

More trade stories than all the others put together

Issue 245 December 2016

WHAT THE MAYOR GOT YOU FOR CHRISTMAS!



See page 3

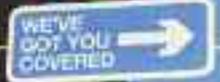
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and should be sent to the Editor at the
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TfL GOING FROM BAD TO WORSE

How much longer will the Government tolerate TfL's inability to make sure that London is run like a first world city?

Every week, the situation is going from bad to worse - making the working lives of Londoners intolerable. Something must give for the capital to start breathing again.

LTC WORK IS IMPRESSIVE

On a more positive note, last week I visited the new factory being built at Coventry that will produce the next generation of electric taxis. I must say how impressed I was with what I saw, with both the taxi and the production facilities. Unfortunately, we were not allowed to take any pictures, but believe you me, the new vehicle really looked impressive. However, the one fly in the ointment (once again concerning

TfL) is that LTC have raised concerns about the infrastructure needed to support these vehicles.

Bearing in mind they come on stream in Jan 2018, we currently have in central London just one rapid charging point!

CHRISTMAS GREETINGS FROM THE CLUB

I know what a tough year it has been for all of us driving a taxi.

Believe you me, we at the LCDC are doing everything in our power to combat all those elements out there that seem intent on destroying our trade. I know it is difficult, but please try to enjoy Christmas with the family and have a break, because next year I believe will be the defining one for our industry.

Grant Davis
LCDC Chairman



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London in meltdown

Last Friday 9th December, Transport for London announced that work is due to start on January 2nd, (three days after Tower Bridge will be reopened) on a new Super Sewer that will involve digging up part of the £59m CSH on Victoria Embankment and causing motorists a two mile detour, as access to Victoria Embankment from Blackfriars Bridge westbound is to cease.

Incredibly, this comes only eight months after the CSH actually opened. If proof was ever needed that TfL was a bureaucratic, unelected, inefficient quango incapable of making London run like an efficient modern city, then this is it. Surely to God, somebody within TfL must have been aware that these plans for the Super Sewer had been given the go ahead? Why then was work on the CSH allowed to carry on and cause so much disruption for Londoners and for it to be dug up eight months later? Absolute lunacy.

Also, under the last regime, the Garden Bridge was given the go ahead to be built, so imagine we have the Garden Bridge construction taking place at the same time as the Victoria Embankment being dug up for four years. It takes some doing to be that stupid... no wonder this city is now been officially confirmed as Europe's most congested capital city. What a disgrace.

To coincide with this announcement, Mayor Khan outlined his vision for the traffic in London. He proposes to spend £770m over the next five years on...



London Mayor Sadiq Khan, former PM Margaret Thatcher, and London in gridlock

quality and congestion, it quite frankly defies belief.

For London to remain a major city in the world economy, it simply cannot carry on if the roads are this gridlocked on a daily basis. In this year's EU referendum, Mayor Khan said that Brexit would a huge threat to the survival of the City. Believe you me, the current congestion is much more of a real threat. The recent announcement to allow only buses and bikes through Bank junction will only escalate the chances of banks and financial houses having to relocate, as we are witnessing a third world transport system being rolled out across the City. The other reason, generally accepted now throughout TfL and by Londoners in general is that the number of PH vehicles on our streets is another huge reason for the gridlock and emissions. In the last few editions of the Badge, we have given enough evidence to TfL and the Mayor, that UBER were issued their licence illegally and if this Mayor is really serious about tackling the gridlock, then one of the options open to him is to revoke UBER's licence. As you read this, our great city is dying in front of our very eyes, thanks to the incompetence of TfL. How long before the Government will be forced to intervene and save the economy of the city? Remember Margaret Thatcher abolished the Greater London Council in 1986 because she thought it was an expensive and inefficient level of beaurocracy which we did not need.



yes, you guessed it, cycle lanes. He has already earmarked £154m for next year, on top of the £302m spent by Boris last year.

We believe that the Cycle lanes are PART OF THE PROBLEM... NOT THE SOLUTION. If anybody truly believes that by losing vast

swathes of roads space simply to allow a small minority of Londoners to use a bike for a couple of hours a day helps improve air

A pollution tour!



A fortnight ago, I took Green Party Peer Jenny Jones on a tour of some of London's most polluted hot spots.

We contacted Jenny due to huge concerns that TFL road surface policies are creating extremely dangerous levels of pollution and putting taxi drivers' health and well-being at great risk. Although Jenny and the Taxi Trade will never agree on Cycle Super Highways, we do have some common ground on the serious dangers of pollution.

Over the last few months the LCDC have had members contacting us, concerned that their health has been affected by respiratory problems and other symptoms of toxic fumes, dry throats, itchy eyes and skin and intense headaches. I personally have suffered from these symptoms - particularly during the summer where I had my windows down due to the heat. We decided to investigate and get an accurate measurement of the toxicity of our working environment.

An Evening Standard reporter joined us and our tour began on a quiet back street in Waterloo just before 9.am. We used a small device called the "egg" to measure the air quality (microscopic PM2.5 particles). The so-called "safe limit" measurement

should read 25 or under. Shockingly none of the readings we made came anyway near that limit, some of them way off the Richter scale.

The weather conditions that day were sunny, bright and particularly cold, traffic levels had dropped as we were coming to the end of rush hour. Our first stop was on Cockspur Street where the

readings recorded. They were significantly high particularly on Kensington Church Street. Traffic levels have greatly increased there as drivers avoid using Hyde Park, due to the large tailbacks caused by CSH.

We then made our way to Lancaster Gate, which has caused absolute carnage and misery for residents and drivers. Heading east, we



levels measured were three and ½ times above the safe limit. We crossed the road, where a row of empty buses sat idling and the level readings instantly increased. As expected, Hyde Park Corner and Knightsbridge recorded extremely high measurements.

We then went to Kensington to see the impact there. Victoria Borwick, MP for Kensington and friend of the taxi trade, will be shocked by

sat in gridlock for approximately 15 mins. The measurements were high but not as much as I anticipated, simply because the opposite side of the road was running reasonably freely and the trees in Hyde Park absorbing the pollution.

Our last stop was Marylebone Road and Euston road. No surprise, the levels were extremely alarming. We then went down the Euston Underpass

that gave us our highest reading, five times more than EU guidance levels.

There is no doubt, London has an extreme air pollution crisis and as Taxi Driver's we are at greater risk than any other group working and living in this city. Many of us are working in these harmful and horrendous conditions for approximately 8-10 hours a day, 6 days a week.

It appears too many that TFL have been negligent to our well-being with their inept road surface transport policies. They have abdicated responsibility as a regulator on many issues, but to our health that is wholly unacceptable and something needs to be done about it. They have fast-tracked the disastrous Cycle Super Highways in conjunction with running thousands of under used buses and licensing unprecedented 116k mini-cabs without considering the serious health implications on us.

Due to CSH and thousands of UBER's plying for hire causing mass congestion, commuters are deserting buses, as it is quicker to walk or take the over-capacitated tube. Due to this and the closing and narrowing our road network, we are sitting in more traffic and breathing in toxic fumes.

Last week The Mayor presented a new package of reforms to tackle poisonous air; it does not go far enough, more of a sticky plaster approach. There was nothing about tackling the over saturation of PH, such as suspending PH licensing or introducing the congestion charge for mini-cabs. So far IMO this Mayor

has been a huge disappointment offering little substance just self-promotion.

TFL are licensing well over 2k PH drivers a month, squeezing more vehicles into our severely congested road space (a staggering 16k since Khan was elected). For example if you lined up over 2k mini-cabs factoring 3ft gap between each vehicle it would equate to well over 6 miles of road space, say Balham to London Bridge. Is it any wonder this city does not move anymore when we are losing such precious road capacity. 2.5 Prius' equate the same amount of CO2 emissions of one taxi. However, PH is made up of numerous vehicles not just hybrids such as Skoda's, Galaxy's etc.. TFL are licensing the equivalent of approx. 1000 taxis a month if you factor every driver licenced has to have a vehicle. Can you imagine the outrage by the media and environmental groups if that amount of taxis were licenced each month.

