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Issue 268 April 2019



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MAKE IT LAW

WHERE BUSES GO
TAXIS GO



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CONDITIONS OF FITNESS?

IN THIS edition of The
Badge after receiving calls
not only from concerned
members, but just taxi
drivers at large, we have
broached the controversial
subject of perhaps
reviewing the turning circle
requirement with the COF.

We have been thrown to the
Wolves by TfL, who are not
interested in regulating the PH
industry and instead we are told
that our only salvation is to buy a
ZEC taxi.

With the PH being allowed to
licence new Euro6 vehicles and
citing the lack of charging
infrastructure as reason for them
not to do so, we must ask... why
only us?

Mayoral Advertising

ON PAGE five, we publish a
story regarding the Mayor's
advertising policy on TfL
property.

When he was first elected, he
banned adverts of scantily
dressed women in bikinis, and
his latest crusade is apparently is
curing obesity as he is banning
adverts for everyday items such
as butter, bacon and jam.
Incredible to think that this year
TfL will be running a deficit of
close to £1bn - you would think
the lost revenue would have
come in handy and be used to
fight more serious things such as
the knife crime epidemic?

Taxi protests

ON PAGE four we have several
pictures regarding the ongoing
taxi protests.

These are centered around the
Mayor's new transport strategy
and its catastrophic effects on
our industry. For those not
attending at all you can find your
local job centres on the internet...

Grant Davis
LCDC Chairman





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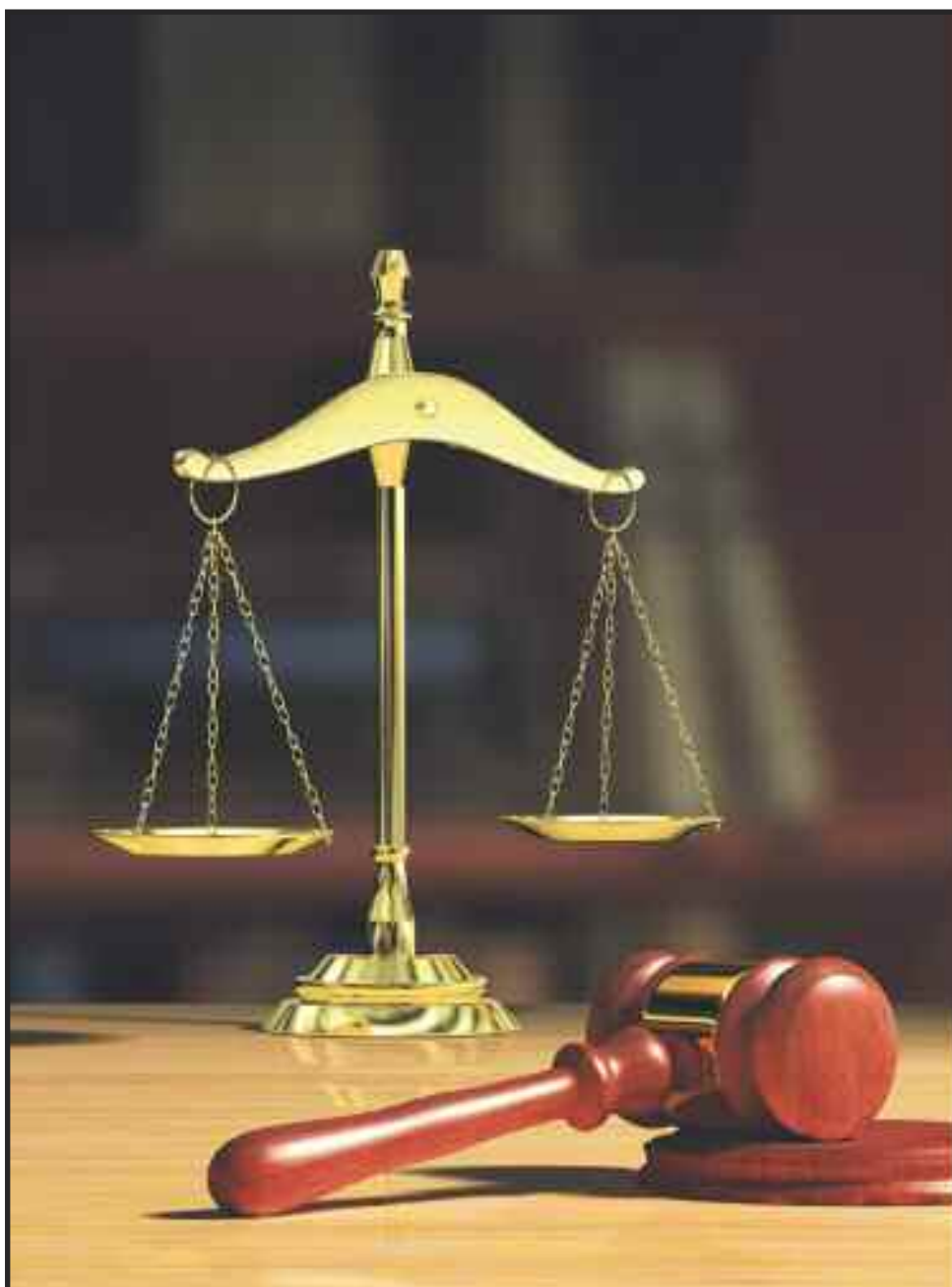
We at the LCDC don't often bang our own drum when it
comes to helping our members with their legal troubles. A
lot of the cases which come our way with members are quite
sensitive and we respect their wishes to keep things in house
and out of the paper which I can fully appreciate.

