that you did raise it both at your house and at the station. If we can prove that your natural reaction to the arrest was shock and that you were protesting your innocence, that will help. But if the neighbour has given evidence that you were drink driving, that may damage our case. In addition to that we can advance our own evidence. Were there any witnesses to you drinking at home? Do you live with anyone who can give evidence to confirm that?*

*The second half of the defence is that at the time of driving you would have been below the limit. We may need a toxicologist to provide an expert report in that regard. They will be able to work out what the reading would have been having consumed two pints at the pub, and then confirm what the reading would have been when you drove. The report will then add on the alcohol that you drove after driving and see if it marries up with the police reading, ultimately to prove you are telling the truth.*

*For driving at twice the legal limit you will be at risk of a 17-22 month disqualification as well as fines and costs. If you run this as a trial and lose, you will lose credit in sentence which means you could receive a longer ban and will certainly receive much higher fines.*

*We therefore need to make sure that we are fully prepared in order to give ourselves the best possible chance.*

**If you need advice on motoring matters please email [advice@pattersonlaw.co.uk](mailto:advice@pattersonlaw.co.uk) or for regular updates on road traffic law follow us on [facebook.com/PattersonLawMotoringSolicitors](https://facebook.com/PattersonLawMotoringSolicitors) or [twitter.com/Patterson\\_law\\_](https://twitter.com/Patterson_law_)**

**PattersonLaw**  
THE DRIVER DEFENCE SERVICE





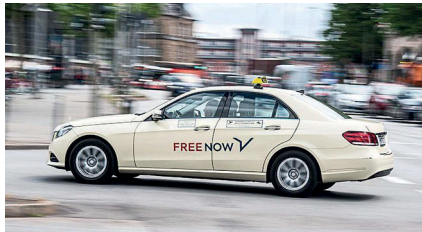
# WORLDWIDE TAXI FOCUS

## from Germany



### SWANSONG FOR MERCEDES-BENZ TAXI IN GERMANY AND OTHER COUNTRIES

It's the end of an era for taxi users in Germany and a host of other countries now that Mercedes-Benz has announced it will no longer offer the taxi version of the E-Class after the model change next year.



The ivory E-class taxis are a common sight in Germany and taxis with a three-pointed star on the bonnet have also been on the ranks for years in many other countries. Older W124 versions also still soldier on.

A symbol of luxury and comfort, the E-class taxi is a cut above the humdrum Dacias and Asian-made vehicles used by many cab operators, although the E-class taxi models are more simply equipped versions of the private cars sold globally. Drivers revere the E-class for its simplicity and durability and many of the cabs rack up huge mileages.

The Stuttgart maker has written to taxi customers to announce the upcoming demise of the E-class. The taxi version of the B-Class is also being dropped.

The German Taxi and Rental Car Association wrote to Mercedes-Benz boss Ola Kallenius to complain. It said the deletion of the E-Class as a taxi was "catastrophic" and warned that it would "lead to a serious disruption of the relationship between the trade and Mercedes-Benz".

Demand for the taxi versions of the cars has slumped in recent years, Mercedes-Benz told Der Spiegel news magazine. It would focus in future on van-based taxi products. Mercedes has been supplying cars for use as taxis for 100 years and began working with cab operators from the 1930s, offering cheap purchase schemes and short delivery times.

## from France



### FRENCH TAXI DRIVERS PROTEST OVER RISING FUEL PRICES

French taxi drivers have been protesting across the country demanding the government take emergency measures to address the rising fuel prices, French media recently reported.

In Paris, several hundred taxi drivers gathered outside of the French Ministry of Economy and Finance at the behest of the National Taxi Federation (FNFT) and the LUT union of taxi tenants, according to



the AFP. The protesters demanded a number of support measures, including bringing back the value-added tax on fuel from the current 10% to the previous 5%. Similar protests have also taken place in Nantes and Bordeaux.

According to the country's ecology ministry, the fuel prices increased on average 14% last week. The price has reached £1.78 per litre for diesel fuel, and £1.65 euros per litre for the SP95 gasoline.

## from India



### PASSENGERS, TAXI DRIVERS LOCK HORNS OVER CAR AIR-CONDITIONERS IN INDIA

As Bengaluru swelters under the summer sun, tempers are also running high as passengers and taxi drivers lock horns over the use of air-conditioners. The Hindu reports that most drivers who



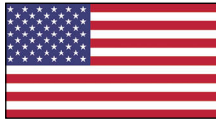
have signed up with app-based platforms such as Uber and Ola are refusing to run car ACs citing high fuel rates. As of April 7, the per litre cost of diesel is ₹94.79 (rupees) (96p).

