

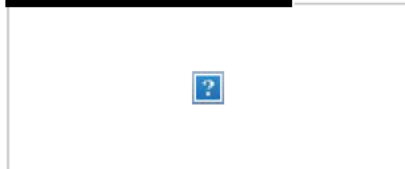
From: [REDACTED]
To: [Licensing Consultations](#)
Subject: Re: Taxi trades consultation process
Date: 03 August 2022 13:29:36

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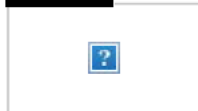
Fergus Muir
Highclere Solutions Ltd

[REDACTED]

[REDACTED]



[REDACTED]



On Sun, 31 Jul 2022 at 11:09, Fergus Muir [REDACTED] wrote:

Please see my comments and feedback for this Taxi consultation.

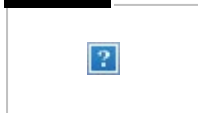
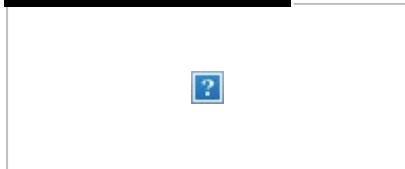
My name is Fergus Muir (address below), and I currently drive for Uber and Bolt.

- Taxi (Uber) stickers
 - Please please can drivers like me be allowed to use magnetic door stickers? I predominantly work for Uber and want to work for Bolt as well. To do this, I need to remove the Uber stickers and replace them with Bolt ones. To change back to Uber costs £10 for a new set of stickers. The stickers damage paintwork and with UV exposure leave permanent marks on cars that significantly devalues cars when selling. Radio Taxis are now allowed to accept Uber rides and do so without any need for sticker changes. I have read that some councillors said that magnetic stickers blow off and come off Taxis too easily (one even saying they saw one on a road). This is not the case at all, it's nearly impossible for them just to fall off. It just does not happen. I've had a magnetic set of L plates on a car for the last few years with magnetic strips just on the top and bottom of the

plates, and they have never come off. They are allowed in Portsmouth, the New Forest has very small stickers so we're being disadvantaged in Southampton. In my opinion, Uber is the safest and most tracked service, so there is not a safety argument. My daughters only use Uber because of this.

- New Student accommodation
 - There are a number of recently built student accommodations that seem to have drop-off points built, but at least 2 I know have a bizarrely raised curbs to access these. They seem to be higher than normal curbs. Some you'd need a 4x4 to access them. Planning really needs to improve the drop off areas for the safety of our passengers
 - I also think it very odd the Uber drivers cannot drop off at Taxi ranks especially when they are empty and loads are located near crossing and zig-zag lines. The drop-off point at Southampton Central is so small it's frankly dangerous. The worst thing about driving for me is finding a space where customers want to be put down and safely for them without out being shouted at for not dropping off where they think they should be
- Drivers Badges
 - My view is the rule should be that drivers badges should always be visible to all passengers in the car wherever they choose to sit as they are in London black cabs. I'd like to have my badge on the central dashboard and round a drivers neck is not always viewable

Fergus Muir
Highclere Solutions Ltd



From: [Hawkins, Russell](#)
To: [Licensing Consultations](#)
Subject: Representation - Consultation Group
Date: 19 August 2022 14:55:20

Dear Phil

Two things I would like to comment on:

The proposed policy only allows operators in if they are representing three or more companies with a certain amount of drivers. I believe that all operators that operate twenty five or more vehicles should be able to attend.

Secondly, we refer to this as the taxi consultation meetings. I believe this causes confusion with public consultations and would suggest the name Southampton Taxi and Private Hire Forum.