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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IS THE CAB TRADE AT A CROSSROADS?

The latest figures relating to the number of new cabs licensed and the number of cabs coming off the road tells the story of the direction in which our trade is going.

Since 1st Jan 2018 – 31st March 2019 the number of ZEC taxis licensed were 1,408

Since 1st Jan 2018 – 31st March 2019 the number of taxis delicensed was 2,800

If the Mayor gets his way and introduces a 12 age limit, we will see between 2k – 3k taxis coming off the road every year, which will decimate the trade: Quite honestly this should come as no surprise considering that at a time when drivers' revenue is down by 40%, the trade was forced to purchase a vehicle 40% more than previous models - commercial suicide!

All this at a time when Uber is allowed to run amok, totally unregulated by TFL and picking up off the street in a vehicle that costs a third of the cost of a new cab.

Both government and TFL seem oblivious to the fact that companies such as Uber and Lyft are nothing more than a glorified Ponzi scheme. Although Lyft successfully floated last week on the New York stock exchange it came with a warning from the company that **“we have a history of net losses and we may not be able to achieve or maintain profitability in the future”**. In other words, Lyft has never made any money and probably never will.

So where does that leave Uber, which has also never



made a profit and last year lost \$4.5 billion - over four times more than Lyft... how long before we have a repeat of the economic collapse after the dotcom bubble burst?

The Trade is being sacrificed on the altar of Silicon Valley speculation.

So, what are the options open to the trade?

The cab trade has had to endure a monopoly situation on the vehicle we can purchase for the last fifteen months, despite being promised a choice of five vehicles and a plethora of charging points.

Before the introduction of the ZEC requirement, the LCDC submitted an eight-page document to TFL / City Hall stating our views on ULEZ and the conclusion of which states that this policy should not be introduced until the trade has a choice of at least two ZEC vehicles and that TFL should not be allowed to “make policy on promises”.

It has become blatantly obvious that TFL's vision of electric fleets for all types of vehicles has hit the buffers. Look at the fact that Addison Lee purchased 1,400 Euro6 diesel vehicles and stated that they could not buy into electric as the infrastructure

was simply not in place. Also TFL's latest brainwave is to licence a fleet of 9 seater “on demand” buses which are... you've guessed it, Euro6 diesels and jump up and down to announce that all their buses will be Euro6 by 2020.

This policy by TFL shows the trade just what contempt we are held in - whilst everyone else can purchase a Euro6 diesel, we must carry on losing drivers and cabs at an alarming rate. So, if we cannot have Euro6 taxis, unless there is a change of policy, we are doomed.

Has the time now come for

the Trade to revisit the conditions of fitness in relation to the turning circle requirement? This would at least open the door to a wider range of new greener vehicles, but at the same time still provide Londoners with the 100% disability access we are so proud to offer.

