

**From:** Jamie Arnell  
**Sent:** 23 March 2018 18:57  
**To:** HCO  
**Subject:** Uber consultation

Dear sir/madam,

I write in connection with the Council's upcoming decision as to whether to renew Uber's license in the city.

I am the co-Chairman of A Better Brighton and Hove, and have been working closely with BHCC on the development of an ambitious plan to bring ubiquitous EV charging to the city.

Currently, taxis contribute 5-10% of Brighton's vehicle emissions. To date, despite repeated efforts, the local taxi trade has failed to engage proactively with BHCC or A Better Brighton & Hove around the opportunity which exists to secure OLEV funding for the installation of charging infrastructure to allow the taxi fleet to go electric. Instead, they have insisted that all discussions take place within a cumbersome BHCC/taxi trade forum, with long delays. This will likely result in BHCC missing the opportunity to bid for funding from OLEV to install charging for the taxi trade in the city (a competition due to be launched shortly, for which Brighton is completely unprepared).

Uber, on the other hand, is extremely engaged and has indicated that they would guarantee a level of off-take from any charging infrastructure which is installed.

I make no comment at all on the wider merits of Uber's license application except to urge Councillors to consider that:

- A. Uber's presence in the city might provide competitive pressure to switch to more sustainable vehicles, improving local air quality and reducing carbon emissions. The local taxi trade has not demonstrated any enthusiasm for innovation in this area.
- B. If Uber is not allowed in the city, Councillors should instead be securing commitment from the local taxi trade to be as innovative as Uber is prepared to be
- C. If the local taxi trade fails to engage around adoption of electric vehicles, the Council should consider mandating change if (and only if) the charging infrastructure is installed.

Regards  
Jamie Arnell

