



More trade stories than all the others put together

Issue 261 July 2018

UBER BOSS AND TfL'S MIKE BROWN GET COSY



TWO PEAS IN THE SAME POD

SEE
PAGE 3

INSIDE



UBER COURT CASES

PAGES 3 & 5

NEWS



ALBANY TAXI CHARITY TRIP TO MARGATE

PAGE 10

NEWS



WHEN EDDIE MET THE MAYOR...

PAGE 16

QUOTAX
INSURANCE SERVICES

To see how much you could save call
0208 127 8418

London's leading
Taxi Insurance

Visit Us: Quotax Insurance Services, Blackhorse Road, London, SE8 5HR.
On site at Ascotts. Call Us: 0208 127 8418, Mon to Fri: 09.00 - 17.00, Sat & Sun Closed
www.quotax.net





Published by
The London Cab Drivers' Club Ltd.
Unit A 301.3,
Tower Bridge Business Complex
Tower Point, 100 Clements Road
Southwark, London SE16 4DG

Telephone: 020 7394 5553

E-mail for membership enquiries:
E-mail: thelcdc@gmail.com
Web: www.lcdc.cab

Editor: Grant Davis

The Badge is distributed free to the
Licensed London Cab Trade.

For advertising enquiries please contact the office on
020 7394 5553 or E-mail: thelcdc@gmail.com

All advertising in The Badge is accepted under our
terms and conditions. These are available
at the LCDC office.

Before entering into any commitment, financial
or otherwise, always remember to seek
professional advice.

The views expressed in this publication are not
necessarily those of the Editor or of the
Management Committee of the
London Cab Driver's Club.

Contributions for publication are welcomed
and should be sent to the Editor at the
above address.

The London Cab Drivers' Club Ltd.

Printed by Iliffe Print. T: 01223 656500
www.iliffeprint.co.uk

Uber Court cases

Everybody now knows the outcome of the TFL / Uber court case at Marylebone magistrates' courthouse (see page 3).

To many it was a shock decision - however after dealing with TFL for all these years I could honestly say, whilst being very disappointed, it was not a shock.

On Page 5 you can read the result from the Uber court case against Reading Council.

C.S.H Revisited

Last Friday on 6th July, TFL bosses vowed to supercharge delivery of new cycle routes across the capital, Chiswick, Swiss Cottage and Greenwich, so we can all expect more traffic chaos for the oncoming years.

Amazingly, Mike Brown apologised for the way in which the first wave of CSH were

implemented. However, on the back of those claims, Mike Brown is now saying it is "absolutely ridiculous it's being challenged".

What the LCDC would like to know Mr Brown is where is the money coming from to pay for all this construction, when it is well known that TFL are facing a £1bn deficit this fiscal year?

Knowledge of London Event

On Monday 16th July at City Hall at 4pm, there will be a special event held at the "living Room" at the top of City Hall regarding the knowledge of London.

Hopefully, it will get a lot of support from the Trade. However, regrettably, TFL have informed us that they will NOT be in attendance.

Once again, showing just how high we are in their list of priorities - disgraceful.

Grant Davis
LCDC Chairman



E16
RENTALS
TX4s TO RENT
• Ascotts maintained
• Pay by cash/bank/online
• Merces also available
CALL US TODAY
07957 465423
e16-taxirentals.co.uk

PAYTON'S SOLICITORS

Suite 12, Temple Chambers,
3, Temple Avenue,
London EC4Y 0HP

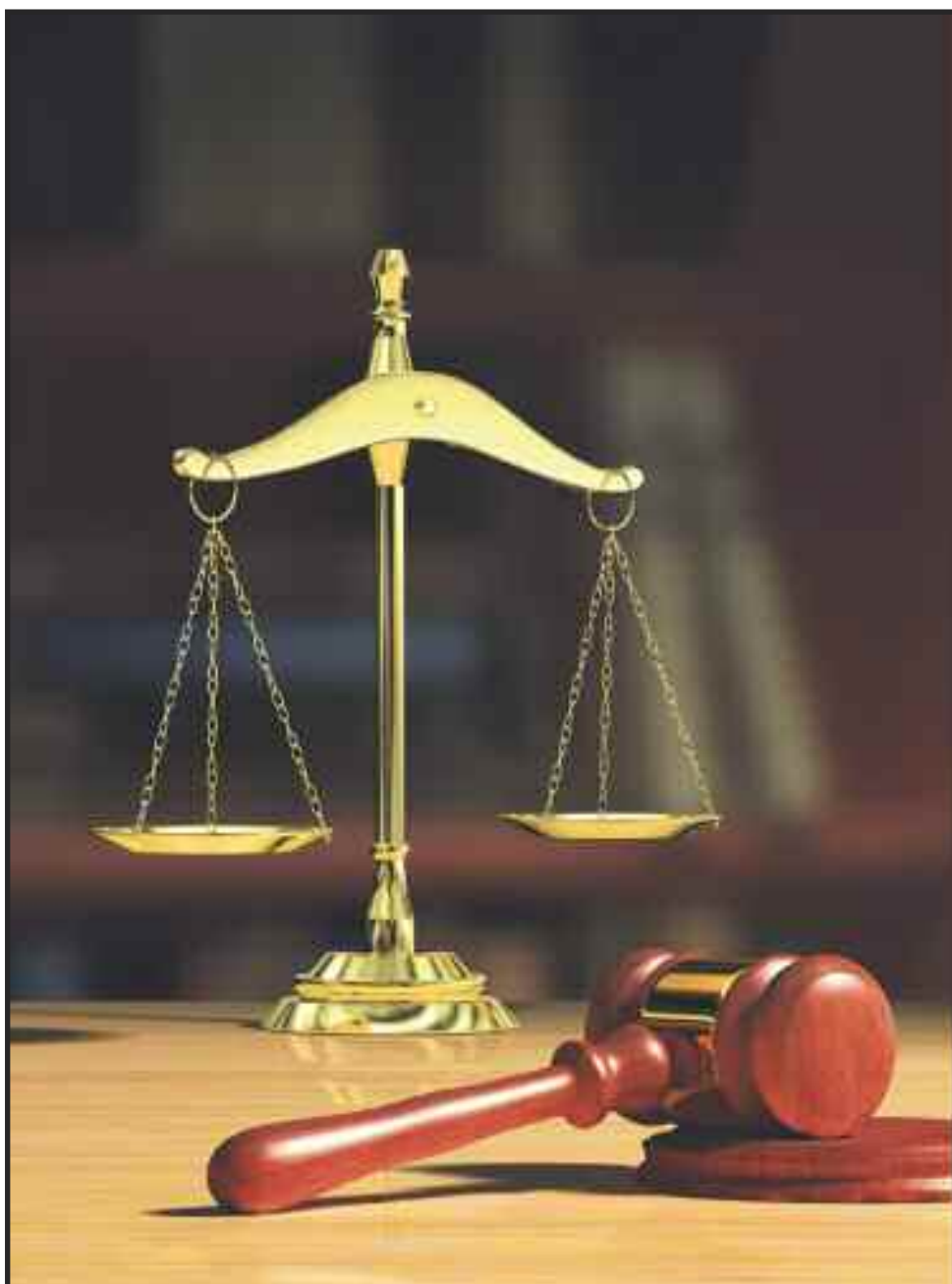
We at the LCDC don't often bang our own drum when it comes to helping our members with their legal troubles. A lot of the cases which come our way with members are quite sensitive and we respect their wishes to keep things in house and out of the paper which I can fully appreciate.

However, not only do Payton's Solicitors offer our members a 24 Hour Duty Solicitor 365 days a year, but since getting involved with the Club, our solicitor Keima Payton has the distinction of having a 100% success rate in all her cases which she has handled on behalf of the Club's members.

Keima Payton has a fearsome reputation in court and should ever the need arise you will find no one better able to fight your corner and save your Badge than Keima.

- Grant Davis, LCDC Chairman

Tel: 0207 405 1999
FAX: 0207 405 1991



UBER WINS 15 MONTH PROBATIONARY LICENCE TO WORK IN LONDON

Uber will be able to continue operating in London, after a court decided the ride-hailing firm should be awarded a new 15-month probationary licence, after being told of sweeping changes to its practices.

The ride-hailing firm's future in one of its biggest global markets had been in jeopardy after Transport for London ruled last September that it was not "fit and proper" to hold a private hire vehicles operator licence. At the start of a two-day hearing, Uber admitted that London's original decision not to renew its five-year licence had been correct. TfL cited concerns about public safety and security, including a failure to report crimes or alleged crimes to the police, and to conduct proper background checks on drivers.

But Uber's lawyers convinced Westminster magistrates court that it had since cleaned up its act, while continuing to operate in the capital pending its appeal.

The chief magistrate, Emma Arbuthnot, said Uber had not been a fit and proper firm but now, taking into account its new governance, she found it fit and proper to hold a licence. She said Uber should pay all costs of the appeal. TfL's lawyer said a figure of £425,000 had been agreed.

Uber's lawyers told the court that after wholesale changes, and the appointment of new management in the UK to ensure full compliance with regulations, it had fully passed TfL's three latest inspections.

Changes include proactive reporting of serious incidents and ensuring drivers only operate in areas where they are licensed.

TfL argued that Uber's steps needed to be seen in the context of its past conduct, demanding a shorter licence than previously awarded. Helen Chapman, director of licensing regulation and charging at TfL, told the court that Uber had resisted



Helen Chapman: TfL's star witness

regulation over the first five years of operation, and there had been "insufficient time" to see whether the firm had really changed.

She said: "We've had five years of a very difficult relationship, where Uber has felt that it hasn't required regulation." She said it had been "frankly frustrating" that TfL was made aware of issues via the media rather than Uber.

Lawyers for black-cab

drivers had argued against licensing Uber. Gerald Gouriet QC, representing the Licensed Taxi Drivers Association, warned that an "Uber in sheep's clothing" had appeared before the court.

Uber says it has around 3.6 million passengers regularly using its service in London, with 45,000 drivers. Speaking after the verdict, Tom Elvidge, general manager of Uber in the UK,

said: "We are pleased with today's decision. We will continue to work with TfL to address their concerns and earn their trust, while providing the best possible service for our customers." The mayor of London, Sadiq Khan, said: "I believe everyone must play by the same rules, no matter how big or powerful they are. After years of operating poorly in London, Uber has now accepted that TfL's action in refusing to renew their licence was totally justified. Today our stance has been vindicated by the court."