By 2018, all new taxis must be emission free capable but PH do not have to be compliant by 2023. Why is this? As they out-number us by 5 to 1. PH have dozens of available vehicles as options whilst we have one which is still in production and not yet available on the market. Looks like, yet again, more favouritism towards PH by TFL.

ULEZ does not go live until 2020. Are TFL and the Mayor seriously expecting us Taxi Drivers to continue working in these atrocious conditions, risking our health up until then?

Air pollution is 'serious health risk to pedestrians and cabbies,' says Green peer Jenny Jones

Courtesy of The Evening Standard

London's air pollution is a serious health risk to cab drivers and pedestrians, it was claimed today.

Green Party peer Jenny Jones urged City Hall and the Government to do more to reduce emission levels after touring pollution hotspots.

She was driven around the West End and west London by cab driver Matt Newell, 44, to measure microscopic PM2.5 particles from vehicle exhausts.

The results showed the highest levels of PM2.5 were around Trafalgar Square and Euston station. The readings in the Euston underpass were five times higher than EU guidance levels.

Baroness Jones said: "What this shows is that London has an air pollution problem that needs fixing because it is becoming a public health crisis."

PM2.5 particles can be breathed in and enter the bloodstream to greatly raise the risks of heart and lung problems.

From 2020 Transport for London will introduce an Ultra Low Emission Zone around central London to ensure all vehicles meet emission standards or pay a daily charge to travel. Baroness Jones said: "We need the ULEZ to be brought in and



strongly enforced because it has to be a deterrent. We need to make the zone expensive but public transport easier. That means better buses, train and Tube services."

Under EU legislation member states must keep annual average PM2.5 levels below 25 micrograms per cubic metre.

Baroness Jones believes cab drivers are particularly at risk of developing pollution-related diseases during their long and busy driving shifts.

A spokesman for the Mayor of London said: "Sadiq has proposed the toughest crackdown on polluting vehicles by any major city in the world.

'Tree-lined streets can increase air pollution,' says watchdog Bus and Tube stops to be given electronic pollution warning signs Pioneering 'living wall' could reduce air pollution by a fifth

"He is also consulting on a new emissions surcharge and

introducing an expanded Ultra Low Emission Zone a year earlier than the previous Mayor planned."

"[This week] he revealed that no more pure diesel double-deck buses will be added to the capital's fleet from 2018 and that all new single-decks for central London will be zero-emission.

"The Mayor cannot tackle air quality on his own and he is also calling for the Government to rise up to the challenge and pass new legislation fit for the 21st century."



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There's no excuse for bottleneck London

By Simon Jenkins
Courtesy of *The Evening Standard*

Rumour has it that Transport for London's sadistic practices division is working overtime this Christmas. Finchley Road is a torture chamber. Tower Bridge is waterboarding for beginners. But nothing equals the agony for the environs of Hyde Park, crafted by Boris Johnson in his final months as mayor.

I was cycling down Bayswater Road at rush hour last week and noticed it was so empty you could land a light aircraft on the carriageway. I realised I was within the "halo effect" of Johnson's dreaded masterpiece, the Westway-Crossrail cycle superhighway Lancaster Gate gyratory interchange. It is here that London's most tortuous and extravagant cycle lane jostles with an obscure Crossrail pit of some three years' duration. A few signs suggest, when it is too late, that we avoid it. That is when the fun starts.

At the same time the Royal Parks have allowed the leasing of most of Hyde Park to a private company, Winter Wonderland. This has closed the northern carriageway and thus doubled the pressure on Bayswater Road, whose capacity had just been halved by Lancaster Gate. It also attracted probably 100 Uber cars an hour. Should anyone think the obvious step is to use the park's southern carriageway, they will find TfL has closed that too. And should anyone do the next obvious thing and go south through Knightsbridge, someone had allowed the Meridian hotel to reduce

traffic flow to a single lane, which it occupies much of the time for its drop-offs. For good measure, any attempt to switch lanes to the other side of the road was obviated when a private developer was also allowed to build out into the road. The recipe for chaos was, and is, total.

Locals report journey times of 40 minutes along Bayswater Road alone. Trying to drive through Knightsbridge three weeks ago to reach Victoria took me an hour. Taxis simply refuse to go. Visitors who took one to Chelsea from St Pancras said it took longer than to get to London from the French coast, and cost £60. The net effect is that west London south from the Marylebone Road/A40 to the Thames is all but impassable at peak hours. It is rubbish to say that all this is just the rich whingeing. Private motorists, whom TfL so disregards, are a minuscule minority of road users, and in central London they are almost non-existent. The overwhelming majority of vehicles are buses, tourist coaches,

delivery vans, taxis, Uber cars and emergency vehicles. They are the London economy in microcosm. In Hammersmith Road I recently sat next to a wailing ambulance for a quarter of an hour, both of us unable to move. How does that hit the rich?

The Tubes may be the arteries of the capital but the streets are its veins and intersections its bottlenecks. Last month researchers at Inrix said London's traffic congestion was the worst of any European city, with more bottlenecks than the whole of Germany. Londoners are said to spend 12 full working days a year delayed by traffic. That is a two-week holiday sacrificed to dud traffic management.

Roadworks remain the chief culprit of congestion because they are unpredictable. The range of utilities allowed to dig up roads at will — as in no other European city — is legion, the result of the Thatcher government's deregulation "to boost infrastructure". Borough engineers used to compete over the number of times their roads

were dug up in a year. (I recall Camden High Street holding the record for a while.) Lancaster Gate appeared to be in perpetual limbo, as does the rest of the west London cycle highway. TfL has clearly been taken for a ride by its contractors.

Evidence suggests that one-way streets are twice as dangerous as two-way ones, while making drivers go twice as far to their destinations. Yet it has taken Westminster 10 years to return Piccadilly and Pall Mall to two-way traffic.

A recent aerial photograph of London's rush hour showed a few thoroughfares jammed but side streets empty, devoted to the peace and parking needs of local residents. The key to London's traffic is to bring more streets into mixed use, not fewer, and to regulate them better. London must be the last big city to have no restriction on lorry loading hours. It has no control over articulated trucks, tourist coaches or hire cars. Councils are still "mazing" streets to make them virtual gated enclaves. As for traffic lights, London has so many more than it needs that I wonder whether the engineers are in the pay of the makers.

Some love to argue that traffic anarchy is the source of inspiration and creativity. They say it is what gives London buzz, and if you don't like it you can go elsewhere. I disagree. Needless traffic congestion is hugely expensive and damages the work and enjoyment of millions. Nor should public officials be allowed to play games with human misery — as this Christmas around Hyde Park.

Where is the Mayor?



Jim Armitage: London's Uber-busy roads are costing business dear

State interference is best avoided in most areas of life, but transport should be the exception.

For a change, I'm not going to bang on about temporarily renationalising Southern Rail. As a daily traveller on four wheels and two, it's London's roads I'm most bothered about. Traffic has reached such a drastic point that the city's economy is really getting in a jam. Businesses can't get their stock on time, commuters are stuck in bus lanes (as Stagecoach complained this week) and tourists can't get to their destinations. As we report

today, average traffic speeds have fallen from 10.9mph in 2003 to 7.8mph. Productivity losses just from vans and trucks being stuck in traffic were recently put at £237 million a year. Little wonder that congestion always tops the complaints in business surveys. Simon Jenkins in his *Evening Standard* column this week blamed Transport for London for failing to co-ordinate roadworks, and he's right in that. But another major factor is the absurd numbers of Ubers, Addison Lees and other private-hire cars clogging up the city's streets.

Not only are they often lousy drivers, but the sheer volumes are making passable bottlenecks into mile-long tailbacks. Who hasn't been gridlocked surrounded by empty Priuses bearing private-hire stickers in the window? Just look at the numbers: in 2009-10, there were 59,191 licensed private-hire drivers in London. As of last week, there were 101,434. That's a 72% increase in just six years. Licences for their actual cars are up a slightly lower 51% to 78,139, but that only suggests drivers are sharing their cars, keeping them on the roads 24/7.

