

STAND UP

FOR TAXI AND PRIVATE HIRE DRIVERS

Protect local jobs. Protect public safety.

The government **MUST** act now.

Tell your MP that you want England's broken taxi
and private hire licensing system **FIXED**.

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Across England, taxi and private hire laws are broken. Out-of-area licensing lets drivers work anywhere in the country even if they are licensed hundreds of miles away.

This means:

- Local councils cannot enforce the rules on the drivers working in their area.
- Local drivers who follow the rules lose work to out-of-area operators.
- Passengers are left with inconsistent safety standards depending on where the driver is licensed.
- Big operators exploit loopholes while local workers and communities pay the price.



Gatwick: A National Problem in One Place

Gatwick Airport has entered a long-term sponsorship deal with Uber, even though Uber is licensed by Transport for London (TfL), not Crawley Borough Council. Thousands of out-of-area drivers now work at Gatwick, while local drivers are pushed out. **This is happening all over the country.**

Government: too slow to act

The UK government's been repeatedly warned about the risks and knows what action is needed. The independent Casey Report (2025) found that weak and inconsistent licensing systems have put the public at risk. And that the lack of consistent standards across different local authorities has made it far too easy for drivers and operators to "shop around" for the weakest regulator. These are the same loopholes being exploited by out-of-area operators at Gatwick.

Enough is Enough – the Government must act now

Our 5 key demands to fix taxi and private hire licensing:

1. One set of national safety, licensing and training standards.
2. A "Start or Finish" rule so every job begins or ends in the driver's licensed area
3. Stronger enforcement powers for councils
4. Tougher penalties for repeated breaches
5. Fine revenue kept locally to fund enforcement