"Uber has been put on probation – their 15-month licence has a clear set of conditions that TfL will thoroughly monitor and enforce."

"As a result of us standing up for Londoners, Uber has been forced to overhaul the way it operates not just in London but across the world."

The chair of the London assembly's transport committee, Caroline Pidgeon, said TfL would need to strongly enforce conditions, adding: "The

safety of Londoners must come first and we will be keeping a close eye on the way Uber operates."

The San Francisco-based firm attempted to draw a line under past controversies with the appointment of a new chief executive, Dara Khosrowshahi, last August, who said the company needed to change.

Aside from the issues in London, Uber had been drawn into scandals including conduct in its head office, the treatment of staff, and allegations of using its software to evade regulators in other cities.

Beyond compliance with London's regulations, Uber has also offered some improved conditions for UK drivers, including limited insurance, limits on working hours and a 24-hour phone line for support.

But it has continued to fight employment tribunal rulings giving rights to its so-called "partners", leading to accusations of whitewashing rather than substantive change.

Courtesy of The Guardian

mytaxi
picks up where
you left off.

Stay busy,
all shift long.

mytaxi



your black cab app

Download the app today at d.mytaxi.com

Makes for grim Reading

Reading Borough Council V Mudassar Ali
Before Senior District Judge (Chief Magistrate) Arbuthnot



Allegations, on 2 occasions, 1.40 am on 21/01/17 and the following morning 0.15 am 22/01/17 Mr Ali was standing or plying for hire in the controlled district with a carriage not licensed as a hackney carriage by Reading Borough Council contrary to section 45 of the Town Police Clauses Act 1847

The background, a Reading Council licensing officer opened the Uber application on the early morning of 21/01/17, there were many Uber vehicles displayed in the area of Reading town centre, one such vehicle was observed available, located on Kings Road, the licensing officer and his colleague proceeded to that location by car, the officers parked up behind the vehicle, the app was checked, a vehicle icon was shown on the map in the same place as the vehicle on the street, this process was conducted the following day, on both occasions the vehicle parked in Kings Road was that of Mr Ali.

Mr Charles Holland (prosecution) highlighted the fact Mr Ali is prosecuted under Hackney carriage legislation, distinguishing the difference between Hackney carriage & private hire services.

The case of Cogley V Sherwood (1959) was referred, this established the need for the vehicle to be on view with the express or implied invitation to treat

Inevitably the case of Rose v Welbeck Motors Ltd (1962) was stated, Lord Chief Justice Parker concluded 'In my judgement, there is no real difference between the expression "taxi" and "cab" and, in the particular circumstances of this case, it seems to me that any tribunal would be bound to hold that this vehicle was exhibiting itself as a vehicle for hire'.

Mr Holland rightly highlighted in Rose that there was no customer or operator involvement, Philip Kolvin QC representing Mr Ali countered by stating the vehicle in question had distinctive markings, implying the vehicle used by Mr Ali had no such markings, though he had to acknowledge Mr Ali's vehicle had the TFL roundel

Mr Holland also rightly stated, "Mr Ali by logging on to the Uber BV application was authorising Uber as agents to solicit for him as principal"

The hearing referred to various case law
Milton Keynes Borough Council v Barry (1984)
Windsor & Maidenhead Royal Borough Council v Khan (1994)
Clarke v Stanford (1871)
Chorley BC v Thomas (2001) amongst others

In defence Mr Kolvin QC continually stated a vehicle displayed on the Uber app "was just a blob on a screen", attempting to persuade that there is no real exhibition, he also expressed the view that a customer might not necessarily be allocated that particular vehicle, which begs the question if as Mr Kolvin states Uber are not exhibiting or inviting why the need for the vehicles to be displayed?

Whether the Chief Magistrate was influenced in her decision by Kolvin's assertion that, if she was to find Mr Ali guilty then all Uber drivers, plus others working on similar platforms are guilty is debatable. It certainly seems from the trade's perspective that Uber and their legal team are getting the rub of the green presently.

JETT CABS

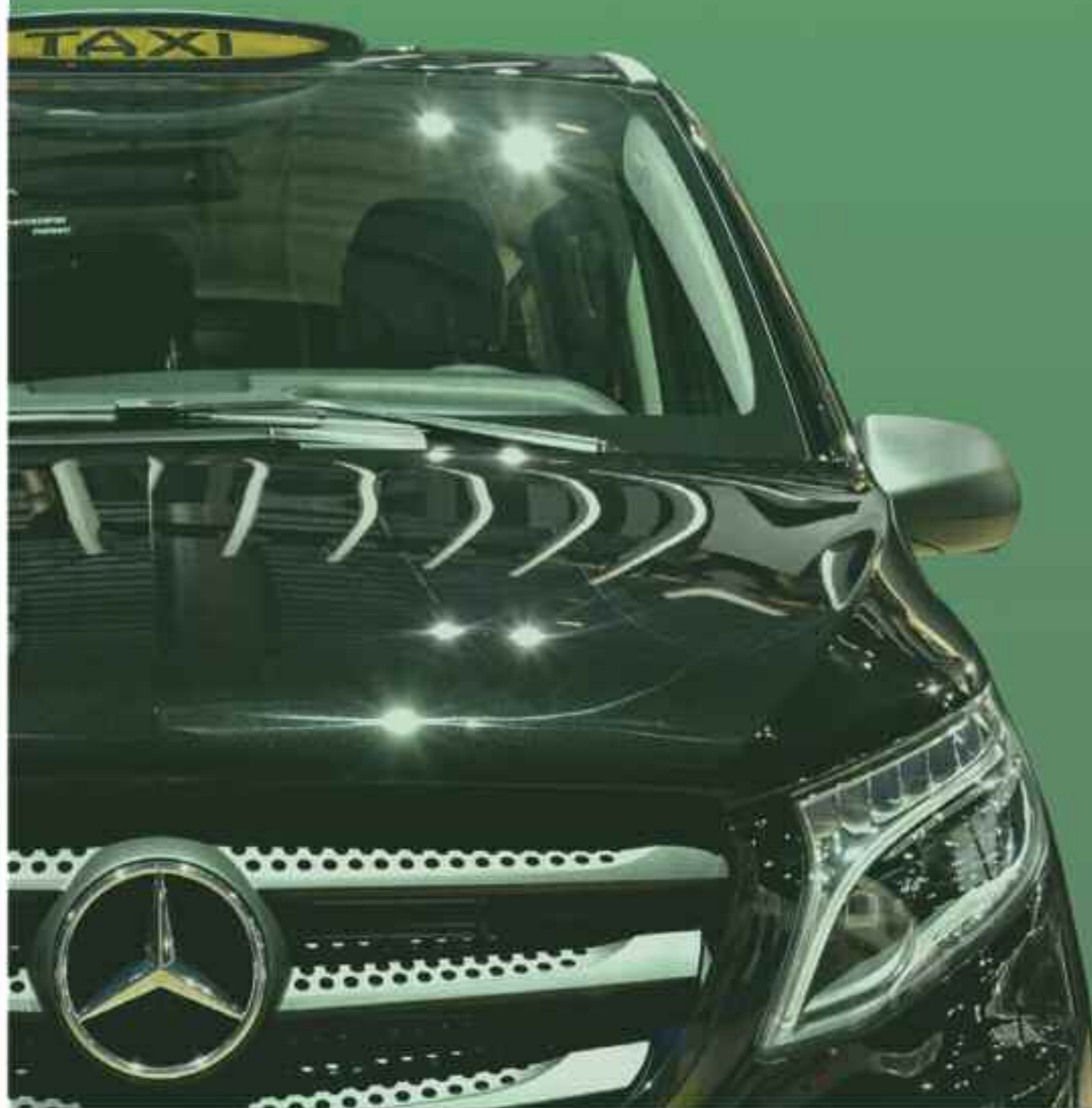
LONDON TAXI RENTAL

MERCEDES VITO FROM £220 PW

CALL 0777 629 2903

www.jettcabs.co.uk

🐦 @jettcabs



Could a car ban be the way to keep the City's skyscraper district moving?

By Russell Lynch

In the shadow of the Gherkin, thousands of workers struggle to stay on the pavements of St Mary Axe every lunchtime, fighting their way to pit-stops such as Costa and Eat for sustenance through one of the capital's busiest streets.

Welcome to life in the Eastern Cluster, a collection of a dozen skyscrapers including the Walkie-Talkie and the Cheesegrater, and more — such as the giant 22 Bishopsgate — on the way. Though these pillars of steel and glass stretch to the sky and house up to 10,000 people each, those same workers still have to get from the Tube to their offices. That means teeming, congested streets — and a real headache for the Square Mile's governing body, the City of London Corporation.

London's densely concentrated tall-tower district is bordered by Bishopsgate to the west, Aldgate to the east, Fenchurch Street to the south and Houndsditch to the north (see map) and draws some 480,000 commuters to the area every day. But the Corporation expects this to jump by at least 60,000 a day with the opening of Crossrail's Elizabeth Line later this year, which also brings another 1.5 million commuters within range. This — along with the completion of more towers — is poised to make overcrowding even more of a problem, according to the Corporation's own statistics. Within the next decade, it reckons an extra 3000 people an hour will be thronging Bishopsgate, with a combined 25,000 people an hour using Liverpool Street and Fenchurch Street stations at their peak.

Although the area is, in a sense, a victim of its own success, the huge towers crammed into medieval streets present a major challenge as the City faces up to life after Brexit. According to the Corporation's transport and planning chairman Chris Hayward, the expanding

population brings public safety to the fore and will damage the district's growth prospects unless tackled. He says: "If we don't address these things now, of course they will be a challenge to us in the future and in a post-Brexit environment we have to be constantly open for business."

At its simplest it's a question about how to keep a vital area of the City functioning at its most effective. The radical solution the Corporation is consulting on is "pedestrian priority" for the main routes criss-crossing the Cluster from Lime Street up through St Mary Axe, and along Leadenhall Street.

the big towers, which can make deliveries at off-peak hours.

Businesses in the area already appear to have made their mind up. A Corporation report on a workshop attended by developers and occupiers such as CC Land (owner of the Cheese-grater) earlier this year concluded that there was "significant appetite for change" in the Cluster: "Pedestrianisation of key streets is favoured, to help ensure sustainable growth," it said.