"At times, they turn on the AC only if I agree to pay them extra," said one irate passenger. According to citizens who regularly use taxis, drivers cite various excuses ranging from 'the fare does not cover AC' to 'the company has instructed us not to turn it on as part of Covid-19 regulations'. Some passengers also reported that drivers have displayed a 'notice' inside the taxi asking for an additional ₹50-₹100 to run the AC. More often than not, the issue arises for long-distance drops especially when ferrying passengers to and from Kempegowda International Airport.

Drivers, on other hand, said their earnings have dropped significantly due to rising fuel prices and hefty commissions taken by aggregator platforms.



## from USA



### USA ROBOTAXI PULLED OVER THEN SPEEDS OFF WHEN COP TRIES TO OPEN DOOR

Police in San Francisco were baffled when they tried to pull over a car and found no one in the driver's seat.

According to Metro, an Instagram video shows police officers pulling over an autonomous vehicle belonging to Cruise, a self-driving taxi service. The video then shows the officers walking around the driverless vehicle, trying to open its doors with no luck. When the police try to stop it, the Chevy Bolt takes off seemingly for a quick getaway but parks a few yards away after the next intersection with its hazard lights on.

The police officers pull up behind the driverless taxi and presumably try to figure out how to turn its headlights back on. A spokesperson for Cruise confirmed that the San Francisco PD pulled over the vehicle for not having its headlights on and that the issue had since been fixed. According to Cruise, the car behaved as expected.

In a tweet, the company clarified that the car was not fleeing the police but 'pulling over to the nearest safer location for the traffic stop'. The company added: "Our AV yielded to the police vehicle, then pulled over to the nearest safe location for the traffic stop, as intended. An officer contacted Cruise personnel and no citation was issued."



cash, Emmanuel then came forward.

Mocked by some for his honesty - people laughed at him saying he would die poor - his act earned him generous rewards including a place at Ricks Institute, one of Liberia's most prestigious schools.

President George Weah handed him \$10,000 and a local media owner also gave him cash, some of which was raised from viewers and listeners. And the owner of the money that was found donated \$1,500-worth of goods.

On top of those and perhaps most significantly, a college in the US reacted by offering him a full scholarship once he had completed his secondary education. And that is what he is now focused on at Ricks, a boarding school set up 135 years ago for the elite of Liberian society descended from the freed slaves who founded the country.

He now has six years of secondary school ahead of him and will be 25 when he graduates.

His prudence and honesty were seen as examples to follow in a country where allegations of corruption are rife and where officials are often accused of stealing state resources. Emmanuel thanked God for giving him the rewards and he was also "grateful to my parents for teaching me to be honest". "And my message to all young people is: It's good to be honest; don't take what does not belong to you."



## from Liberia



### HOW RETURNING \$50,000 CHANGED LIBERIA TAXI DRIVER'S LIFE

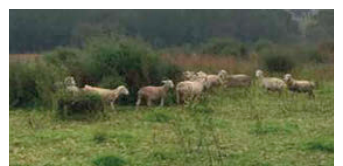
The story of what happened to Liberian Emmanuel Tuloe, 19, has the quality of a modern fable. BBC News reports that last year, he was struggling to earn a living as a motorbike taxi driver when he found money worth £40,000, in a mix of US and Liberian notes, wrapped in a plastic bag by the side of the road.

He could have easily pocketed this life-changing amount. But he gave it to his aunt to look after and when the rightful owner appealed on national radio for help in finding the

### SOUTH AFRICAN MAN CAUGHT SMUGGLING 17 SHEEP IN A TAXI

A 48-year-old man was arrested in Magaliesburg on April 11 after being caught with stolen livestock inside a taxi.

The Krugersdorp News reports that a local police spokesperson explained that the arrest was made after they received a complaint about livestock that had been stolen from a farm. The stock theft unit was mobilised and a search conducted. They then spotted a white Inyathi taxi in the middle of the forest and found 17 sheep inside. The suspect was arrested and appeared a bit sheepish....!!









# THE BERNIE THE BOOK COLUMN

## SPAIN TO RULE IN ROLAND GARROS... BUT NOT WITH RAFA!!

You can tell Summer is coming when we start dreaming of Wimbledon, but before SW19 there is my favourite tennis competition, the French at Roland Garros. And surely Rafa is a shoe-in after his heroics in Australia? After all he's won the French more times than that other Spanish institution in Madrid has won the Champions League! But hold on a second - is there a new kid on the block? Well yes...in the form of

**CARLOS ALCARAZ**, a Nadal clone ideally suited to clay but 12 years Rafa's junior

Already a meteoric rise has seen him come from nowhere to World No 11 and although he has been largely found out by the layers 9/2 to me is still a big price.