We have received many calls from drivers who have said that having just one taxi available really does not meet the demands of the suburban, elderly, and part timers and if this carries on, we will wither on the vine.

Is it time to revisit... before it is too late?

PROTESTS CONTINUE...



**MAKE IT
LAW
WHERE BUSES GO
TAXIS GO**



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LADIES AND GENTLEMEN.

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DETERMINATION 🍌🍌🍌🍌🍌

SEE YOU ALL ON FRIDAY AT 2PM

11 30 48



Bacon, butter, and jam axed from Tube ad due to Sadiq Khan's new 'junk food' rules

It's a thoroughly wholesome scene. A mother, father and their two children gather around a kitchen table laden with fresh fruit and vegetables, meat and organic dairy goods.

But this photograph has become the first victim of Sadiq Khan's new ban on "junk food" adverts on London transport — the bacon, butter, eggs and jam have been deemed "non compliant".

The Mayor of London's policy prevents products which are high in fat, salt or sugar being advertised on the Tube, and at TfL rail stations and bus stops in an effort to tackle soaring rates of childhood obesity.

Farmdrop, an organic food home-delivery firm, said they were advised to crop the photo to chop out foodstuffs which breach the new rules. They said TfL bosses asked them to remove the jam and butter and to submit evidence demonstrating the compliance of other foodstuffs including shortbread, juice, biscuits, yoghurt and elderflower.

Damian Hind, marketing manager of Farmdrop, said: "We had to go through everything on the tabletop with

our buyers and check the nutrient profile. We had to get rid of jam. That was one we definitely couldn't use. Then they told us to check bacon, bread, eggs, butter and peanut butter — and we did.

"But obviously — according to their scoring — bacon, eggs and butter are not compliant with the regulations so we had to crop them out the photo. It actually got ridiculous.

"We ended up having to crop the photo twice. It doesn't make any sense. It's nonsense to score a product in its raw form. You eat them with other products. It's the basics of cooking."

The design was intended to run on the display panels above the seats in Tube carriages and the company says it has spent tens of thousands on the campaign. It intends to go ahead with the adverts.

CEO Ben Pugh, an ex-City broker who launched the company in 2014, added: "We support the ban but it's being handled very unjustly. Our ad was a mixture of balanced, whole foods. It's crazy."

TfL is using a nutrient-profiling model created by Public Health England with foods given a score based on the



balance between beneficial nutrients and ingredients which children should reduce in their diet, such as sugars, saturated fat and salt. Advertisers can apply for an exception by arguing they do not target children or amend their adverts.

A TfL spokeswoman said their advertising agent asked Farmdrop whether their products were compliant with the ban and recommended they apply for an exception or amend the copy. She stressed

the agent did not state specific items, such as eggs, could not be featured.

"Child obesity in London is a serious issue: almost 40 per cent of children aged 10 and 11 are overweight or obese, one of the highest rates in Europe. This ban is designed to reduce children's exposure to adverts for food and drink which could contribute to this problem," said a spokeswoman. "Our advertising policy requires brands to

demonstrate that any food or drink products featured in advertisements running on our network are not high in fat, sugar and salt, unless they have been granted an exception. In this case, Farmdrop chose not to apply for an exception and our advertising agent worked with them to amend the advertisement. We have never said that eggs do not comply with the policy."

*Courtesy of
The Evening Standard*

Why empty advertising boards, with TfL running a billion pound deficit?



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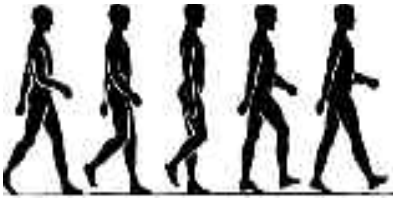
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Walker on the March...

SLOWLY, SURELY, TFL ARE KILLING OUR TRADE

I hate to be all doom and gloom because I am a natural optimist. Unfortunately though, I cannot see any long-term hope for our trade so long as we have a regulator that is actively trying to kill us off. I don't say that lightly.

Another thing I'm not is a conspiracy theorist. In fact, I used to have arguments with trade activists that thought TFL were conspiring to kill off the cab trade. My argument used to be that the regulator's first priority had to be passengers. As time went on, I began to think the regulator was simply ignorant of how the cab trade works and its own involvement in tariff levels.