Sir Stuart Lipton, the head of the Lipton Rogers developer masterminding the 22 Bishopsgate tower, flags up

provide business access for clients. It's not something you just jump at. It needs to be properly considered."

Ask one of London's 22,000 cabbies about pedestrianisation, however, and you get a different story. The workshop document talks about "alternative provisions for taxis" and potential pick up and drop-off points on the edge of the Cluster.

For black-cab drivers still smarting from the experiment at Bank junction — which began over a year ago, banning taxis and cars from the bottleneck — it just promises more congestion

would be no accidents on the M1."

Some travellers are more dependent on cabs, and there's a knock-on effect on the surrounding roads according to Malcolm Paice, of the Worshipful Company of Hackney Carriage Drivers. He says: "Not enough thought has been given to people with limited travel options because of disability. The other thing that isn't considered is the impact on journeys [to avoid the pedestrianised areas]. It makes journey times longer and more expensive."

Hayward — who's got it in the neck from the taxi lobby over Bank junction — admits that



That could mean road closures at peak hours on a scale not yet seen, potentially as a precursor to full pedestrianisation. There's also a wave of traffic-curbing measures, improved crossings and new green spaces, to be funded jointly by the governing body as well as Section 106 planning agreements with the City and costing up to £25 million.

The aim is also to cut the number of vehicle movements — the "white-van man" Amazon deliveries, for example — by increased use of "consolidation centres" for

the face-to-face influence of the insurance world, as staff flit between the Lloyd's of London market and the brokers in the streets around. "What we may see is more streets closed and I think personally in the City that would be welcomed," he said.

Hayward reckons full pedestrianisation is a "much bigger question, which requires more deliberation by members". "Yes," Hayward adds, "businesses are calling for it, and that is very interesting. But it needs to be considered in terms of how we service buildings, how we service offices, how we

elsewhere. Steve McNamara, general secretary of the Licensed Taxi Drivers' Association, says: "You can't run a city like London without commercial traffic. You want to drink your lattes you need the milk and the coffee beans. Until somebody comes up with a way to deliver this by pushbike you have got to allow commercial traffic."

Meanwhile you "couldn't print" what his members say about the Bank junction closure. "They will tell you there has been a massive reduction in accidents. There's a surprise. If we closed the M1 next week I could guarantee there

"anything that reduces the ability of black cabs to get around is likely to meet with opposition". "There will be interested parties on all sides."

The Corporation is consulting on the proposals until next month, and adopting the strategy in the winter. But Hayward insists London's "Manhattan" needs a new plan. "The numbers are going dramatically up and we have got to be mindful of keeping that footfall moving. This is the challenge."

Courtesy of The Evening Standard



LOW RUNNING COSTS

Save £100 per week*



Experience TX for yourself
levc.com/testdrive

TX

The electric taxi
From just £177 per week*

E-CITY
TECHNOLOGY

5 years
unlimited
mileage
battery
warranty*

3 years
of free
servicing
up to 75,000
miles*

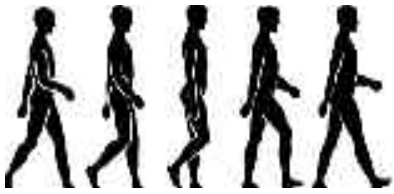
3 years
or 120,000
mile
vehicle
warranty*

*Find out how much you could save at
www.levc.com/tx-cost-comparison

LEVC London
Dorset Road
London EC2A 4DT
www.levc.com
02039 126 195



*Terms and conditions apply. Business users only. Finance offer available on Personal Contract Purchase (PCP) 6.9% APR. Representative figures based on TX1074 at £15,000 OTR with a customer deposit of £2,250 followed by 60 monthly payments of £105.40 (equivalent weekly payments of £177.40) plus an optional final payment of £15,000 plus an option to purchase the car for £10,000. Based upon an annual contracted mileage of 30,000 (100,000 miles over term). All prices exclusive of VAT. £10 deposits may be available and can be paid on collection. The above is an example deposit based on the finance illustration. Two, three or four year plans are also available. Few Purchase Finance options also available. Other models are available. Includes 3 years 120,000 miles comprehensive vehicle warranty / 5 years unlimited mileage drive battery warranty. You have the option at the end of the agreement to return the vehicle to Black Horse Tax Finance and not pay the final payment. If the vehicle has exceeded the agreed mileage a charge per excess mile will apply. In the example, 5p / VAT per excess mile. If the vehicle is in good condition and has not exceeded the agreed mileage you will have nothing further to pay. Credit is subject to status and is only available to UK residents aged 18 and over. Finance is provided by Black Horse Tax Finance a trading style of Black Horse Ltd, 52 Wyldon House, Tinsley Terrace, Cardiff CF22 5BT. Excludes Motor credit card equipment and any local authority fees. LEVC reserves the right to terminate offers at any time. Not to be used in conjunction with any other offer. OTR figure is net of OLEV Plug in Tax Grant which is up to £3,500 and is subject to European Whole Vehicle Type Approval and European Certification rules and regulations. All prices and promotions are valid for vehicles ordered before 30th September 2018.



Walker on the March...

RIDE - HAILING

By now you will have heard and read the decision on Uber's licence. However, the most important aspect of their operating procedures didn't even get a mention.

Not even a whisper about the "ride-hail" service (Uber's own terminology) i.e. taxi service that Uber are providing. Ride-hailing has been described as "hailing a taxi from the street" and "virtually hailing a taxi or car from an app". I think a more apt name for such a service is as described by the Law Society – "on demand" services

Unfortunately for us, it would appear that TFL have no intention of enforcing their own regulations and stopping Uber or other apps from offering an "on demand" service. This begs the question of why not? There have been theories forwarded - top people are taking a bung; top politicians have a vested interest; TFL are scared of Uber's power and influence; TFL don't like the taxi trade and would like to see it off.

WHY ARE TFL IGNORING PROBLEMS FACING THE TRADE?

Personally, I don't believe it's any of the above. TFL's task is primarily to provide the public with safe transportation services.

I believe they think they can have their cake and eat it. That they can have a world-renowned bespoke taxi service at a premium price and also have a cheap, second-rate car service (Uber) serving the same market.

TFL do not seem to understand that the taxi trade is at a crisis point. The Road Haulage Association made a statement earlier this month to say they were in crisis because not enough new HGV drivers are coming on stream. This is coupled to 1 in 8 drivers being over 60 years old. As a result, the RHA claim that government action is required to avoid a supply disaster.

Compare this to our situation where not 1 in 8 but rather 1 in every 4 drivers are over 60 years old and the flow of new trainees has almost completely dried up. Yet, this doesn't appear to warrant local licensing (TFL) action, far less government intervention.

TFL cannot be blamed for this as they, and the previous licensing regimes, have heaped restrictions and impositions on the cab trade that in turn heaped costs on the service and the service has survived. Drivers have continued to bear these costs and they have then been transferred to taxi customers via the tariff Cost Index system.

In the past, when times became hard, customers would have no viable alternative to using taxis and their strategy would be to cut down on usage. With PH licensing and more particularly, app hailing de-licensing, they now have a cheaper, if inferior service, they can change to.

Meanwhile, drivers remain with the choice of coughing up and doing more and more hours to make ends meet or get out of the trade as a full time

occupation. Both strategies are currently being employed. The difference this time is that the problem is not due to a temporary economic downturn but rather a permanent state of affairs

NEW CAB – HOW MUCH???

The way the price of a new cab has escalated is nothing short of scandalous. Never mind about the ridiculous £57,000 for the TXe, it's been many years since the average driver could afford to buy a cab unless he is old enough to have built up some capital in an existing cab.

For those younger than me (most of you), let me enlighten you about the price



of cabs.

If we go back to 1950, you could buy an FX3 for £1,200. Two years later, it had risen to £1,309.

In 1959, the TX4 came in lower at £1,198 and by 1962, the price had fallen to £1,171, while a Winchester (the only alternative to the FX4) could be had for £1,165. By 1971 the FX4 was still just £1,200 (+2.5%).

Things then began to change. In three years, the price of an FX4 increased by 66.5% to a whopping £2,000. Six years later, the price had increased by 350% - yes, you read that right - to £7,000 by 1980.

Have a think about this. In 11 years from 1950 to 1971, the price fell marginally by £10 (just under 1%). Then in the following nine years, the FX4 price rose by 583%, from £1200 to £7,000.

Now this huge price increase could have been due to any number of things but I'm guessing that Winchester going out of business in 1972 and leaving Carbodies (M&O) as a monopoly supplier of the London taxi had a lot to do with it. I could be wrong but then maybe there really are fairies at the bottom of my garden.

AND ON IT GOES

When the FX4R s*^ cart came on the scene two years later, although it wasn't worth the price of the metal that went into its production as scrap, it was £8,869, an increase of 27% in two years.

The FX4R was so useless that it was only in production from 1982-84 (yes, I bought one) but that didn't stop the price increasing to £11,000. In 1985, the FX4S was introduced at £11,239 for a basic manual.

Jump ahead to 1993, when the FX4 Fairway fetched £19,912. Although this was an eye-watering price, it was something of a slowing down of the rate of increase and may have been due to some extent by the loss of the monopoly with the Metrocab being available from 1986.

The TX range was introduced at the end of 1997. I won't go through the prices but suffice to say that the last TX4, in 2017, was priced at around £41,000 for the Bronze version. That's an increase of 206% over 24 years, an average 8.5% in an era when general inflation average just 2 - 3%.

The TXe, of course, has just got plain silly. This has caused an immediate increase of 36.5% on the price of the new cab, even after allowing for the government grant. Otherwise the increase would have been 55%.

YEAH WELL, IT'S INFLATION INNIT

One could be forgiven for thinking these price increases are down to general inflation, so let's make a comparison. In 1972 the cab was £1309, while the Ford Consul cost £963, 26.5% cheaper. The Ford Sierra, at £4,515 in 1984 was now 60% cheaper than an FX4R at £11,000.

The current basic price of £19,450 for a Mondeo, is virtually half the price, against the last TX4 in 2017 at £41,000. This made the Mondeo 52.5% cheaper than the last basic TX4 (2017) at £41,000.

Others may read into this differently, but to me this shows that there was a major differential increase during the time M&O gained a monopoly, that has been maintained ever since.

HOW CAN A DRIVER AFFORD A CAB?

Basic answer – he/she can't.