This has been great for waiting times for Uber customers, of course, and for Uber UK profits. The company has effectively become a mass public transport system like Tubes and buses. But unlike them, it drives traffic and pollution up, not down. When I asked mayor Sadiq Khan about this last night, he was as frustrated as anybody. Even Uber drivers are fed up with the growing swarm, he said. The obvious solution is to cap the number of private-hire licences being granted in London. But, absurdly, that remains outside of the Mayor's remit, requiring an Act of

Parliament. Boris Johnson, when he was Mayor, and Kahn have requested one, but been knocked back by the government, which doesn't want to interfere with the free market. On most issues, this principle is right, but when the market is failing, regulation has to step in. If Westminster can pull us out of four decades in the European Union, surely it can grant us this. Transport Minister Chris Grayling must make it his New Year's resolution.

Courtesy of *The Evening Standard*

**STOP
PRESS**

LCDC BACK MEMBER SUSPENDED AFTER DANIELS TWEET

**STOP
PRESS**

As many of you on Twitter are aware, LCDC member Sean Stockings received a letter from Peter Blake at TfL on December 2nd, informing him that he had been suspended. This followed his tweet of a picture of TfL boss Leon Daniels, along with Mike Brown, at a restaurant in Mayfair.

He was given 28 days to appeal against charges that were never stipulated and the suspension had no timescale.

The LCDC have instructed our solicitors to represent our member in this matter - below is their strongly worded response to TfL.



Dear Mr. Win,

Further to your telephone conversation with Ms. Payton this afternoon, I write to confirm that as the representative of Mr. Stockings he wishes to "appeal" his undetermined suspension and request a personal hearing.

Clearly, as also discussed, the nature of the allegation will have to be disclosed prior to any representations being made - it would be Kafkaesque to require representations prior to providing details of the alleged behaviour complained of - to that end we shall require the investigation file and the determination decision. I understand that this will be provided prior to the personal hearing and in good time...

Unfortunately at the end of the lengthy conversation I am no further forward in understanding who determined Mr. Stockings behaviour was a) inappropriate and b) so inappropriate that only the "proper course of action" was to suspend his license. I note our calls were recorded, please be advised that we shall require transcripts of same (for your information the calls were made between 12.00 noon and 2.00 p.m. from telephone 02074051999 to Kieran and yourself on your general number) as we shall refer to the misleading information during the course of the hearing.

Whilst you indicated that the reason for the suspension was that the "Head of Licensing" had decided that Mr. Stockings was "not a fit person to hold such a license"; you refused to answer whether it was Mr. Peter Blake in his capacity of Head of Licensing that had made this decision, confirming when queried that The London Cab Order 1934 had been amended to give the Head of Licensing the same powers as those formerly enjoyed by the Commissioner of Police. It would appear from your enclosures that TFL may be of the view that any employee can make this decision, is this the case? It would appear that "a fit and proper" test was made without reference to behaviour which could reach a criminal standard, this seems at odds with the licensing provisions as to what constitutes a fit and proper person. Whilst we are aware that the assessment was made as a result of the tweet and video sent by Mr. Stockings we can see no reason why the tweet and video justified such a sanction and look forward to that being explained within a determination decision.

We spoke at first with Kieran whom we understand answers enquiries by telephone and he was asked to advise from the file a) the Act which was said to have been breached, b) who assessed the behaviour as inappropriate, c) whether there was evidence other than the video and tweet (i.e. who had made an allegation and whether they had submitted any statement) and d) whether other sanctions were considered... Whilst he was unable to advise the Act, who assessed and whether there was evidence he did suggest that the reason for the suspension was due to a finding that the video was both "harassing" and "intimidating".

He seemed to suggest that this was from the file and "Bobby" and when we asked to speak with Bobby (who clearly had more information) we were transferred to "Dennis" which was you and you implied you preferred Mr. Win. You cleared up the Harassing and intimidation point and explained that the digital file did not indicate this (which was of concern as it was not within the letter) - so at least we are aware that this is not an allegation analogous to a Public Order Act offences...

It is strange that the initial letter is not more detailed regarding what findings were made and why - I am also surprised that no time limit was attached to the suspension. How would Mr. Stockings know whether to "appeal" without this being sent out clearly? Perhaps if Mr. Blake has taken on a quasi-Judicial role then he should make a quasi-judicial determination so that a person is aware from the start and the determination provided, especially if TFL requests representations... In short the letter is badly worded and unclear and expects a response from an unknown determination.

We look forward to receiving the hearing date and requested material.

Kind Regards,

Keima Payton
Payton Solicitors - on behalf of the LCDC

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Alan's Angle

Blackfriars Bridge foreshore

On the northern bank of the River Thames, the Blackfriars Bridge Foreshore site comprises two parts: the main construction area which is located to the west of, and under, Blackfriars Road Bridge, and a smaller secondary area, located to the east of Blackfriars Rail Bridge.

The purpose of the secondary site is for the construction of a replacement for Blackfriars Millennium Pier, which lies within the main construction site. The work will comprise construction of a new area of public space in the foreshore with shop frontages, a freestanding kiosk, info point and café.

The Problem

At this location, in a typical year, there are 21 discharges of untreated sewage with a volume of about 520,000 tonnes into the tidal River Thames.

The Solution

The Blackfriars Bridge Foreshore site will control the discharges from the Fleet Main combined sewer overflow. When the tunnel is in operation it is expected that only four discharges would occur.

What is happening?

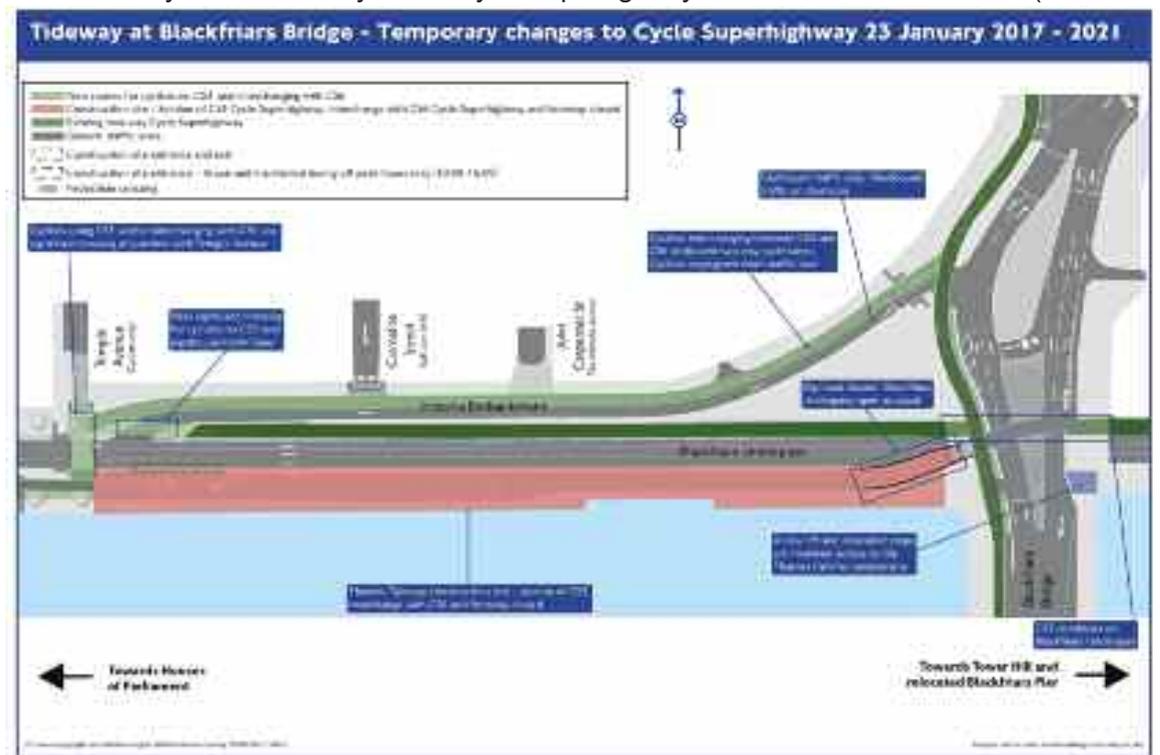
Early 2016 preparatory work began at the Blackfriars site to prepare for the construction of the main shaft and tunnel. Much of this preparatory work has already been completed, including :