I no longer think that; what's going on is too systemic for it to be accidental. Simply, TFL is trying to kill your livelihood. They have eroded every aspect of our business.

They have flooded the market to the extent that there is now one taxi/PHV for every 50 London residents. Maybe the regulator doesn't understand how to use the secondary legislative powers it holds?

They have allowed PH to enter the "on demand" market, while imposing lower regulatory costs on PH over that of taxis, means we cannot compete on the same terms. Maybe the regulator is too stupid to understand the link between costs and fare prices?

This, in turn, has caused the inflow of new taxi drivers to all but dry up, cutting off future taxi supply. Perhaps the regulator isn't aware that having nearly 25% of taxi drivers over 60 years of age and no new blood coming in will cause future supply problems?

The regulator continually loads cost onto the trade, while bleating that we are too expensive. Perhaps, again, it is too stupid to understand the link between costs and fare levels?

The regulator is testing a 9 seat bus company, effectively operating a taxi service.

The regulator is slowly stretching tariff adjustments from annually to 18 months + on top of the year that it already lags behind price increases. Perhaps the regulator thinks we are all so rich that we can easily absorb ever greater costs with less and less increases to cover them?

Cutting road space and dropping the cab trade from public transport access.

Finally, the regulator is hiding behind weasel words to allow PH to advertise "on demand" services. It's not enough that they did the same thing to allow PH to call themselves "cabs" and form ranks.

One or two things above may be causing damage accidentally. All put together, this is not possible in my view. TFL is absolutely chock full of highly paid staff. With 617 earning more than £100k and the boss earning in excess of £700k, surely for that sort of wedge they ain't

stupid? I reckon they must be aware of the damage being caused to the cab trade, in which case I must also believe that TFL are systematically attempting to destroy the trade by stealth.

THE DEMAND SIDE COSTS

The above factors do not stand in isolation but rather they are all linked into a downward spiral for the cab trade.

Nobody needs explaining how the cost of running a cab has increased in the recent past, culminating in a ridiculous price for an untested vehicle that has been forced on the trade, along with a reduction in the residual value of the existing fleet, thanks to the proposed 12 year age limit.

This increases the fares that customers have to pay with no benefit to the driver. PH are in turn allowed to operate pseudo taxi

Mayor tries to deal with this. Look at the Bank Junction. It's obvious to you and me that if the main east-west route through London on the embankment if half-closed, motorists are going to go through The City instead. So The City decides to block the junction and force traffic away again.

So what's left? The south side of the river but this causes its own problems so now The Mayor wants to close the route through Tooley St. This won't be the end. All these schemes – Bank, Embankment, Tooley St, Tottenham Court Rd, Oxford St, etc – will just push traffic elsewhere, increase congestion and result in ever more road closures.

By disregarding the taxi service as part of London's public transport system, The Mayor leaves us having to operate in this reduced and over-congested road space.

Then, of course, there are 100,000 PHVs, of which about half of them spend their time empty and cruising or illegally parking in Westminster, which adds more congestion.

to the GLA Transport Committee that if one of my kids asked if he should do the KOL or drive for Uber, I'd tell him to drive for Uber. This is the reality though of what's happening here and now.

In less than two years, the trade has lost 1125 drivers; nearly 5%. The fleet has been reduced by 696 cabs, or more than 3%.

Drivers are leaving the trade in much greater numbers than are joining it. This will be driven in part because some older drivers faced with a £60,000 investment for a new cab are choosing instead to retire.

This situation is likely to get worse when the 12 year age limit comes in. It won't just be the current 12 -15 year old cabs affected but every cab will fall to it eventually. In many cases, this will mean that a driver running down a cab to retirement ends up retiring three years earlier than planned.

It needs nearly 1400 new cabs to be plated every year to maintain current fleet numbers. This figure



services and gives the customer a choice between differently regulated services operating in the same on demand market and makes comparison between prices viable for the passenger. This reduces taxi demand and so the driver is actually worse off as takings fall on an hour for hour basis.

CONGESTION

Traffic congestion makes the situation even worse.