When I started cabbage at the very end of the 70s, the usual route to mashing was to buy an old second-hand cab and work your way up gradually to a new cab. You then took out HP over three years and then most either traded in for a new cab or ran it (it was reliable enough to do it then) for two years "freehold" before replacing it with new.

New drivers without a pot of cash can no longer do this, in the main. They effectively rent a cab for five years, either on a lease or lease-purchase deal. Even with the latter though, the freehold costs

so much that they tend to hand the cab back and take another over five years.

The new TXe will cost £18,800 for the freehold after five years and have a battery that will have done around 150,000 miles in most cases, that no longer has a warranty. I've seen a study on the Nissan Leaf that found the battery deteriorated by 40% after 30,000 miles and informed opinion places the replacement cost at £7,000 - £9,000.

Who in their right mind will buy a £19,000 freehold on a 5 year old cab that may need another £7,000 spent on a battery? That makes £26,000 for a 5 year old cab with 150,000 miles on the clock. Y'know what? There will be takers because that's what we do.

NOW WHERE WAS I?

TFL have put us into a terrible situation.

They allow the lightly – regulated app hail into our market and then not only ask us to compete with our high – regulation generated costs but on top of that, this year they have added a third to the price of a new taxi, while effectively robbing us of a year's tariff increase.

It's no use of us telling them we won't put up with it because experience tells them that we will put up with anything they dish out to us. They show us absolute disdain and disrespect.

The Mayor refuses to even talk to the trade. Brown cancels more meetings with the trade than he attends. Compare this to the way they are bending over backwards to accommodate Uber in getting a new licence.

They just tell us what to do and we do it. Meanwhile, with Uber it's a case of "would it be OK to ask you do this? Just say if it's not and we'll find another way to let you thief taxi work, rape and attack defenceless women and tell blind passengers to do one because that dog ain't coming in here". "Sorry to be such a nuisance, but call us anytime".

One day, we are going to have to say NO to TFL. To say we won't tolerate their maladministration of the taxi and PH trades. If we don't, we're dead. Not only that but "demo, demo, demo" won't cut it.

What we need to demonstrate is that we will not accept a bad TFL decision and we have to act with 100% solidarity.

Just imagine, for example, if we had all refused to accept credit card payments – even those of us that already accepted them. What could TFL have done? Could they have rescinded every plate and driver licence? No, of course not. They could have tried to make a few examples but not if we all stood shoulder to shoulder.

I'm not saying we shouldn't accept card payments. What I am saying is that if we had said no, and meant it, they would have had to negotiate with us (instead of merely consult and inform) and the next time, they would negotiate before they made themselves look toothless.

I don't know how we could all get behind one action or one refusal but I do know that we have to find a way to do it.

Albany Taxi Charity trip to Margate

What a lovely day was had by everyone on 2nd July as the Annual Albany Taxi Charity trip to Margate took place.

As we all know, the charity work undertaken by the trade for those less fortunate than ourselves pretty much goes on under the radar, but for those drivers taking part, the personal satisfaction is immense. We all met up at 7am in Ozzies café in Orpington, before heading to the schools to decorate the cabs and meet our lovely children and their carers. We then drove to Medway service station to meet up with the second contingent, and once everyone had grabbed a cuppa and used the toilets we set off to Margate.

What a day, what a fantastic day and for any drivers reading this put your name down for next year, you will not

regret it.

Fish and chips, funfairs and ice cream... and that's just the drivers!

Watching the kids having a great day is really a humbling experience and for all the guys and girls at the Albany Charity, a big well done!

We left Margate around 5pm and got the children back to their schools to be met by very happy and grateful parents who were really appreciative for all our efforts. I have already put my name down for next year... why not join me?



Cab Chat Pie & Mash Club Meet

During the first year of the Cab Chat Show, Jamie & Mark discovered that one of the London Cabmen's Shelters in Russell Square was serving Curry on a Wednesday night deliciously cooked by Danny, so the Cab Chat Curry Club was born where many of the team joined the show and quite a few listeners came along to meet the team.

Unfortunately Danny decided that running the Shelter of a night was not for him and so the Curry Club came to an end.

On reading of the demise of London's Traditional Pie & Mash Shops Jamie AKA SuperCabby decided to go around London with the Cab

Chat Team and visit various Pie & Mash Shops which has now become known as the Cab Chat Pie & Mash Club meets.

The first shop visited was Manze in Tower Bridge Road on Wednesday 13th June 2018 which saw 10 members of the Cab Chat team plus a number of guests and Brian jacks visit the shop to enjoy what is regarded as one of the best Pie & Mash shops in London.

Wednesday 11th July 2018 will see the Cab Chat Team visit Scotts in Orpington 51 Walnuts Road for the 2nd Cab Chat Pie & Mash Club meet.

Everyone who joins the team on these meets is sent a questionnaire to fill out on

various aspects of the Pie & Mash experience culminating in an overall score for each shop.

The scores will be used to determine the best Pie & Mash shop visited by the team in the Cab Chat awards to be held in May/June 2019.

Future dates for the Cab Chat Pie & Mash Club are:

**Monday 13th August 2018
Pie & Mash Welling, Upper Wickham Lane, Welling, Kent DA16**

**Wednesday 12th September 2018
Whitstable Pie & Mash, 15 Harbour Street, Whitstable Kent CT5 1AQ**



**Wednesday 10th October 2018
Manze's 74 Chapel Market, Angel N1 9ER**

**Wednesday 14th November 2018
KELLY (G); 526 Roman Road, Bow E3 5ES**

So if you are a lover of Pie & Mash then why not come along, join the club and enjoy one of London's traditional meals.

To find out more please visit cabchatshow.uk/pieandmash

EARN £3,000 TOWARDS YOUR NEW TXe

Ubiquitous, the UK's leading taxi advertising company is helping drivers of TXe taxis to make money from their unique and innovative vehicle.

- £3,000 in year one, with option to extend.
- Opportunity to earn additional money from event work.
- Paintwork restored to TfL standards at contract end.
- Green badge drivers only please.



CALL US NOW FOR FURTHER DETAILS:

020 7291 3700

UBIQUITOUS
ICONS

TRUSTED TO DO RIGHT BY DRIVERS

BLACK CABS ONLY

DRIVEN_BY_KNOWLEDGE

TAXIAPP UK

TAXI

DOWNLOAD THE APP

**1ST MONTH FREE. QUOTE
THEBADGE**



WWW.TAXIAPP.UK.COM



YOU CAN'T KEEP A GOOD MAN... OR WOMAN DOWN

The London black cab is quintessentially British, woven, you could say, into the very fabric of the city itself. For over 350 years black cabs have been faithfully serving both Londoners and visitors alike. The amber glow of a black cab's 'taxi' sign has become a symbol that represents familiarity and safety in equal measure.

But, recent years have seen a new interloper in town, a heavily financed one, and one whose political influence and technological capability had decimated incumbent trades around the globe. 'I remember hearing about a particular disruptive ride-share model that was causing problems in Paris, but didn't think too much of it. London

was different, I thought.' Say's Paul, who's been part of the TAXIAPP team since it's inception. He recalls, 'I wasn't aware of how heavily financed they were, or how much political sway they garnered' The rest, you could say is history. The path was cleared for Uber to sweep through this great City of ours recruiting up to 1200 drivers per week. 'It literally felt like an alien invasion' added Scott, who looks after TAXIAPP's finances. 'And the cab trade was unprepared' But all was not lost, London's cab trade hasn't survived 350 years by rolling over at the first sign of a threat, and this was no exception. After-all, the iconic Black Cab has had to evolve considerably since the first taxi - a Hackney carriage - made it's appearance in the early 17th Century. The late 19th Century saw the arrival of the motor car and in 1961, minicabs took to the streets promising a cheaper alternative. Every time - without exception - like the Phoenix from the Ashes the Black Cab Trade has risen to the challenge and assumed it's position as the best Taxi service, not only in London, but the world.

So, why did this time feel different? The 'First Lady of Taxiapp' Ms Mirna Borne, says. The trade was already using innovative technology and it had become a useful tool to compete with the onslaught into our industry. But something



didn't seem right, and as time went on, it felt like we were increasingly beholden to these Corporate led apps' The whole set up imploded when out of the blue, Hailo, the taxi hailing app, driven by greed, applied for a Private Hire Operators licence. 'It was this moment that I realised our industry was in a very vulnerable position,' says Phil, co-founder of Taxiapp, 'unless the trade developed its own technological solution, we would remain at the mercy of financiers, hellbent on taking control of our market' With this, and in true black cab style, drivers set about launching the trade's first app and in June 2016, TAXIAPP UK was born Taxiapp differs significantly from the other hailing apps, - a non-profit organisation run by a cooperative of drivers-members

committed to helping secure the future of London's black cab trade. We say, take the taxi that is most convenient, be it the one at the front of taxi rank, the one that can be hailed on the street, or the one located using the app."

The set up is so the app cannot be sold to outside investors seeking a return. Scott is adamant 'Drivers are firmly the bottom line with Taxiapp. It's all about protecting our working practices. Drivers are entitled to 100% of the meter, who are we to say otherwise. It's ok to offer promo codes, but the cost deficit should be absorbed by app. All too often we are seeing drivers suffer financially because the corporate led apps are only answerable to its investors. TAXIAPP is here to redress that

balance'. My question is, if drivers are guaranteed 100% of the metered fare, how is the app funded and advertised? Ms. Borne is quick to respond, 'For stability purposes, Taxiapp is offered to Black Cab Drivers for £20 per month, broken down that's just 67p a day. For that, the driver is automatically registered as a TAXIAPP cooperative member, is ringfenced from any potential losses that could occur, pay 0% commission on jobs offered through the app and benefit from an incredible 1.5% payment solution deal via PayPal, exclusive to Taxiapp members. The deal can be used to pay for all jobs, not just those taken on the app. And of course, until it's made illegal, there's the facility to pay by good old fashioned cash' Sean Paul who looks after the apps social media sites is certain Taxiapp offers a better service than the other 'hailing' apps, even though he is quick to point out that the defining aspect of every cab driver out there is The Knowledge- the comprehensive mental map of routes that takes most would-be black taxi drivers about three years to complete. 'It's great to think there's a place where drivers can feel truly empowered, knowing all those years of blood, sweat and tears studying

the KOL will not be in vein'. TAXIAPP drivers firmly believe that Londoners and visitors alike will increasingly recognise the appeal of an organisation that is not aimed at maximising profit for outside investors, but focuses more on sharing the benefits of new technology between cab drivers and customers.