- Construction and opening of the new Blackfriars Riverboat Pier to the eastern side of the Blackfriars bridge
- Decommissioning and removal of the old Blackfriars Millennium Pier
- Utility diversions in preparation for main works. Road, Cycle and Pedestrian

Diversion at Blackfriars Cyclists will use the current Cycle Superhighway as normal until 23 January 2017 when they

Bazalgette Walk and redirecting cyclists to the new diverted route along Victoria Embankment. The Cycle Superhighway will

the Victoria Embankment slip road will be one way for traffic. From 20 January 2017 part of the Riverside Walk (Thames



will begin the process of closing the existing east-west bound Cycle super-highway along

remain open throughout these works. The changes to the Cycle Superhighway will mean

Path), between Blackfriars Bridge and Temple Avenue will be closed.

Bank Junction demonstration

At a joint trade meeting held on the 13th December, representatives from LTDA, LCDC, UCG, Unite and the RMT unanimously agreed to hold a demonstration on the 12th January at Bank Junction.

The 12th being agreed as there will be a meeting at Mansion House on that date with politicians and bankers at a major function. The truth of the matter is that this plan to exempt taxis from the Bank junction is nothing to do with public safety as they are pretending, but all about bus times. At present, there are 1,600 vehicles that go through Bank junction, quite a number, but the City of London wish to create a gyratory system around Cheapside, Cannon

Street to divert traffic "around" the junction.

Revenues on the buses as well as their numbers of passengers are falling and this is another desperate measure to try and keep them going.

There are too many buses on the roads and if the City of London wanted to do something to stop the congestion then they could stop the hordes of empty buses surging through the square mile.



Peter Murray
@PMSMurray

City of London Planning Committee approve Bank Junction improvements without taxis. Next stage Policy Cttee on Thursday @RossLydall
12/11/16 11:43 AM

This week I attended the last meeting of 2016 with Westminster council.

For a year that promised so much from WCC has turned into a bit of a nightmare. This time last year I wrote that WCC are now talking to the trade and by the first quarter of 2016 we should have about 8 new ranks and then more coming over the rest of the year. We should hopefully get the ranks before 2016 finishes and another six in the first quarter of 2017. I know they have been going through some major restructuring and job losses this year which has held up certain schemes, especially ours. At the meeting we finally got to see the new road scheme for Bond Street and again it looks like us and the motorists are going to be shafted. Bond Street is going to become one lane all the way from Oxford Street to Piccadilly, with a right turn into Brook Street

Westminster update

as it becomes two way along with Davies Street. Why You ask? One answer: cycles. This will now become part of the new cycle grid coming up from Green Park. They intend to take away the rank at Ralph Lauren as they turn that part into a town square - we've asked for our rank to be repositioned in a parking bay. 2017 could also see fixed penalty notices issued to taxis or motorist for leaving their engines idling mainly on ranks. Heather Acton who is a cabinet member for parking and sustainability for WCC came to tell us about the fixed penalty scheme. The plan is to warn drivers a few times and the issue fines. Now I'm all for cleaning up London's air and also think drivers should turn off their engines when stationary, but feel WCC should be going after the mayor and TfL to ease

the congestion and that might help London attain clean air. The new official launch for WCC new parking rank app will get its official launch on 21st February. This new app will be able to tell us what ranks in Westminster have space available in real time. They will be testing the app soon with 12 drivers running with the app to test it. So going forward in to 2017 will see new road schemes being consulted on and being finalised which will start with the new two way Baker Street scheme and yet again we start the new year fighting for rank space. So I know WCC want to start 2017 better than they finished 2106 and I feel they will get it right because the people in charge are trying hard to make amends and are very apologetic for what has happened or not happened over the last year.

DVSA to stop taxi tests

By John Godfrey, from Black Cab Lessons

The DVSA gave TFL 3 months' notice that they would no longer be providing Taxi Assessments as of December 31st 2016. This is due to their backlog of car drivers waiting to take their driving tests. DVSA has committed to reducing waiting times for these persons by reallocating resources used to assess cab drivers.

Despite having 3 months to plan for future provision of assessments TFL have chosen to further penalise the drivers DVSA has decided it can no longer test. It may appear as if this is not the case but read on. TFL have decided that despite the practical test being of immense importance, they will forgo this and issue licences to anyone who has passed the final Level 6 Exam, with the proviso they return "in summer 2017" to take the practical test. We find this to be an unacceptable solution. The practical test ensures that Taxi Drivers can handle their vehicle and the wheelchair requirements to a standard that ensures the safety of all passengers and other road users.

If the news that black cab drivers were driving without having passed this test were made public it would affect the good standing of EVERY black cab driver regardless of their years of experience. We have every reason to believe this news WOULD be leaked, strengthening Uber drivers and minicabs while devaluing black cabs everywhere.

What appears to be a simple solution of "just let them drive anyway without tests" actually creates more issues.

- How do we ensure drivers can assist a wheelchair user safely and secure them correctly without adequate training?
- How will this lack of training

affect any insurance claims if an accident occurs and the driver is untested?

- Who will be willing to rent a taxi to an untested individual?
- How do you justify charging Black Cab prices when you have not passed the test in full?
- How does this affect the reputation of ALL black cab drivers and the service they provide?
- How will TfL monitor and recall untested drivers, if indeed they do this?
- What happens if a driver fails the delayed test after having driven a taxi for 6 months?
- How are badges revoked if a test is not sat and or failed?
- Who will provide future assessments to the current high standards?
- What responsibility does TfL take for subsequent litigation in these instances?

As a trainer, we want to see the gold standard that black cabs represent maintained. We are invested in putting qualified drivers on the road. The taxi is a larger vehicle that handles unlike a normal car. We have a duty of care to disabled passengers, all customers and other road users that mean a practical test is a necessity before drivers are allowed to take the cabs out.

There has been no consultation with the Taxi trainers to assess how a sensible solution may be expedited. Rumours suggest that a third party will take over all training AND assessments. We feel this would further weaken the standard of each applicant. Taxi trainers have decades of experience in these specialised vehicles. The suggestion that the training prior to assessment be provided by AA or some other third party is impractical as the knowledge for the handling of the vehicle isn't there. TFL are risking the livelihoods of all within the black cab driver community, by pursuing a

Notice 18/16

Transport for London
London Taxi and Private Hire



Advice for Knowledge Students on DVSA changes

The Driver and Vehicle Standards Agency (DVSA) has informed Transport for London (TfL) that they will stop providing taxi driving assessments from 31 December 2016.

The DVSA has confirmed that no further bookings are being accepted for this test. This affects Knowledge of London students who are likely to complete the Knowledge in the next year, who have not already passed the test, and who either don't have a pre-existing booking to take the test this year or who have a pre-existing booking but fail the test.

We have put in place a temporary arrangement to license Knowledge applicants who pass their final (Stage 6) examination but who have not had the opportunity to sit the DVSA test. Licences will be issued with a condition requiring them to pass a driving assessment once the new arrangements have been finalised – which we expect to be in summer 2017.

A further TPH notice will be issued once more information is known.

If you need further information please email us at tph.enquiries@tfl.gov.uk or call our licensing team on 0343 222 4444 (Monday to Friday, 8am to 6pm).