The Mayor cuts road space to make way for cyclists to ride safely. Not of itself a bad thing but is there really a need to close road space on a 24 hour basis to protect them? Then there are all the restricted turns, etc that go hand in hand with bike lanes.

This also causes knock-on problems with bottlenecks and the problem is made worse as The

Average traffic speeds reduce year on year in Central London. The upshot is that an average London Marathon runner runs almost as fast as the average car in London daytime traffic and that includes the pantomime horses, etc. The marathon winners are 70% faster than a car.

Over the last few years, traffic congestion has been the biggest cause of taxi fare increases and it does nobody any good. Passengers and drivers lose out. Passengers pay higher fares, demand for taxis falls and the driver ends up with less money for the same hours.

THE SUPPLY SIDE

As costs increase and unfair competition is allowed into our market, so the returns from driving a cab falls.

I got into trouble last year for saying

has only been obtained twice in the last ten years. So the fleet will continue to contract.

Meanwhile, nobody is signing up for the KOL. Why would they? Who is going to put in 3 – 4 years in cold blood for the sort of return driving a cab currently makes and knowing it's likely to get worse rather than better? Especially when they can get a Mickey Mouse PH licence in a few weeks, buy a motor that costs a third of the cost of a cab and with less than half the running costs.

Once that's done they can go out, sign up to a PH App and bingo, they are driving a taxi anyway.

If you weren't already a taxi driver, would you give up three year's earnings from driving a cab to do the KOL? That's why there's few doing the KOL and 40,000 driving for Uber.

And it's all thanks to our less than wonderful regulator - TFL!

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Alan's Angle



Can we have some more please!

Ever since the mayor came up with his clean air policy for London and gave the Taxi Trade a date that by end of 2018 we would have to adopt an Electric Taxi and drop Diesel Taxis from being purchased, we've been in trouble.

TFL have dragged their feet in getting the infrastructure in place to implement Rapid Charging systems for the Taxi Trade and the public. The LCDc has been to many meetings with TFL staff saying that it was their job to find sites that were workable for Taxi drivers to charge up their vehicles during their working day. We've been going to meetings and repeating ourselves that we require chargers in the right places that will make it easy for drivers to charge during their working day and night. The most frustrating part of meeting TFL staff is that the people you meet come and go so quickly that you find yourself going round in circles and starting all over again with the new staff in charge. I think we're now on about the sixth or seventh change of staff for rapid chargers.

But the team now seems to be taking a different direction with how they implement where and how many chargers they will look to site in London by the end of 2020. We were promised 300 chargers and 160 Taxi only chargers, now we are being told those targets might not now be achievable. They are now saying - we don't want to give you 160 that are not in the right place, but might get you a lower number but have chargers in the right areas. The LCDc has been telling TFL that they were putting chargers in the wrong areas for the last two years. But TFL was finding it hard to site Rapid Chargers, with councils pushing back as they didn't want the ugly looking chargers on their highways. So TFL in a panic was left with their red route highways and their private land and a lot of underground sites up and around the north circular. Now at the last meeting it was said looking at the usage they're seeing that the ones we said that was too far out of London are not being used and now they want to site chargers only in workable areas. The London Cab Ranks



Committee gave TFL a list of rest ranks that might be of use and in the last month we're seeing some chargers popping up, but we gave TFL the list over a year ago. So now the penny has finally dropped with TFL and the trade again is going to suffer, as it's going to take time now to find good sites and TFL are probably going to come up short on the 160 target, making drivers either drive around on petrol or queue up for chargers, which we often see happening in Southwark Street. This should not be happening, as if we have the 9,000 EV mayor's target of vehicles on the road by 2020 we will be in serious trouble on seeing a major shortfall of chargers.

TFL has seriously let down the Taxi Trade for the last ten years and we're now at the point where we're at breaking point on so many points and electric vehicle infrastructure. Lack of choice of vehicle could be the breaking point for drivers not investing in an electric taxi but to stay with their diesel vehicles and running them until their 15 years are up.

Old Street and Clerkenwell Road could be shut to through traffic

Old Street and Clerkenwell Road will be shut to through traffic if ambitious new plans to make the area safer for cyclists and pedestrians go ahead.

Islington Council's surprise announcement comes ahead of a protest planned along the infamous corridor, along which three cyclists have lost legs in crashes since 2015.