Everything else comes as standard. Black Cabs are 100% wheelchair accessible, and offer various facilities that cater for both the sight and hearing impaired. If hailed using TAXIAPP, we guarantee a driver who is fully versed the topographical knowledge of London and committed to getting you where you need to be taking the most cost effective route.

We wouldn't expect anything less from London's most iconic institution. So why would a contingency within politics want to get rid of them? I can only imagine it's because the black cab trade is managing to hold on to its share of the market, and the vested interests don't like it. Truth be told, the others may work London, but black cabs are part of it's DNA, and that's the difference. Long may it continue.

Download the app on
onelink.to/d5hukz Website:
Taxiapp.uk.com

MANUFACTURER APPROVED

USED TAXIS

FROM
£133
PER
WEEK*

OUR MANUFACTURER PROMISE

WE WILL INCLUDE FOR FREE**

3 Years
Vehicle
Warranty

2 Years
Servicing

1 Years
Roadside
Assistance



Every LEVC approved used taxi comes with our 321 manufacturer promise, giving you **free extended manufacturer warranty and servicing, using factory trained technicians and genuine parts**. You can be assured that you're buying the best used taxis from us, as all taxis go through a 100-point inspection before being approved and come with a guaranteed future residual value. View the full stock online today.



BROWSE STOCK

[LEVC.COM/USED](https://www.levc.com/used)



CALL LONDON

0203 912 6205

*Terms and conditions apply. Business users only. Finance offer available on Personal Contract Purchase (PCP) with APR Representative. Figures based on Approved Used TX4 LEVC (EURO 5) at £9,485 (OTR) with a customer deposit of £1,800 followed by 48 monthly payments of £198 (equivalent weekly payments of £133) plus an optional final payment of £1,665, including an option to purchase for £1,000. Based upon an annual contracted mileage of 30,000 (30,000 miles over term). All prices exclusive of VAT. ID deposits may be available and can be paid on subscription. The above is an example deposit based on the finance duration. Two or three-year plans are also available. Other models are available. Note vehicle residual values are based on vehicles registered in London only. You have the option at the end of the agreement to return the vehicle and not pay the Final Payment. If the vehicle has exceeded the allowed mileage a charge per excess mile will apply. In this example, 6p + VAT per excess mile. If the vehicle is in good condition and has not exceeded the allowed mileage you will have nothing further to pay. Credit is subject to status and is only available to UK residents aged 18 and over. Finance is provided by Black Horse Tax Finance a trading style of Black Horse Ltd, 51 Wilton House, Trevelan Terrace, Cardiff CF10 3BN. Excludes Motor credit card equipment and any local authority fees. **Free 3 years comprehensive vehicle warranty is valid up to 300,000 miles or three years, whichever occurs first, from the date of purchase and subject to the terms of the LEVC Approved Used Manufacturer Promise. Free 2 years servicing offer is valid up to 60,000 miles or 5 services, whichever occurs first, both 10,000 miles service intervals on Euro 5 models and roadside assistance is valid for 12 months, all from the date of purchase. Servicing and roadside assistance is subject to the terms of the LEVC Approved Used Manufacturer Promise. LEVC reserves the right to terminate offers at any time. Not to be used in conjunction with any other offer.

Approved
Used N7

LONDON





AS AN L.C.D.C MEMBER YOU WILL RECEIVE:

■ **24 HOUR DUTY SOLICITOR EXCLUSIVE TO THE CAB TRADE**
Your 24 Hr duty solicitor hotline membership card.
Peace of mind 24 hrs of the day.

■ **FULL LEGAL COVER**
Our fantastic team of City Of London based solicitors and barristers, experts in Hackney Carriage and road traffic law.

■ **COMPLAINTS AND APPEALS**
As a member of the LCDC, we will deal with any complaint that has been made against you by members of the public.
Also we will attend the LTPH with you on any personal appeals that would affect your licence.

■ **HEATHROW AIRPORT REPRESENTATION**
With our reps at the airport working

hard on the trade's behalf for a fairer, and more safer future at Heathrow.
■ **RANKS AND HIGHWAYS**
The LCDC attend the Joint Ranks committee, working hard for more ranks and more access for the taxi trade in London.

■ **CAB TRADE ADVICE**
All members can call the office for any information or up to the date news on any trade related subject.

■ **TRADE'S FUTURE**
The Club worked tirelessly in bringing in the green & yellow identifiers to the taxi trade.
And are always working hard to protect our future.

■ **CAB TRADE REPRESENTATION**
We are working hard to work with members of the GLA and also politicians to fight our corner against TFL and was a major influence in the recent "future proof" document.

■ **VEHICLE MANUFACTURERS**
The Club works alongside LTC and

Mercedes to deliver a vehicle that meets our standard as a London taxi driver. Recently we have held meetings to work against the ULEZ strategy and the introduction of taxi age limits.

■ **CLUB PROTECTA**
To help drivers who have acquired twelve points keep their licence.

**JUST
£3 per
month**

* £12 per month is tax deductible



Join over the phone - just call and we'll take your payment details



Please complete this form and send it with your application form

(LCDC) Ltd UNIT 303.2
TOWER BRIDGE BUSINESS COMPLEX, TOWER POINT,
100 CLEMENT'S ROAD, SOUTHWARK
LONDON, SE16 4DG
0207 394 5553

Standing Order Form

Your Bank:

Your Bank Address:.....

Post Code:.....

Please pay the sum of £15 NOW and monthly thereafter until further notice.

Please pay the sum of £42.50 NOW and then quarterly thereafter until further notice.
Quoting Reference No ()

To the account of THE LONDON CAB DRIVERS' CLUB LTD,
Barclays Bank Bloomsbury & Tottenham Court Road branch,
PO BOX 1134, London W128GG
Sort Code 20-10-53. Account No- 40450421.

Your Name:

Account No:

Sort Code:

Signature:

Date:



Application Form

Please complete this form in BLOCK CAPITALS

The subscription rate is £170 per annum. If you are unable to pay in a single payment please make one cheque payable to "The London Cab Drivers' Club Ltd," with today's date, for £56.67, and two post-dated cheques one month apart for £56.67.

Send the completed form to: **THE MEMBERSHIP SECRETARY, The London Cab Drivers' Club Ltd, UNIT A 303.2 Tower Bridge Business Complex, Tower Point, 100 Clements Road, Southwark, London SE16 4DG**

Mr/Mrs/Miss/Ms:..... Surname:

First Names:.....

Address:

..... Post Code:

Badge No: Email:

Telephone No: (with full STC code):.....

I agree to abide by the rules of the Club. I also agree that the above information will be kept by the LCDC in a computer system under the terms of the Data Protection Act.

I understand that I will not be eligible for legal representation for matters arising prior to the date of this application. Thereby declare that I have no outstanding PCO or police matters pending.

Signed: Date:



EDDIE NESTOR MBE
Drivetime: 4pm Weekdays
BBC Radio London 94.9

<http://www.bbc.co.uk/programmes/p001d7>

<http://eddienestor.com/>

<https://twitter.com/eds30?lang=en>

<http://playbackmedia.co.uk/podcasts/the-manyoo-redcast/>

Morning cabbies, what a busy month it's been. Hope those sunny days haven't affected business too much.

TROLLING THE MAYOR, THAI RESCUE, AND ENGLAND UNITED

Well finally, after two years of avoidance Sadiq Khan, The Mayor of London came in to the BBC Radio London studios to answer calls.

He is the only man I have ever trolled and I am happy to tell you he wasn't particularly impressed. The difficulty with getting him on is, I have to be hard enough not to look like a patsy and soft enough for him to agree to come back. I decided to go straight to the calls and they were plentiful. I was surprised not to get more from cabbies. Surely there are more questions regarding Uber, Emissions, 20 mile an hour zones, blah, blah, blah. Interestingly the calls were mostly about the NON pedestrianisation of Oxford Circus and the fight he is having with Westminster council. He left saying he would be back and if he does come back, I am expecting you cabbies to make sure your voices are heard.

My story of the month and maybe of the year is the one of the 12 boys stuck in a cave for more than two weeks with their



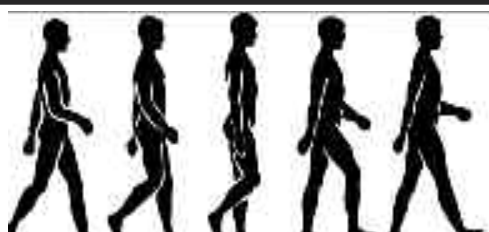
coach. Every time I get near to despair when it comes to humans and how stupid we are, I see a story that makes me feel an amazing sense of pride. Cave divers and volunteers came from all over the world. They attempted the 'Mission Impossible' because there was no other option. Some of the children couldn't even swim, let alone dive through a cave in (at times) complete darkness. The

fact they did it so quickly is surely a testament to good planning and positive thinking. So here is what we are going to try this month. We are going to think about how we can solve problems as opposed to how big the challenge is. The glass is half full.

Having said all that, let us also take a moment to think of the Thai navy Seal, Saman Gunan, who gave his life to save others. What a hero.

Finally, as I write this message, I am looking at wearing my blue suit with the (slightly too tight) waistcoat, as a tribute to Gareth Southgate. I have seen my Brexit divided country unite in a way nobody could possibly have expected. My mum was screaming at the penalty shoot-out. I have had to explain the off-side rule to my wife....several times!!!

The supermarkets have run out of beer. Regardless of what happened against Croatia, they have already exceeded expectations and allowed us to have the audacity of hope. What more can anybody ask?



TFL – EVERY JOURNEY COUNTS (unless you are a taxi driver)

TFL have been performing a sleight of hand for the last two years with regard to the tariff increase.

We are supposed to receive our tariff adjustment in April. This is not laid down in writing exactly but TFL do say themselves in their papers that taxi fares "normally change on the first Saturday of April but are sometimes deferred for a week when Easter falls on the first weekend of April."

Not any more they don't. Due to

a consultancy review of the tariff that was such a waste of time they have had to repeat it, our increase of 2.8% was delayed by three months last year.

This year, things are even worse. A provisional increase of 3% was calculated last September for implementation in April of this year.