Regards

Helen Chapman
General Manager
London Taxi and Private Hire

6 December 2016

For previous Notices visit tfl.gov.uk/tph

MAYOR OF LONDON

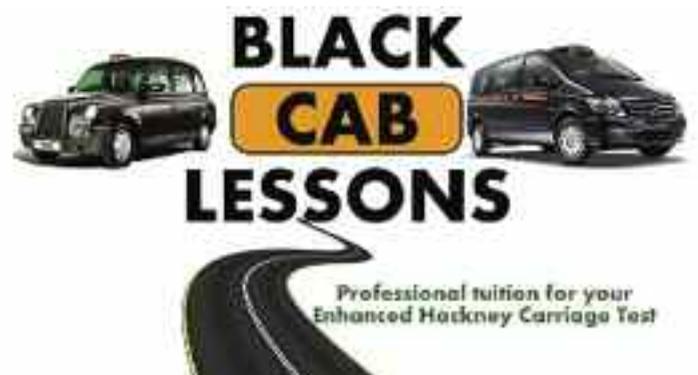
course of action which not only devalues the black cab service and reputation but actually places individuals at risk of accident and being in breach of the law.

Black Cab Lessons feel the standards of training MUST be maintained. TfL may think it is appropriate to send people out without training, we DO NOT! We will still be providing lessons for Knowledge students who wish to be properly equipped with the necessary skills. We have tried to engage with TfL since we

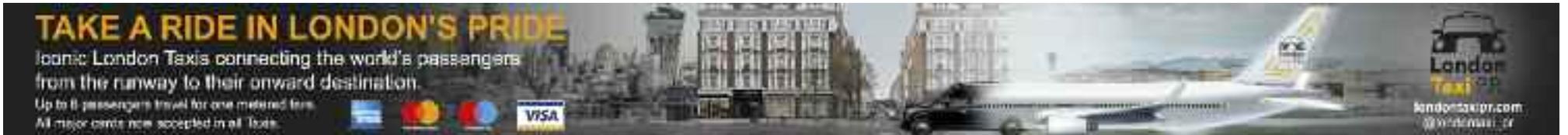
were first made aware that DVSA were withdrawing. We even offered a proposal for the continuance of examinations with no impact to TfL. To this date, no one from TfL has

offered to engage with us.

John Godfrey & Ray Viner
BLACK CAB LESSONS
www.blackcablessons.co.uk



London Taxi PR secure British Airways campaign



Huge positive news to announce! We at LondonTaxiPR are proud to announce that we have secured a month long campaign with British Airways to advertise the trade in their inflight High life magazine, plus static posters in their term 5 arrivals lounge.

This campaign will go live through the month of December.



What this will expose our trade advertisements to is huge in terms of coverage.

- Average 3.5 million passengers fly BA every month. Each passenger will have a High life Magazine at their fingertips to read.
- 664 BA flights daily
- the BA term 5 lounge is the largest & most luxurious complex in the world & serves over 324,000 premium customers every MONTH !

Im sure you will agree that this campaign will be fantastic for our trade in reaching this coverage. Just the minimum % return in passengers using our service would be huge increase in numbers. To all that have supported us & contributed to help make this

campaign happen, we thank you for your generosity.

We are immensely proud to secure this campaign & cannot wait for it to happen.

Please continue to contribute towards our campaign fund via our website londontaxipr.com

for future campaigns like this. We have many others available & on offer to us now, but need the finances to make these happen too. Should you wish to set up a DD please email us at londontaxipr@gmail.com

Let's keep pushing on! Be proud !





L.C.D.C LEADERS NOT FOLLOWERS



Taxi trade picks up major award for Stay Fare Mayor campaign

Future Taxis, the body which represents a number of key taxi groups, is delighted to announce that the group has won the 2016 Public Affairs Award for best Local Government Campaign for our Stay Fare Mayor campaign. This prestigious annual award recognises the best political campaigning and lobbying over the past year, with judges including former Downing Street spin doctors.

The award judges stated that our campaign had “maximised the strength and political weight of London black cabs” and included “an innovative use of viral video to engage consumers”.

The Stay Fare Mayor campaign, timed in the run up to the London Mayoral elections, sought to show that licenced cab drivers and their black cabs are best in class and to explain the sector’s commitment to modernising service as the trade moves

towards introduction of a range extended electric vehicle next year.

Importantly, Stay Fare Mayor marked the first time all the key players in the Taxi trade came together to campaign with one united voice. Campaign partners included the LTDA, LCDC, RMT Taxi Branch, Unite, and the taxi apps Gett and Hailo, and we were supported by the communications agency Teneo Blue Rubicon. As a result, the campaign created a united, positive and authentic voice for the trade that focused solely on presenting the benefits of the sector to London, its residents and its government.

This campaign launched an action plan for the next Mayor of London alongside a video which was designed to show the benefits of the black cabs to consumers. The video used the iconic Amy Winehouse song “Back to Black” and used its own



lyrics to tell the story.

This award is a recognition of the innovative tactics used (including alternative protests – like one-hour of free rides) but also the

success of the campaign itself, which has seen the new London Mayor introduce an Action Plan for the Taxi and Private Hire Trade which implemented all of our top recommendations.



The WCHCD present Plan Director with renowned title 'Friend of the Cab Trade'

The annual awards ceremony took place during the 13th Annual Liverymen's Dinner at Cutler's Hall.

The committee carefully select recipients, who can be either drivers or non-trade members, and recognises them for acts of bravery, charitable work and support of the Licensed Hackney Carriage trade. Past Master Colin Evans said as he presented the Friend of the Cab Trade Award to Grant Georgiades of Plan; "Our winner stood out thanks to his continued positive promotion of the trade on social media, generous charity sponsorships and by actively lobbying the regulator to remove uninsured private hire drivers from our roads. Clinching this award was his involvement in the #Clock2Rock Rally - which

involved a near death experience for him and his team from Plan Insurance Brokers. If you do follow Plan on Twitter @PlanInsurance then you will know that a French driver fell asleep and collided with their TX1 whilst they were attempting to get from London to Gibraltar in 36 hours, all to raise funds for the Magical Taxi Tour." Colin highlighted Plan's Taxi Insurance Checker (TIC) campaign that aims to remove uninsured hire and reward drivers from London's roads. Plan have been lobbying the regulator to create an online portal that will enable them to detect taxi and private hire drivers who are operating without the appropriate cover. Amongst other sponsorships Plan have supported the YouTube Channel of The Gentleman Cabbie as he

attempts to bring back the lost art of conversation to London and the football based podcast, The Cab Cast which is recorded by taxi drivers in the back of one of their cabs. Plan are keen to invest their marketing efforts in a constructive way for the trade. Hence they proposed the Cab Man Charter and backed London Taxi PR campaign. Possibly their highest profile endeavour was the #Clock2Rock Challenge. Plan organised a rally in aid of The Magical Taxi Tour and as Colin mentioned, Grant and his three colleagues were involved in a serious motorway collision that was not their fault. It was a regrettable event but the main thing was the team survived and the coverage the incident received meant they still raised enough to sponsor three MTT cabs. Grant Georgiades said of the



award, "I love being able to support the cab trade. It's a tough time for drivers but we try to remain upbeat and promote the trade in a positive way. Cabbies are an industrious bunch so there's

always something happening which helps keep it fun. We look to get involved and lend our support where and whenever we can. It's a tremendous honour to have our hard work recognised."



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How fair are Gett's fixed fares?

Gett's Geoffrey Riesel takes on the critics

Fixed fares have been around for years - they're nothing new. But now, with the kind of competition we face, we need them more than ever to win back the work. Every job on the meter in this market is just not tenable; if that's what you want then it could mean that Gett isn't for you.

Most drivers, though, agree that street work alone in the current climate is not enough. The average taxi driver spends more than half his time empty. Gett fixed fares can help. You will not receive meter fares on every ride - but you will spend less time empty, and put more money in your pocket at the end of the day. And remember that Gett subsidizes any shortfall to the tune of £35 per hour pro-rated. How bad is £35 per hour?