This year you can see the changing of the guard in many sports and this could be one more.

Speaking of which I hope you acted on my Masters advice, after all I did predict a changing of the guard and tipped up the chances of Sheffler (won at 20/1), Cam Smith (4th and Scottie's main challenger coming into the back 9 at advised odds of 18/1)) and Morikawa (3rd at 14/1).

**Not bad tipping!!**



My four against the field are **COLLIN MORAKAWA**, **SCOTTIE SHEFFLER**, **VIKTOR HOVLAND** and **CAMERON SMITH**.

They are respectively, at the time of writing, 12/1, 28/1, 22/1 and 25/1

My first preference is for the Australian Cameron Smith who continues to impress and compete well on the PGA Tour. Nearer the time, most layers will be offering **TOP MARKETS** and he should be backed in **TOP REST** of **THE WORLD** as should Hovland in **TOP CONTINENTAL EUROPE**.

The moving of the second major, the PGA, to later this month could well be redemption for **CAM SMITH**, but one to look out for at a big price is **HAROLD VARNER 111** at a likely 50/1 plus.

This month however sees the culmination of most 2021 events so it's a bit of a mish-mash in betting ante-post tips.

I have selected a Yankee for your perusal, minus the doubles which makes it five bets (four trebles and the acca)

**The first leg** is Alcaraz in the tennis, above.

**The second leg** is courtesy of Formula 1. They say always quit while you are on top, and certainly Lewis could see the lessened performance of his Mercedes last season. The result? Well a hoped for third at best and surely retirement next season, unless he gets a seat at Ferrari.

And why not, the re-emergence of the prancing horse is a massive tonic for the sport and the crowning of Charles Leclerc can only now be a formality in my eyes. Take the 8/13 as the second leg in the Yankee.



**For the treble**, lets take in a proper man's game of rugby league and take The Saints (St Helens) to lift the Challenge Cup at 4/5.

The machine that is St Helens can't be stopped at present.

**And lastly to Epsom** and the Derby where Ballydoyle will hope to re-establish its dominance over Godolphin with **LUXEMBOURG**, currently 4/1 for the Derby. Look out for the relevant trials, especially the Dante at York and the Vase at Chester, but any good showing in the 2000 Guineas will lead to a case of straight off to Epsom.

By the bye, and I know it's a bit whimsical but legend has it that Romany travellers scrawl out the winner of the Derby in chalk overnight on the eve of the big race outside

The Amato pub on the Downs. I know it sounds a bit Peaky Blinders but its true. Their conversion rate would do anyone proud. Google it, you will see. The attached photo is of Kingston Hill which came second in 2015 but their record is truly outstanding.

Anyway, back to the script, the accumulator pays 57/1.

We look forward to June, where we will be focusing on summer sports, notably the cricket and Royal Ascot.



**So until next month...good punting**

**Bernie the Book**



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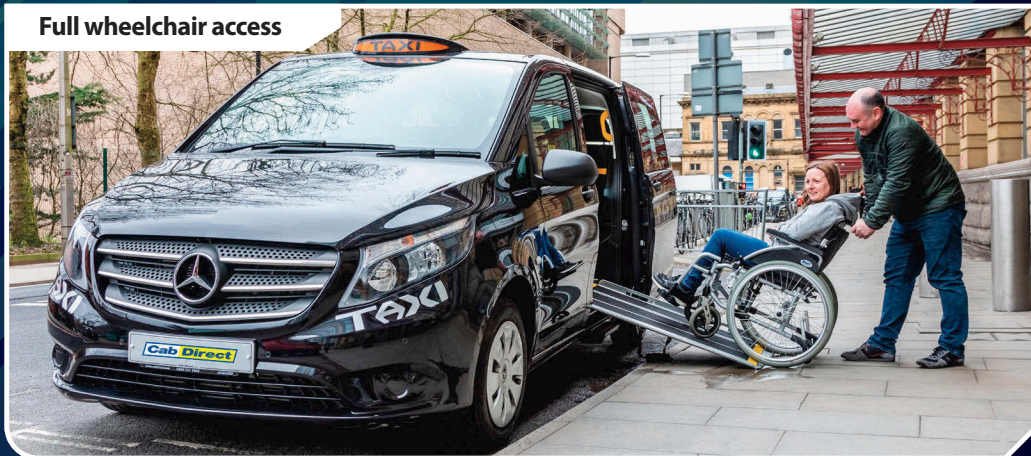
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