Regards

Russell Hawkins
Senior Licensing Officer
Licensing Team
Southampton and Eastleigh Licensing Partnership
Southampton City Council
Civic Centre
Southampton
SO14 7LY

phone:

█

e-mail:

web: www.eastleigh.gov.uk/licensing or www.southampton.gov.uk/licensing

█

From: [Bates, Phil](#)
To: [Licensing Consultations](#)
Subject: FW: The Southampton Hackney Carriage and Private Hire Consultation Forum
Date: 10 August 2022 13:29:17

Phil Bates

Licensing Manager
Licensing Team
Southampton and Eastleigh Licensing Partnership
Southampton City Council
phone: 023 8083 3523
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post: LicensingTeam, Southampton City Council
Civic Centre Road, Southampton. SO14 7LY

From: SHA [REDACTED]
Sent: 09 August 2022 17:08
To: Bates, Phil <Phil.Bates@southampton.gov.uk>
Cc: [REDACTED]

Subject: The Southampton Hackney Carriage and Private Hire Consultation Forum

Phil,

The Southampton Hackney Carriage and Private Hire
Consultation Forum

1. This the view of the Southampton Hackney Private Hire
on the proposed forum is as follows:-

2. Our group is identifiable and has been since its formation in 2001.
3. Contact details of our association will be given if our members agree and it is legally correct in line with GDPR.
4. We have more than thirty members.
5. We have a 16 page Constitution (Rule book) which we have had since our inception. We have 54 clauses in our constitution with the objective of the association clause 2.1, to promote and provide for the benefit of the Southampton Hackney Carriage trade on matters of a common interest.
6. Clause 2.2, to consult and formulate policy with SCC. That is why we supported the licensing department in the door signage issue.
7. We communicate effectively with our membership through our members Facebook page, our website www.southamptontaxis.org and by telephone/text.
8. Through the pandemic I emailed our committee, keeping them up-to-date.
9. We now have an arrangement with the Swaythling Working Mens Club, every 2 months we hold a committee meeting at the venue.

We have a process to attend consultation meetings. Under clause 2.3 of our constitution, the committee shall manage all the affairs of the association and shall have power to have everything for that purpose.

We are of the opinion that there is no need for council ballots, since councils cannot ever be involved in association or union voting.

Anyone who is nominated as a trade representative, is legally entitled to attend meetings in accordance with the Regulators Code 2014, regardless of the result of any phantom council

voting scheme.

If licensing has chosen to hold such a voting exercise, with no actual purpose or goal, then the council should be paying for council decisions? We do not as an association agree that costs should be split between the five taxi budgets, we should pay nothing. (We are still waiting for an email reply from Mr Bates on this subject)

This should not be a trade expense at all, as the trade does not need nor do they require such a voting fiasco.

Furthermore, the council vote results do not actually mean anything since those voting to attend council meetings, may not actually be the spokespersons for the trade? This has just been proved with the resignation of a hackney carriage representative.

We are alarmed at how complicated this has all become and without face-to-face meetings, consultation seems futile. The only way forward is the Brighton model of consultation.

SCC are contracted by Eastleigh Borough Council (EBC) to manage the licensing department (for want of a better wording) and you attend their consultation meetings which are face to face? What is the difference between them and us?

Regards,

Ian Hall

CHAIRMAN

Southampton Hackney and Private Hire Association (SHPHA)

Southampton Hackney Taxi and Private Hire drivers in our City

www.southamptonhackneyassociation.co.uk



Virus-free. www.avast.com

From: [REDACTED]
To: [Licensing Consultations](#)
Subject: Uber / Consultation Process
Date: 19 August 2022 09:29:07

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Dear Licensing Team,

We welcome the opportunity to contribute to the consultation on Southampton Council's Taxi & Private Hire Trade meetings.

As an operator licensed by over 50 Local Authorities in the UK, Uber has unique experience in Trade Meeting participation.

We support the mentioned objectives of the Trade Meetings and believe they provide a useful format for multiple stakeholders in the industry to discuss their perspectives on topics relevant to passengers/drivers/operators/regulators.

As a participant, Uber would only be able to represent their views as a licensed operator. We rely on the GMB union to represent the perspective of those drivers affiliated with Uber. We understand from the proposed scheme that we would be invited as an operator that has over 100 drivers affiliated.

We recommend Trade Meetings be conducted virtually where possible, as it provides opportunity for a more diverse attendance and respects the undertaking of those attendees that give of their time to attend.

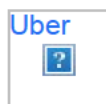
Kind regards,

--

Matthew Freckelton

Head of Cities North of England, Scotland and the South Coast

[REDACTED]



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