Many corporate account jobs are on the meter

Corporates won't put their people into black cabs on long journeys - including the airport - on the meter. So they go to PH. 97% of all long jobs have been lost to the trade in the

last 10 years. We have to offer fixed fares to win their accounts. Or else we have to say 'no thanks' and leave millions of pounds of work to private hire.

Having said that, almost every short corporate account job (currently those under 6 miles) is on the meter anyway! We need to keep work out of the competition and Fixed Fares help us to do exactly that.

We all know about the fierce competition with very cheap prices. We can fight back by giving a confirmed fare that's good value, fixed in advance. It's not a race to the bottom - it's just good common business sense.

A £35 an hour fixed fare guarantee

All Fixed Fare jobs on Gett have a guaranteed £35 an hour minimum. So you'll be paid the amount you see in the driver app or £35 an hour whichever is highest - and it happens automatically.

On some jobs, Gett is paying the driver more than they charge the passenger. That's good for you! But it does mean charging the passenger more on some of the longer rides to make some of the losses back.

Is it time to let go of rate 3?

Comparing rate 3 jobs to fixed fares is futile. If rumours are true rate 3 is likely to end anyway - it's why most long distance and late night jobs have disappeared from the trade. Fixed fares are a way to win those jobs back. As an industry we must adapt if we are to survive.

Meter shock

Passengers fear meter shock, especially when the traffic is so bad. Gett fixed fares solve that and the £35 an hour offers you protection. It's time everyone was positive about Fixed Fares - especially with the passengers.

Fixed fares aren't competing against the meter. Because without the fixed fare the customer won't be on the meter - they'll be in an Uber or an Addison Lee!

If Fixed Fares aren't for you then Gett isn't for you. Like any circuit, Gett is a club: and if you're a member of the club then you need to accept certain rules. And for Gett that means Fixed Fares on some rides. Drivers who accept them are getting lots of rides and have told me personally how well they are doing. Change may not be easy but it's what our trade needs.





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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.

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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.

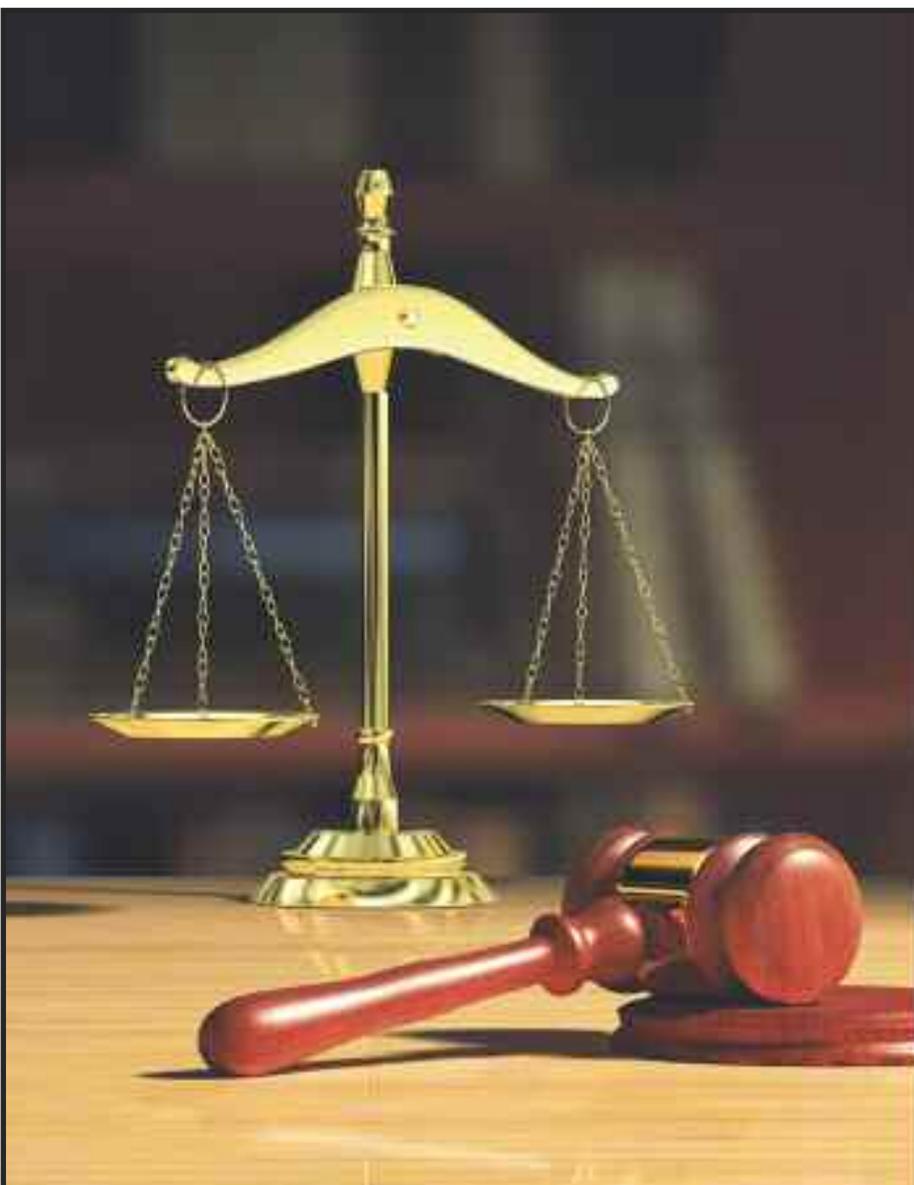
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We at the LCDC don't often bang our own drum when it comes to helping our members with their legal troubles. A lot of the cases which come our way with members are quite sensitive and we respect their wishes to keep things in house and out of the paper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

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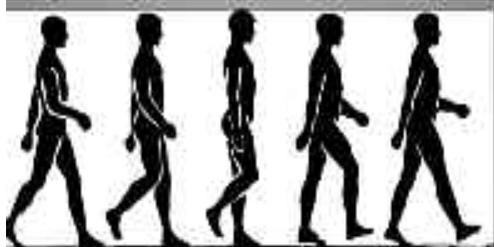
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Walker on the March...

MORAL DILEMMA

I was faced with a moral dilemma the other night after witnessing a set between a motorbike and a car.

We were all approaching the Old St roundabout and I was on the inside, directly behind the car and with parked cars on the left and traffic was very slow moving. The outside lane was moving slightly faster so the car driver decided to pull into that lane without indicating. This involved moving a bit onto the wrong side of the road to make the initial move – Just as the motorbike was passing on the wrong side of the road slightly. The bike rider came off but nobody got seriously hurt.

The dilemma was, should I offer myself as a witness as I was empty and had seen the whole thing or should I get on with trying to earn some money? I'm sure most would say stay. Here's the thing though. The car was a minicab and the bike was a food delivery bike.

As soon as the traffic moved I was off, still laughing about it all.

don't. Some have a minimum usage charges while other don't. The radio circuits have different ways of charging altogether. Comcab alone has three different charging schemes.

CARD PAYMENT PROVIDERS

After looking at 8 providers, these can be split into two groups; a group of 4 with no upfront fees and 4 with these fees.

The first group consists of CMT/Taxiworld, Cabvision, FarePay and Verifone. Of these, only Verifone offer a straight percentage rate while the others combine this with a small fee per fare. In order to make a fair comparison these fees have been incorporated into the percentage rate based on average card fares. The results are as follows:

Cab Vision	3.65%;
Verifone	3.95%;
CMT/Taxiworld	4.65%;
FarePay	4.83%.

While it's clear that Cab Vision and Verifone are cheaper than the other two, the comparison between these two is less clear as Cab Vision have a

the least costly to the driver. Comparing them with Cab Vision and Verifone is a little more difficult.

Using Cab Vision's average usage of £700 per month, over 3 years the driver will pay around £900 in transaction costs. With the Hailo system, this would cost around £90 less or £30 per year, including the up front costs. Against this, there is no upfront fee with Cab Vision while to save the dosh with Hailo the driver has to stump up £325 cash.