It is not yet known where Islington plans to redirect the traffic, or what work will be done to connect the new cycle route up to neighbouring boroughs – Hackney in the east and Camden in the west.

Cllr Claudia Webbe said: "In the 60 months up to February 2018, there were 193 collisions along the

corridor, resulting in 210 casualties, of which 24 were classed as serious and 186 as slight.

"Consequently, it is necessary to significantly reduce the number of vehicles driving along the corridor so that journeys along the Old Street and Clerkenwell corridor prioritise pedestrians, cyclists and public transport users."

Buses will still be able to use the route, but car drivers would not be able to drive through it.

It comes five years after Islington was awarded £900,000 of TfL money to deliver a cycle safety scheme between the Farringdon Road junction and the Old Street roundabout.

That delay is the reason activists will tomorrow form a "people-protected" bike lane along the two roads. Old Street and Clerkenwell Road are part of one of the busiest cycling corridors in London, with an estimated 1,000 riders an hour at peak time.

A timetable released with today's announcement shows Islington is currently at the stage of "highway designs and testing", with a consultation set to begin in September and construction potentially complete by December 2021 – more than seven years after the funding was awarded. Active Travel Now said in response to the council's commitment: "While we welcome this move we are concerned the timeline



Cllr Claudia Webbe

shows work starting in 2018 when first plans were proposed in 2014. Cycle Islington struck a more conciliatory tone, saying: "We are delighted that Islington Council have

committed to a timetable of action to reduce traffic danger on this street.

"Since 2014, when around £1million of TfL money was committed to this project, we have been waiting to see plans brought to consultation, but they have been stuck in the design phase for years, whilst further appalling collisions have taken place.

"Cllr Webbe has now revealed a bold vision, with high aspirations for a low-trafficked street.

"We hope that local councillors, residents and businesses will support her in achieving her aim of eliminating deaths and serious injuries on this road. There must be no further delays to the timetable for action."



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Dale's Diaries

The voice of a female cabbie

Hi everyone, I am absolutely delighted to be invited to write in the Badge by Grant Davis. I hope to share with you a little bit about what it's like being a taxi driver from a woman's perspective. I hope to share with you my tips from bilking to protests and taxi issues with a bit of veganism, health and wellbeing thrown in too. I hope it will be helpful and useful with the odd rant, all in the best possible taste and hopefully amusing for you all.

First I'll start with a little introduction with who I am and where I'm from. My name is Dale Forwood, from Bethnal Green originally, now living in Essex. I've been a cabdriver now for seven years - I got my cab when the Olympics was on here and the dreaded Uber started, which was a challenging start to say the least. My dad and various members of my family were cabdrivers, as well as all his friends. Prior to taxi driving I was always in sales, selling anything from chemicals to clothes, to even my own cruelty free bubble bath etc. Then my last business, I set up my own lettings agency in Primrose Hill called Forwood lettings which was great fun, in a lovely area.

I then decided to do the Knowledge - I reckon it took me about five years to do it in the end because I kept stopping, then it over took my life and then I went through it really easy. So it was a great feeling getting my badge as I've never got any qualifications before, as I left school on my 16th birthday and left home to go to work down the stables as a trainee riding instructor. So I found the cabbie perfect for me. I could work when I like, stop when I like and earn what I liked. I never liked authority or having a boss so this was the perfect job from me and fitted around my family commitments nicely. I thoroughly enjoyed doing the Knowledge - actually it was the first time I had used my brain to such an extent. I loved the challenge, I loved it at the Knowledge school too. That was one of my dreams too to have a Knowledge school as well as a vegan green hut.