In reality, prices have risen steadily and so much so since the 2017 increase that a new taxi now costs 36% more and diesel up by 20%. Not only did we not receive the increase in April, it isn't even on the horizon at this point in time.

The trade tariff group met with TFL during April and complained about the delays in implementing tariff increases. We asked for the increase to be supplemented to allow for the delay in implementation. TFL point-blank

refused.

We complained that the situation was not good enough and demanded a time-table to ensure the increase was delivered on time in 2019. The TFL response was unbelievable. First, they blamed the review needing time to be completed. We had already argued that this increase should have gone ahead and use the review outcome for 2019. Again, TFL point-blank refused.

However, they did inform us that due to the on-going review and internal TFL structural changes, we can expect the 2019 adjustment to be even later than this year.

It will be at least October this year before you get your legitimate increase, based on your increased costs, that is half of your increase down the Swanee. On that basis, next year

it will be Christmas before you get your April increase.

If that is the case, over three year's you will lose 18 months increase. So one year at full increase, one year at half increase and one year at no increase. At the same time, TFL put out press releases, reprinted in the Sub Standard, claiming that fares have increased by the full amount.

We would be better off if they simply froze our fares for a year; at least that would be good publicity.

At the end of April, the trade tariff group sent a formal letter of complaint about the situation. It has probably been thrown straight in the bin as we have yet to receive a reply.

Perhaps we need to get back windscreen stickers to say "Taxi fares frozen for 2018".



On the 16th July at City Hall, David Kurten and UKIP at City Hall will be holding a seminar all about the Knowledge of London. As we all know, the Knowledge of London along with our purpose-built vehicle are the bedrock of our industry and should be promoted and assisted by everyone. Last year UKIP held a seminar for the taxi trade that was well received by the drivers but not the other trade organisations - that was disappointing to say the least. At the same time, LondonTaxiPR has undertaken an advertising campaign highlighting the Knowledge and appealing to Londoners to come onboard. I would like to take this opportunity to thank David Kurten for all his help and support for the licensed taxi trade.





BREXIT BASHER

**ARE YOU PAYING OVER £150
FOR YOUR TAXI METER ?**

WHY ???

SAVE MONEY AND CALL NOW

THE LONDON & GENERAL MOTOR CAB COMPANY

0208 208 3600

NEW VIKING TAXI METER

FULL EEC—ISO 9001—MID APPROVED

£95 PER YEAR ALL INCLUSIVE

Fleet discounts available

THE LONDON & GENERAL MOTOR CAB COMPANY LIMITED MIDLAND ARCHES EDGWARE ROAD LONDON NW2 6NJ

Consultation on proposed changes to Congestion Charge



Dear Sir or Madam

I am writing to invite you to respond to a consultation we have launched on proposed changes to the Congestion Charge.

London's Congestion Charge, when it was first introduced in 2003, was a huge success. There was a 15 per cent reduction in traffic in the Congestion Charge zone, which led to a 30 per cent reduction in congestion, as well as improvements in air quality. We have found

that average delays within the zone have been increasing, in part because there are an increasing number of vehicles entering the zone which are exempt from the charge or which receive a 100 per cent discount to it.

We believe that it is necessary to make two changes to the discounts and exemptions available for the Congestion Charge. These changes are as follows, and are designed to reduce traffic and congestion and help improve air quality:

- Replacing the Ultra Low Emission Discount with

a new phased Cleaner Vehicle Discount

- Removing the exemption to the Congestion Charge for Private Hire Vehicles

We also propose some minor additional changes to the scheme, including amending the boundary of the zone at the Old Street roundabout, to reflect planned improvements there.

For further details and to reply, please see our website www.tfl.gov.uk/ccyourvie ws. You can also submit your thoughts in writing to consultations@tfl.gov.uk or FREEPOST TFL



CONSULTATIONS.

The closing date for comments is Friday 28 September 2018. At the close of consultation we will collate all of the responses we receive

into a report for the Mayor, who will decide how to proceed.

Yours sincerely

Alex Williams
Director of City Planning

KINGSTON & WIMBLEDON TAXIS

**TX2's rental from
£150 PW***

Spare Cabs always available

24 Hour Breakdown Service

**Call 0208 391 1600
for more information**

*** Exclusive for yellow
badge drivers**



Excellent Rental Rates for Green Badge & Yellow Badge Drivers

**Accident Repairs / MOTs / Bodyshop / Overhauls / Servicing
Tyres / Meters / Gearbox Specialist Repairs**

COLTS CABS LTD

HAVE MOVED - NEW PREMISES ARE
100-102 DUNBRIDGE STREET LONDON, E2 6JG

NEW PREMISES OPENING DEALS...

NEW HIRERS

20 POUNDS OFF ON THE PRICE YOU PAY TO
YOUR CURRENT RENTAL COMPANY OR GARAGE.

For a minimum period of a year on the model/ registration that you currently hire.

NEW HOLDERS OF A CAB LICENCE

20 POUNDS OFF ON THE CURRENT RATE OF OUR
VEHICLES TO HIRE. WE WILL BEAT ANY QUOTE
YOU RECEIVE FROM OUR COMPETITORS.

EXISTING HIRERS

LOYALTY DEALS NOW AVAILABLE.

Phone only to make an appointment to discuss.

All offers above are subject to terms and conditions.

All deals above require an initial phone call to make an appointment to discuss

TELEPHONE

020 7613 0684 | 020 7613 0630

SUPPORTING THE LONDON TAXI TRADE

London Taxi PR was established in March 2015, by Lee Sheppard a London Taxi driver, with the aim of promoting the benefits, advantages and safety of using the iconic London Taxis through positive PR, promotion and advertising in a series of targeted media campaigns.

Lee Sheppard, together with fellow cabbie Gary Long, decided to do something to promote their iconic trade, establishing London Taxi PR in March 2015. Both are experienced and passionate London Taxi drivers of many years. The campaigns and publicity that has so far been generated by the company has all been funded by fellow London Taxi drivers, many of whom have signed up to donate to the cause on a monthly basis.

The aim has been to raise awareness to the general public, tourists and visitors to the capital by illustrating the advantages that can be provided by using the iconic London Taxis, which are not only safe, distinctive and instantly recognisable, but also have a fantastic historic profile.

Since its launch, London Taxi PR has achieved significant success with its campaign and promotional success stories, which has seen the company win two prestigious awards.

The campaigns have included; Digital Taxi rooftop advertisements that were provided by Verifone Media; an advertising campaign through JCDecaux on telephone kiosks situated around London's West End; two campaigns with British Airways involving advertising in their High Life magazine and posters in Terminal 5 Business Lounge, followed by a full-page advertisement again in High Life; a full-page advertising campaign in The London Magazine (high end property and residential title); a 3-month digital billboard campaign in conjunction with 8 outdoor media, showcasing the London Taxi trade on three digital billboards in and around West London; and finally with Clear Channel UK which involved advertisements on phone boxes and digital pop up banners. There has also been a full-page advertisement and editorial campaign run within the leading Travel and lifestyle magazine, Inspired Travel.

London Taxi PR's most recent campaign involved street level advertisements at some 80 Bus Stop sites across Central London in conjunction with JCDecaux, together with a social media campaign, #lookfortheight, alongside the advertisements.

A new campaign will also be launched this month (July), titled 'The Knowledge' – Become a London Taxi Driver, this will promote, signing up to The Knowledge, the infamous Test each driver must pass to become a London Taxi driver. The

campaign also signifies that The Knowledge is in fact inclusive & open to all, regardless of gender or ethnicity. All images used in the campaign have been provided by Terry Gibbins, a passionate & Proud London Taxi driver as well as a Photographer, who came to London Taxi PR with the idea for the campaign. Once again London Taxi PR have teamed up with 8 outdoor media who will provide 29 large format digital billboards across Central London. The campaign will feature London Taxi drivers of different genders and ethnic origin, with the headline "I did it, so can you".

The aim of the campaign is to encourage more people to sign up to do The Knowledge & become a London Taxi driver. All previous campaigns which have already achieved significant publicity, illustrate that licenced London

As result of their active campaigning and promotions, London Taxi PR has recently won a second major award this year, having been crowned Best Transport PR Agency 2018 – London, in the Business Excellence Awards organised by Acquisition International (AI) magazine.

This second major awards success follows London Taxi PR's previous win earlier this year for The Best Public Transport Promotions Group – England, in the Air Transport Awards, which subsequently resulted in the company being nominated for this latest award category, which they also won!

Both awards validate the significance and importance of the work that London Taxi PR are doing in promoting their trade through the media and other

Icon of London & part of the London landscape, alongside others like Big Ben, Buckingham Palace, Tower bridge etc. Not only do London Taxi PR want to preserve the trades history, but they also want to bring another dimension to the future of the trade. That is through its own ADVERTISING & PR.

Every world recognised brand, invests money in advertising & in keeping its brand at the top of its field. LondonTaxiPR are the first in the trades history to put the London Taxi trade out in to the world's public domain through their campaigns. For years world brands have used our brand & service to advertise and promote themselves to London & it's tourists. London Taxi PR decided that now it is the turn of London Taxi trade to advertise & promote its own service!

This trade has the power to take control of its own advertising and PR through a small tax deductible contribution each month. Take control of what we can control & not what we can't!

Since 2015 all campaigns have been paid for by drivers contributing, either through monthly DD options or via one off donations.

There are 3 options for donating to support and help promote London Taxi PR's ongoing promotions and campaigns, with a £10, £5 or £2 donation per month option available. All major credit cards or payments via PayPal or Direct Debit can be selected. To select and view visit: <http://londontaxipr.com/donate/>

London Taxi PR. Passionate about promoting and preserving the iconic London Taxi trade. Funded by Taxi Cab drivers for London Taxi drivers. Keep your eyes peeled for the next campaign, which is coming soon.

For more information on London Taxi PR and their campaigns, please visit their website <http://londontaxipr.com>

Join in, sign up & support your trade !

**Thanks
Lee Sheppard**

outlets.

LondonTaxiPR is developing & is now a team of 5, made up of a Advertising Exec, Professional PR specialist, Creative designer, plus London taxi drivers Lee & Micky Mongey.

So why are London Taxi PR so passionate about their trade?

Well, the London Taxi trade has a unique history, dating back 365 years ! It is an



Taxis are not only safe, distinctive, instantly recognisable, and incredibly easy to hail, either by hailing from the street or through an app, but that they also have a fantastic historic profile, dating all the way back to the 17th Century.