Obviously, service levels, reliability, etc have not been taken into account here but merely on price Hailo Payleven seems to be the best option if you have £325 to put down. Otherwise, it's Cab Vision if you expect to process an average 6 or more fares per week and Verifone if you expect to process 5 fares or less per week.

I am personally on weekly subs with Comcab but after checking my card fares for the first three months of the mandate, I can say that the 20p we were given on the meter would have easily covered any processing fees to either Cab Vision or Verifone.

Once the 2% is added, the comparison goes up to an equivalent £2,300 per month.

COMCAB

Comcab's pricing system is a lot more complicated and very different between existing subscribers and between existing and new drivers.

For existing drivers it depends on length of service and whether on subs or PAYG options. For drivers paying weekly subs its good news. These driver pay 20p for every radio job covered and any street fares paid by card. These drivers are actually making money out of the card mandate.

For existing drivers on PAYG, the charges are awful. These drivers pay smaller subs but also £1.20 per Comcab job. Not only do these drivers pay the 20p the weekly subs drivers pay, but Comcab treat any street hiring paid by card as a Comcab job. Hence, the driver pays £1.40 for every card transaction.

These charges amount to roughly double what Cab Vision or Verifone charge.

For new drivers on PAYG it gets even worse. These drivers have to pay 10% plus 20p on every card payment processed on the street. This is roughly equivalent to 3.5 times more than Cab Vision or Verifone.

Comcab claiming drivers' fares as their own when their only involvement is processing the card payment is shameful.

My advice to Comcab PAYG drivers would be to get hold of a hand-held or phone processing system, at least until such time as TFL dictate that the equipment must be linked to the meter. For now, the circuit equipment keeps the driver compliant with COF.

The new rules say you have to have equipment in the rear and must accept card payment. They don't say, as far as I am aware, that the rear equipment has to be the equipment we actually have to use to process the payment.

If the driver uses this alternate system to process street card payments, Comcab cannot nick the fare as their own and charge these exorbitant rates.

END NOTE

May I take this opportunity to wish everybody a very happy Christmas and a happy, prosperous and healthy New Year.

Personally, I've asked Santa to send TFL some gonads so they have the bottle to reject Uber's PHO licence renewal as they should rightfully do.



HOW MUCH ARE WE REALLY PAYING FOR THE CREDIT CARD FACILITY?

Whether we like it individually or not, we have to accept the card mandate. Not because TFL dictate it but because many of our customers want to pay by card and in any business you have to give the customer what they want in order to survive.

Nor is it useful for an individual driver to attempt to assess if he is better off or not for accepting cards because what is important is the effect on the whole trade. This is why it's important that every driver accepts cards. The customer has to know that whatever taxi he/she gets into will accept card payment or the whole thing falls down.

The big question now is what do we actually pay for the "privilege" of accepting card payments? This varies greatly from one supplier to the next and is very difficult to compare prices. Not only do they charge different % rates, some charge for equipment while others

minimum monthly charge. Disregarding an introductory offer for a short period, this equates to £500 of card fares per month and this is equivalent to about 6 fares per week on average.

So while Cab Vision is a little cheaper than Verifone, any driver expecting to process less than £450 per month (5 fares per week average) will find Verifone a little cheaper than Cab Vision.

The second group consists of Cab:App, Hailo Payleven, iZettle and Paypal.

Their charges are as follows:

Hailo Payleven	1.95% + £325 for equipment costs;
iZettle	2.75% + £360 for equipment costs;
Cab:app	3.6% (including fee per fare) + £450 for equipment costs;
FarePay	4.85% (including fee per fare) + £450 for equipment costs.

Clearly of these 4, Hailo Payleven is

RADIO CIRCUITS

The situation with circuits is different to simple card processing outfits.

Obviously, drivers choose to subscribe to a circuit for more than the ability to process cards and such facilities are simply an add-on feature. Another obvious difference is that there are no minimum term contracts.

However, purely based on transaction fees for processing card payments, the circuits are hugely more expensive than the dedicated card payment providers above.

I have been unable to establish the costs of RTG/GETT so will stick to the other two.

DAC

DAC are currently charging £8.50 per week and soon to be charging 2% transaction fees on top. Currently, this would be equivalent to Cab Vision charges for processing £1090 per month on card fares.

Airport matters... by Mark White

Compliance Meeting 12th December 2016

HEATHROW

Monday, 12th of December, 2016, saw the third (3rd) Heathrow Compliance Meeting held at Unite's Offices on the Bath Road. Thanks go to Unite for hosting.

Reps from LCDC, LTDA, HATDU & Unite have found the meetings to be a constructive forum for Heathrow issues. The new expanded engagement policy, due to start in 2017, will see the other Trade Orgs, the UCG & RMT invited in future.

Issues from the previous meeting, held on the 19th September 2016, were discussed and an update on Compliance at Heathrow by TfL's Head of Compliance, Anand Nandha, was given. Dean & Carlo, 2 of the Compliance Team Managers, were also on hand.

Eddie Symes, from HATDU, again asked for a permanent Compliance presence at the Airport to combat the 'strange faces' working there; something LCDC Reps, Danny Sullivan & Alan McGrady, asked TfL TPH for in January 2015. This followed a direct call from the Club asking for more enforcement at Heathrow Airport, which eventually led to an agreement from TfL to start Compliance Meetings.

The LCDC would like to thank Unite's Airport Rep, Stuart Hope, for his support at the Licensing & Compliance Meeting in Town in 2015, that led to this forum getting the go-ahead and to Peter Rose for organising and chairing these meetings.

Previously, between 2009 & 2014, TfL had only visited Heathrow on 8 separate occasions claiming that TPH Compliance needed to be 'invited' onto the property.

Compliance activity has increased now from a minimum of one visit per week to at least 3 visits with more to come in the near future. That will also lead to increased enforcement activity at night and at weekends.

APCOA have also been given more powers of enforcement and drivers can now be asked to leave the Ranks and even be suspended for 24 hours if reported for misbehaviour on Terminals. HAL say they will use their bye-laws to enforce that.

TfL Compliance Officers are still being trained and hope to get accreditation for more powers from the Met Police (following training). This should improve compliance and enforcement both of Taxis and Private Hire on all Terminals and approaches. TfL's Compliance Officers, working with the Police, will have the power to stop vehicles.

Heathrow Airport confirmed that they will have more powers to stop/move PHV's from picking up at the terminals. HAL are dotting the 'i's & crossing t's' on paperwork to enforce all the Terminals and approach roads, such as the hard shoulders and perimeter roads without having to call the Police. This is similar to Civil Enforcement in most local authorities. You'll see new signage on all the Terminals.

The Club has liaised with Unite Rep and Marshall, Kamel Abdellaoui, who has been leading on the INTEL front to HAL & the MPS regarding 'foreign speaking' touts: this includes those using 'bogus' name boards' at arrivals and dodgy adverts often seen in the Edgware Road. All intel has been forwarded to TfL and the New Year will see strategic action gearing up for the Summer when passengers from the Middle East return to London. HAL will monitor flight arrivals.



AVA CAR PARK

It was reported that Addison Lee are refusing to use the new AVA Car Park for PHV & provincial Taxis. HAL's Chief Executive, John Holland-Kaye will be speaking to them. Uber are compliant.

The LTDA's Head Rep, Paul Brennan, asked how long cars were doing in the AVA before getting a booking. Some Chauffeurs are waiting up to 5 hours for their clients whilst the average wait for PHV's is just under 2 hours. There is no local journey system for PHV's and they must meet their passengers in the Short Stay Car Parks and

pay fees on top of the £1/HR charge in the AVA. HAL are confident that 75% of vehicles are playing by the rules and track cars via ANPR: the other 25% are believed to leave the Airport to pick up elsewhere or just leave without a job. The Terminal Forecourts are noticeably clearer but the Taxi Marshals, led by Andy Gorman, are monitoring them constantly.