Several distinctive tag lines have also been used in promotions, including; Take a ride in London's Pride and #lookfortheight.



**ZERO DEPOSIT
FINANCE AVAILABLE**



TAXIS WANTED

**WE BUY ALL STOCK
BEST PRICES IN LONDON PAID
SAME DAY SETTLEMENTS**

SALES/FINANCE/BODYSHOP/SERVICE/PARTS

**WE BUY/SELL
MERCEDES
VITO EU6**

CALL

0207 377 2182

FOR AN INSTANT QUOTE

**164-172 LUKIN ST
E1 0BN**

WWW.KPMAUTOMOTIVE.CO.UK

The Anderson Shelter's TAXI LEAKS

London's boroughs alarmed by Met's collision data

In the wake of TfL hiding the fact that 13,000 Uber drivers had fake DBS certificates, it appears that complaints have been made to the Mayor of London by London Borough's Engineers that the quality of the information on road traffic collisions provided by the Metropolitan Police has deteriorated.

It's been alleged that although road traffic accidents involving TfL licensed private hire vehicles are at a record high...information sent to borough engineers in respect of collisions by Transport for London, has been steadily reducing. Are they now sweeping these stats under the carpet too?

London borough officers have written to the mayor's office to express concern about the deteriorating quality of road accident collision data provided by the Metropolitan Police.

The issue is highlighted in a letter sent last month by Mark Frost, head of traffic & transport at the London



Borough of Hounslow, and chair of the London Technical Advisors Group (Group 1), to Rebecca Lawrence of the Mayor's Office for Policing and Crime.

Said Frost: "Since the Metropolitan Police introduced a new input database in November 2016, borough engineers have noticed a reduction in data and data quality in respect to collision information sent to them via Transport for London.

"It seems that previously the

Met had a designated team who would process collision data but it has now been disbanded and police officers are recording their own collision records electronically via COPA, the Case Overview and Preparation Application."

Frost says boroughs are now receiving records "with no description of how the collision occurred".

"This makes it near-on impossible to identify patterns in the collision data or within clusters of collisions. Poor



data quality is impacting on the level of analysis boroughs can undertake, making it harder to prioritise and plan our programmes, or to design effective remedial measures.

"Also, because the data is very delayed it is affecting reporting of annual and quarterly targets in a timely manner."

Frost says injury severity reporting has also changed. "The criteria for severity categorisation has been altered in such a way that more collisions than in

previous years are now being classed as a serious injury where before they would have been recorded as slight injury. This means, going forward, producing meaningful data comparisons with previous years and the tracking of year-on-year trends will be extremely difficult."

Frost told LTT he was hoping a representative from the Metropolitan Police would attend the next LoTAG Group 1 meeting on 11 July to discuss the matters with borough representatives.



LONDON TAXI RADIO

The Station just for Taxi Drivers
Radio Shows, Podcasts, Live Events
For more Information
And How to Listen

londontaxiradio.co.uk



LONDON TAXIS FOR SALE



CRICKLEWOOD CARRIERS

"Purveyors of the Finest Quality Cabs"

WE ONLY DISAPPOINT THE COMPETITION

PRESENTS

The Reliable, The Well Built and The Economical
MERCEDES BENZ VITO Taxi for London

FOR SALE

PREVIOUSLY ENJOYED

End of Lease "12 & 62" Registration Taxis

All Taxis Fully Prepared to Showroom Quality Standards & Package Includes:-

- Full Major Overhaul
- Full Major Service / Aircon Service / Valet
- Full Body & Interior Refurbishment
- 4 New Tyres / New Battery / New Carpet Pack
- PCO / NSL Fees - Passed and Plated
- Second Six-Monthly MOT & Full Service
- 1 Year Road Tax
- 1 Year Meter Hire
- 1 Year RAC Full Package
- 1 Year LCDC Membership
- Full Vehicle Warranty
- Modified & Re-worked Rear Wheel Steering by Penso
- Most Vehicles are One Owner and have Full Mercedes-Benz Service History & Very Low Mileage
- ALL MERCEDES-BENZ TAXIS UPGRADED TO OUR OWN UNIQUE 'VOGUE' SPECIFICATION—With Extra Enhancements to Personalise your Taxi
- Competitive Finance Packages Available (1 to 5 years)



PLEASE CALL FOR CURRENT & FUTURE STOCKLISTS

0208 208 3600

07572-0-07572

Email:beardmoremotorcabs@outlook.com

The Beardmore® Motor Cab Company Limited—The Retail division of Cricklewood Carriers Cab Company Limited
Registered in England and Wales. Companies House Registration No. 9592090 (Regulated by the Financial Conduct Authority)
Vat Registration No. 227 9474 74

THREE NEW CYCLE ROUTES WITHIN TWO YEARS, VOW TRANSPORT CHIEFS

BY ROSS LYDALL

Transport chiefs have vowed to “supercharge” the delivery of new cycle routes in a bid to get more Londoners out of their cars and leading more active lives.

They promised to deliver three long-delayed cycle superhighways in the next two years after being urged to follow the lead of New York, whose mayor Bill de Blasio last week banned cars from Central Park.

Mayor Sadiq Khan has faced criticism for failing to start construction on the CS11 route linking Swiss Cottage and Oxford Circus via Regent’s Park, the CS9 route between Hammersmith and Brentford via Chiswick and the CS4 linking Tower Bridge and Greenwich, despite all being backed in public consultations.

But Heidi Alexander, his new deputy mayor for transport, made clear her determination to “crack on” with the new routes as she declared getting people out of cars to be her “number one priority”.

She told a Centre for London transport conference at King’s College London: “I’m clear that the focus on encouraging more people to walk and cycle more often, getting us out of our cars and pursuing a more active lifestyle, has to be our number one priority.

“We have an inactivity crisis in London, with only a third of Londoners doing the 20 minutes of walking or cycling a day they need to stay healthy.

“Added to that, we have a serious air quality problem. If we could see the nasty things in our air, in the same way as we see cigarette smoke, people would be up in arms.

“Our over-riding objective must be to create places that



Top: cycle lane works causing chaos
Right: Mike Brown from TfL

work for people rather than streets that are planned for cars.”

She added: “It can’t be right we have people being killed on London’s streets because trucks designed for quarries are driving our residential roads with the drivers unable to see everything around them.”

Ms Alexander said she wanted to extend the CS4 to Woolwich, potentially offering safer cycling on the A206, on which cyclists Oliver Speke and Edgaras Cepura died in separate HGV collisions in May.

She said a recent visit to Swiss Cottage to cycle the proposed CS11 route had convinced her that the amount of speeding traffic in Regent’s Park “does need to be tackled”.

However she admitted it was



beyond City Hall’s powers to close four of the park’s gates to restrict traffic.

“The width of the roads in Regent’s Park and the level of speeding traffic you get through there does need to be tackled,” she said.

“The problem that we have in terms of sorting out the gates around Regent’s Park is that we are not the people who have the keys to those gates. We have to work with the Royal Parks and the Crown Estates Paving Commission.

“We have to get all the sections of CS11 right. We have received the judicial review challenge on us starting work to remove the gyratory at Swiss Cottage.

“As soon as I got out of the Tube up there, I was confronted with four or five lanes of traffic. You don’t have to be a transport expert to know that gyratory at Swiss Cottage needs to be replaced with something that is safer for cyclists and pedestrians.”

She continued: “We need to

supercharge the delivery of cycling infrastructure... crack on with the superhighways and Quietways, expand the network of protected cycle lanes out to parts of London that have yet to be reached.”

Asked by the London Cycling Campaign’s Tom Bogdanowicz whether London was being outshone by New York, she said: “I can say to everyone sat here in the room today that we are determined to crack on and deliver the cycling infrastructure.

“It’s not just about CS11, it’s about CS4, which runs from central London out to Greenwich – and we would like to see if we can extend that further to Woolwich – it’s about CS9 out to Hounslow.

“I have done my homework and I am quite passionate about getting these delivered in the next two years.

“If we are going to change behaviour, people need to see changes in the way streets look and feel.”

Westminster council is seeking a judicial review of the plans to remove the Swiss Cottage gyratory. However, as there is no court injunction in place, the Standard understands that construction work will start within weeks.

TfL commissioner Mike Brown said: “I think it’s absolutely ridiculous it’s being challenged. Every cycleway that we create that reduces the potential for anyone to be killed or seriously injured is absolutely slam dunk a solid reason for doing it.”

He added: “Where we get strange decisions being made we will challenge them appropriately.

“The CS11 in Swiss Cottage is another example of a new route that will provide quicker and safer access to the West End.”

Courtesy of The Evening Standard

Cabvision

OPEN 7 DAYS A WEEK



• 24/7 UK SUPPORT

• FREE NEXT DAY
MONEY 6 DAYS A WEEK



CABVISION HEAD OFFICE

2-4 Hemming Street
Bethnal Green
London E1 5BL

CABVISION HEATHROW

Building 249, Unit C, Enfield Road
Eastern Business Park
Eastern Perimeter Road
London TW6 2RX

Monday-Friday 8.30am til 5.30pm - Bethnal Green & Heathrow
Saturday 9am-12.00 noon - Bethnal Green
Sunday 9am-12 noon - Heathrow

24/7 UK Telephone Support 020 7655 6970

www.cabvision.com • 020 7655 6970 • [@cabvisiontaxi](https://twitter.com/cabvisiontaxi)



Airport matters... by Jamie Hawes



Jamie Hawes, one of the LCDC's Airport Rep gives his view on the latest Liaison Meeting at Heathrow

DANGEROUS LIAISONS

My colleague Mark white and I recently attended the regular bi-monthly Heathrow Liaison Meeting on July 5th.

These meetings were set up to improve communication between the trade at Heathrow and HAL & APCOA, who take care of the day today running of the taxi feeder park. As usual Various trade reps were in attendance from the various orgs. It's interesting that although generally these meetings are for the whole of the trade to share ideas and bring forward constructive criticism, it seems that the Unite Union, albeit that they have less than 100 members in a trade of 23000 drivers, seem to have the greater say. One can only assume that Heathrow airport limited have to tread carefully with Unite even though they have barely any Taxi driver members as they are the largest Union at Heathrow. Why HAL should worry about Unite is anybody's guess, because I can't see baggage handlers and cabin crew coming out on strike in solidarity with the cab trade any time soon.

Some of the topics discussed at the meeting were as follows:

1. Electric Cabs: Protocol for Electric Taxis entering the Taxi Feeder Park:

HAL have informed the trade that before long there will be no



waiting whilst charging at Heathrow. Drivers of electric taxis will have to charge up their cabs before entering the system in the same way that any other driver must operate when filling up with Diesel or LPG-that is charge/fuel before putting on. This may come as a little bit of a shock to those drivers who have signed up to a hefty financial agreement to own the LEVC taxi with the encouragement of TfL and HAL by way of free charge points, only to now find that they must waste 45 min before entering the feeder park rather than be able to charge up whilst waiting. It was pointed out that this being the case the positioning of the chargers in the North Park was a complete waste of time in that it only leaves less space for drivers entering or leaving. No Matter, what HAL wants, HAL gets .

2. TAXI EXPERT: A new updated system for the taxi feeder park...

During the meeting, the Reps were told by Ground Operations Manager, Charanjit Brar, that he had secured £1.5m funding for a brand new computer system (Taxi Expert) to replace the current out of date system that is used to run the Feeder Park. At first this may sound like good news,

however, when pressed by Mark White as to who may be paying for the new system HAL declined to say whether drivers would actually be stumping up the money for the new system by raising the feeder park entry fee but I think we can all have an educated guess as to who will end up paying for it.

3. Reps signing in and bypassing the feeder park.

My own humble opinion is that there is absolutely no need for any Trade Rep to be signing in at Heathrow, except for attending official meetings. I would just like to make it clear at this point LCDC reps do not sign in and bypass the feeder park. However, a very large contingent of Unite reps and some LTDA reps (Sam Houston withstanding) are happily driving past drivers queuing in Newall Road whilst they wait for the Police to arrive and start issuing tickets.

This is very very wrong and amounts to what is a two tier system at Heathrow (think 'Animal Farm'). When I objected to this practise during the Liaison meeting, I was quite firmly told that this was acceptable as long as reps were on 'Union Business' .

Now, 'Union Business' is a

curious thing to define; is taking Spanish lessons 'Union Business'?

Is ordering your lunch in the canteen and eating it in the office 'Union business'?

Is watching 'Death in Paradise' behind closed doors in an office 'Union business'?

The answer to all these question is a simple 'NO'.

How much 'Union Business' can a Union with more reps than members actually be doing?

It's even come to our attention that a Unite Union rep signed into the Feeder Park and then travelled into London to do a Union course.

Whatever next?

Maybe reps should be allowed to sign in and then make their way to the spaghetti house on Kensington High Street for a 'Union Business lunch'.

This is not acceptable and drivers should write to HAL to complain about this unfair two tier system. The next time your stuck waiting in Newall Road while the Police hand out tickets (encouraged by HAL who can't enforce their own

Forecourts still), just remember that by your silence you're consenting to someone driving straight past you into the feeder park and straight into their private parking space.

4. Feeder Park Office Space.

The subject of the disused office (the old HALT office) being appropriated for shared use by the orgs at Heathrow was once again brought up and very quickly shot down in a joint effort by HAL and Unite. This valuable space for various orgs to meet and discuss issues with drivers has it seems a far greater role to play in the day to day running of the taxi feeder park and that role is wait for it..... a storeroom for Unite to keep a few boxes in.

Yes, you read that correctly. Rather than allow other orgs, such as the LCDC, with significantly more members than Unite, access to the office, it has been decided that Unite's storage needs (and the shop keeper 'Fever') far outweigh the benefits of a shared office space which could in fact bring more unity and less division to the trade at Heathrow as a whole.

Misnomer: Unite it seems, wish the trade to be anything but UNITED.

Sadiq Khan launches bid to crackdown on 'rocketing' number of minicabs in congestion charge zone

A bid to reduce the "rocketing" number of minicabs circulating within the congestion charge zone was launched today by Mayor Sadiq Khan.

Tougher emission rules limiting the type of private hire vehicles able to claim a 100 per cent discount on the £11.50 weekday charge could be introduced from next April.

Transport for London estimated this could cut the number of minicabs in the zone by up to 45 per cent — from 18,000 to 10,000 — and raise about £115,000 a day. Black cabs will continue to be exempt from the C-charge as they can carry wheelchair users. The number of minicabs in

central London, including Uber vehicles, has "rocketed" from 4,000 a day since the C-charge was introduced in 2003, TfL said.

It blames the increasing popularity of Uber and the growth of home deliveries for causing congestion.

Cutting the number of minicabs would reduce pollution and improve bus journey times, it added.

The new rules would require petrol and diesel minicabs to meet the EU's "Euro 6" emission standards, emit no more than 75g/km of CO₂ and be able to run for at least 20 miles in "zero emission" mode. TfL said about 10 per cent of minicabs that currently qualify for the discount

would become ineligible.

It is thought more modern versions of the Toyota Prius hybrid, used by many Uber drivers, already meet these standards and thus will continue to be exempt. Uber declined to comment.

However, the rules — which would be introduced alongside an ultra-low emission zone that will charge older polluting vehicles an extra £12.50 a day — would be tightened in 2021 so that only fully electric vehicles will get the discount.

TfL's Alex Williams said: "It is only right we keep the discounts and exemptions for the scheme under review to make sure it continues to be effective."



Mr Khan wants 80 per cent of all trips to be made on foot, by bike or public

transport by 2041.

Courtesy of The Evening Standard



Adam D. Elliott

Vincent House,
99a Station Road, London, E4 7BU

**SPECIALIST
ACCOUNTANT TO THE
LICENSED TAXI TRADE**

Tel: 020 8281 0500
email: adam@taxitax.co.uk / SKYPE: taxitax

Morris Tyres are moving to
369 Well Hall Road, Eltham, London SE9 6TY
TEL: 020 7231 5857

New and Part Worn Tyres
All Makes Supplied
Tyre Safety Checks
Wheel Balancing

MORRIS TYRES

FISH CENTRAL

**BEST FISH
AND CHIPS
IN LONDON!**

King's Square,
off Central Street
EC1

Exclusive Black Cab Rates from £995

plan[®]
insurance brokers



- Ⓟ Fantastic value cover designed to keep your business motoring
- Ⓟ Stay on the move with free breakdown assistance including home start on selected policies
- Ⓟ Protect your business with an optional policy that provides a replacement cab after a fault claim

Keeping your business motoring

0333 003 0063
planinsurance.co.uk

**NEED A MORTGAGE?
NEED TO REMORTGAGE?
HAVING PROBLEMS GETTING
A MORTGAGE?**

Allan Reece Associates in association with the country's leading mortgage lenders has increased the value of your licence with mortgage schemes for licensed taxi drivers



**OVER 20 YEARS EXPERIENCE ARRANGING
MORTGAGES FOR LICENSED TAXI DRIVERS
SPEAK NOW TO THE MORTGAGE SPECIALISTS
FOR LICENSED TAXI DRIVERS**

RING 01708 733730
(24 hour answering service)

Email: allan@allanreeceassociates.co.uk

Applicants may obtain, on request, a quotation in writing about the terms on which we are prepared to do business.
All loans are made subject to status. Minimum age 18.

YOUR HOME IS AT RISK IF YOU DO NOT KEEP UP REPAYMENTS
ON A MORTGAGE OR OTHER LOAN SECURED ON IT

Allan Reece Associates

Independent Advisers for Financial, Mortgage and Insurance Services
York House, Woodrow Road, Stamford, Leics. LE11 1EP
Licensed under the Consumer Credit Act 1974
Authorised and Regulated by the Financial Conduct Authority

Heart Tests For London Taxi Drivers

WOOD STREET CLINIC

The Heart Centre For London Taxi Drivers

Have You Had Heart Problems?

Do you need an Exercise Test and / or Echocardiogram
(to measure LVEF) for LtpH?

We can help with our fast, efficient service and special
low rates for London's taxi drivers

We are now providing stress Echocardiography
(functional testing) when required.

We understand that your living can depend on these tests

Contact us now on

The Wood Street Clinic
133 Wood Street
Barnet, Herts EN5 4BX

Telephone : 0208 449 7656
www.woodstreetclinic.com or
enquiries@woodstreetclinic.com



@WoodStClinic

£10 off
For all LCDC
Members

TAXIS WANTED

BEST PRICES PAID

INSTANT CASH SETTLEMENT

PLEASE CALL ANYTIME

PETER: 01322 669 081
JASON: 07836 250 222

CABS WANTED

TOP PRICES PAID

INSTANT CASH

CAB HIRE ALSO AVAILABLE

07877 093 866
07956 293 748

TX2s, TX4s & VITOs TO RENT

Well Maintained cabs / Full back up / National RAC breakdown cover /
Competitive rental rates / Convenient location - IG11 0HE



02085 949 080

ASTRAL CAFE

8 Regency Place SW1 P2EB

Open times

Mon-Fri 6am - 10:30pm

Saturday 6am - 10:30pm

Closed on Sunday

Phone: 02079319116

Mobile: 07828542495

Email: cabral@hotmail.co.uk



One-to-One Personal Service.

Martin Cordell & Co.

Accountants & Tax Specialists to the Taxi Trade

We're here to help. We want to meet you as we understand your business. Let us take the strain of dealing with your tax obligations.

With over 45 years experience of the taxi trade, and more than 40 expert staff members, we are the leading taxi drivers' accountancy firm in the UK.

Our services include:

- One-to-One personal service
- Annual confidential meeting
- Preparation of accounts
- Tax enquiries & investigations
- Limited company trading advice
- PAYE, VAT & company registration expertise
- Loss of earnings claim advice
- One point of contact for ongoing continuity
- Easy payment terms

CALL US FOR A FREE FIRST CONSULTATION
IN PERSON OR OVER THE PHONE

Phone us today on: **020 8980 7161**

See us at: **Unit 6, Quebec Wharf, 14 Thomas Road, Limehouse, London, E14 7AF**

Email: **info@mcordell.co.uk**

Web: **www.martin-cordell.co.uk**

or: **9 Church Road, Stanmore,
Middlesex HA7 4AR**

We Speak Your Language

With exclusive schemes and specialist knowledge why would you use anyone else.



QUOTAX
INSURANCE SERVICES

To see how much you could save call

0208 127 8418

Quotax Insurance Services is a trading name of London Taxi Insurance authorised and regulated by the FCA (5040342)

www.quotax.net