CREDIT CARDS

The LCDC having previously raised Compliance issues regarding the taking of credit cards and the issuing of a printed receipt, asked a number of questions related to

the stickers (Drivers may've seen Jamie Howes articles in 'Cab Driver'). A number of Jamie's questions were raised with TfL, who insisted that they had not been paid for Card logos to be included on

their policies. Having spoken to Jamie, I know, like LCDC Reps, he's not happy with the communication received from TfL on this. The whole implementation of the Credit Card Mandate has been bungled

now able to pay by Card in ALL Taxis.

The Trade were asked by TfL about taxi drivers using unapproved credit card systems in the canteen. These providers are unapproved and are charging drivers up to 10% for payments. TfL have said Compliance will be focusing on this aspect in the New Year and warned that action to comply will become much tougher. They also warned against the practice of adding surcharges on transactions and drivers who start their meters whilst waiting on Ranks. There are Undercover Officers deployed in Taxi queues throughout the year to monitor this. It is an offence to overcharge and the small minority of Drivers who do this could find themselves being pulled over on the Spur road by the Police. It does happen.....

The Trade Reps also wanted to know if you could retain your badge and continue to work whilst employed as a Compliance Officer (if anyone was interested). The answer from TfL was "No!"

TfL and HAL are still looking to improve signage: especially on Terminal 2. TfL say that they support clearer way-finding to the taxi rank. Another update was provided during the meeting following updates in September.

Other issues raised with TfL were Cross Border Hiring and Dual licensing. TfL say they are lobbying Parliament on this and Unite have told us they plan to launch a new campaign calling on the Gov't to 'Scrap the Act' which the LCDC will be more than happy to support. More details when we get them from Peter in the New Year.

TfL Compliance Team are also looking at putting a better contact system in place for Heathrow Reps in event of immediate action being required. This will be in conjunction with HAL &

APCOA.

There will also be a new induction course for all new Cabbies at Heathrow. Details to come, but HAL are looking to cull the number of TAGS currently in circulation due to the cost (about £64)! There will also be limits to how much one can put on a TAG (@£20) and a minimum for topping up (@£10). The new Feeder Park charge in January will be @£3.50 up from £3.38. We await news regarding the Heathrow Extra in the new Tariff Consultation due to take place following the Review which is ending now.

The CAA have a report due out this week and LCDC's Airport Rep Peter Cannon is keeping a close eye on proceedings. He's been in very close contact with the CAA over the past year despite having been unwell recently. For those who haven't seen Peter lately, he is much better, and the LCDC wish him



stickers, which they said were considered 'Notices' and not adverts. The stickers are being reviewed in the New Year after complaints. However, TfL insist all Cabs must comply with the Notices previously provided and displayed in the Cab-in and on their website.

Airport Cabbie, Jamie Hawes is being written to by TfL's Alex Moffat in response to his recent emails and articles that were widely published. Although Jamie is not a member of the LCDC, his articles did lead to many drivers (including our members) asking similar questions. Therefore, we were happy to try and get TfL to clarify the answers and justify

and there are still questions going in to City Hall and the Mayor.

There was a recent Heathrow Credit Card meeting just before the Mandate started. Most issues were resolved, although not always to our satisfaction. TfL did agree to a 'soft' implementation until January 2017 and the Ranks are moving much smoother than before with less refusals and more people using Taxis.

The numbers in November saw a slight increase on the previous year's figures as passengers are

well as he's been a much valued member of our team over the past 20 years.

LCDC's Peter Cannon and Heathrow Trade Reps meeting TfL's New Head of Compliance Anand Nandha & Compliance Officer Paul Smithers last Summer.

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Veterans enjoy Millwall Christmas lunch

The committee of the Taxi Charity for Military Veterans enjoyed an extremely happy Christmas lunch at Millwall FC on 1st December, and it got all who attended in the mood for the festive season. 270 guests including veterans, cab drivers, sponsors and representatives of a variety of organisations ate, drank and made merry.

It was a really fun-packed event. In addition to a three-course lunch the guests were entertained by the tenor Shaun Chambers who sang many favourites including Danny Boy. The children of St. Jude's Church of England School performed carols beautifully and added greatly to the Christmas spirit.

No charity event is complete without a raffle, and this year was no exception. The prizes naturally included a variety of tempting drinks and we were absolutely delighted to find that we had made £3000. Our bank HSBC has offered to match the raffle amount so this is a wonderful result for us.

Many of our guests have supported our charity in a variety of ways and I was delighted to have some of those supporters on my table including Mickey Calvey who is an indefatigable campaigner for the charity. We value highly the backing that we get from the trade orgs, and I was proud to be host to Grant Davis of the LCDC, Trevor Merrells of the UCG and Brian Hefferman representing the Mayfair Mob. All these organisations are sponsoring our trip to Normandy next year.

The charity's committee members were also overwhelmed when the insurance company P.J. Hayman of Rowland's Castle in Hampshire told us that they would donate the insurance cover for Back to the Beaches 2017. It is always dangerous to single out specific donors but this marvellous offer is more than worthy of special mention.

So many people are



generous to the charity, not just in monetary terms, but also with their time. The key component to our endeavours is of course the wonderful London Black Cab trade. We simply could not exist without the seemingly limitless number of drivers who volunteer their time so selflessly. On behalf of

the charity I would like to thank you all, and on a personal note I would like to add that my admiration for the members of this trade continues unabated. Many of your readers will know that we are already heavily involved in planning to revisit Normandy for D Day next year, taking as many

WW2 veterans as we can. This is a major undertaking and we really need all the help we can get. I will write more about the itinerary next year, but in the meantime, if you know anyone whose New Year's resolution is to do something crazy in aid of a charity, please recommend us.

Our website is constantly being updated so do have a look if you have not visited it for a while: taxicharity.org
In the meantime I wish all members of the LCDC, their families, and all the London cab drivers a Happy Christmas and a more positive 2017.

Little thingy, big problem

How many men know where their prostate is? Well don't panic if you don't know but perhaps you should be concerned if you have reached the age of fifty (forty for black men) and you're not yet on-the-case with regard to this little organ, because every day thirty UK men die of prostate cancer. That's a rate of 11,000 per year and increasing. Within ten years prostate cancer will be the biggest man-killer disease, overtaking all other male and female cancers.

Most men will have heard about prostate cancer and even lost friends and relatives to the disease but could be confused as to what preventative measures to take. This is partly due to there not being a national screening programme and furthermore NHS guidelines to GP's is to "NOT proactively raise the issue of PSA testing" unless men present symptoms. Here lies the problem, unless you go to your GP with symptoms you could become another cancer statistic, and unfortunately there have even been occasions when GP's have let down men presenting symptoms.

There are two courses of action men might want to consider. Firstly learn the symptoms and secondly, because many men get no symptoms, talk to your GP about a personal screening programme especially if you are from the Afro-Caribbean community where the risk is double, or you have a family history of the disease.

If you decide to talk to your GP about screening he or she is likely to discuss the two most common tests: a PSA blood test for Prostate Specific Antigen and a DRE a.k.a. Digital Rectal Examination, a finger up the proverbial you-know-where! Fear not, this is usually quick and without discomfort, a rubber glove and gel job.

The current arguments against national mass screening for prostate cancer include PSA test reliability, biopsy and over treatment risks. Hopefully any self-respecting hospital urology department has long past the days of over treatment, however tests and treatments come with considerable risks and possible negatives outcomes such as double incontinence, infections, and erectile dysfunction - it can't get much worse. So it's imperative any course of action is based on good information and discussion with your GP doctor. To learn more about symptoms, tests, risks, and treatments for prostate cancer go to Mancheck.org where you will also find links to ProstateCancerUK.org

A national screening programme is a few years away and during the interim period thousands of men will die, many unnecessarily, before screening becomes a reality. In the meantime you might do well to take charge of The State of Your Prostate, as the NHS says *it's your health, your choices*.

MEDICAL INFORMATION DISCLAIMER: Readers must not rely on the opinions and information in this article as an alternative to professional medical advice. The author is NOT a doctor. You must always seek advice about any medical condition without delay from a qualified medical practitioner such as a GP doctor, or urologist if for prostate related issues.



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