So now I have time to throw myself into the taxi trade as my new baby and I've been very proactive at the recent protests

at Parliament Sq where I've been giving out leaflets my friend's daughter made who is a law student and speaking to members of the public as well, which I love to do. And meeting people who will support us in our plight such as Mary-Ellen who is wheelchair bound and a very active lady for the disabled and universal credit cuts and she is happy to help us in any way to protest against road closures etc. She's a lovely lady, a big heart and we have kept in touch and I thoroughly support what she and her colleagues are fighting for too. So you see do get out your cabs if safe to do so on our protest and speak to the public and inform them what we are protesting about and get them to sign our petition not to exclude taxis from bus lanes etc. Here is the link www.change.org/p/camden-council-taxis-go-where-buses-go



Or they can just hold their phone over the bar code on camera mode and sign the petition that way. We got some great photos at Parliament Square and brilliant media coverage in particular - you may have seen we got into the Mail online and you will see me and my friend holding the big banner her neighbour made, saying: stop TfL, Sadiq Khan and Camden council excluding taxis from bus lanes and certain roads, which was great - so do get friends and family to help and especially sign our petition. Then I joined various WhatsApp groups about taxi work and trade issues and got connected

to more drivers old and new and it was here that our lovely Drum Slayer invited me to join Cab Chat Radio, which was such a privilege to do so. I'd never done anything like that before but I think he gathered I liked to talk on the WhatsApp group about taxi related stuff like work, jobs, clubs, roads, bilking etc. And thought I might like it. I've been doing it for about 4 weeks now and I'm loving it. Such a great bunch of cab drivers and I get to talk about anything I like for about 15 minutes once a week.

The show is great fun and very informative and mostly taxi related stuff, I can even talk about vegan food and health issues too!

So talking of WhatsApp groups, you may have heard I've set up a ladies taxi group, called Dale's Ladies taxi drivers. This was because a young lady taxi driver contacted me as she had only been out cabbie for 10 months

and she didn't know any other lady taxi drivers so I said I'd set up a group and we can add any lady taxi drivers to it as a bit of support, fun, information. I told them to keep on all your other groups too but join this one just for the ladies. And it's been going really well, we have about 40 ladies now, so if you're a lady taxi driver call or text me and I'll add you to the group on: 07932 959007

There are about 400 lady taxi drivers out there so if you see one whether you know them or not do ask her if she wants to join by all means, thanks. So finally on to abit of trade stuff now. This one's the highlight of



my week. You may have seen or heard on social media that I went onto the Mayor's Question time on 14th March 2019.

If you haven't seen it, just google People's question time, Bexleyheath and you will see it. It was broadcast live on the BBC so you can also see it on catch up tv too.

Well I decided to go along to this literally on the day. I got my free ticket online and drove to Bexleyheath with little Dolly my chihuahua pup. It took me about an hour to get there. Anyway I queued up and was lucky to get in as it was on a first come first served basis. I hid Dolly under my coat and was very lucky I didn't get searched as they were searching everyone. They must have been scared to search me or it was my innocent smiley face. So in I went to the big hall with security everywhere and Sadiq Khan and David Kurten and all the Assembly members and it was all about transport and policy in the city. The topics were transport, pollution, safety, housing etc. I didn't see anyone I recognised and I was really nervous, scared and excited all at the same time. I kept my hand up the whole time but I wasn't getting picked, then I started to waving my arm, and I was right at the back. They were shutting people down as well saying no sit down please we are not on that topic now. Then they were on safety topic and not even on transport and then they picked me! So they gave me the mic and I had to stand up (with Dolly hidden under my coat) and I said (quick thinking) my question covers everything really, safety, transport, pollution etc. I'm a black taxi driver and I've just spent £65,000 on a new electric taxi which I was told to buy and I

need to get my customers to their door. I told Sadiq and the whole assembly Do not close any roads to black taxis, my taxi is wheelchair accessible and I need to get my customers, Disabled, elderly, everyone, even drunk people, as I work through the night, off the streets and I need to be able to get them to their doors so DO NOT CLOSE Tottenham Court Road, Bank junction, Tooley Street etc, to Black taxis please. Then Sadiq answered me by basically starting off by pointing out all the good points taxis offer as a service such as wheelchair accessible, contactless, use of bus lanes etc but then added that I was in fact right that by stopping us from using certain roads it will be causing a disservice to the disabled and that this is a council issue and that he will make sure the deputy mayor will raise this with them to sort out the priorities. So basically he was passing the buck and not taking responsibility and saying it was a council issue. But I would have thought the mayor has the influence and the last say in these matters.

But at least I got my statement out there and it got us some public and media attention and hopefully their support. I hope to attend more meetings like this in the future to fight for our rights and our trade. So that's enough from me for now, hope you found this informative, should you wish to see anymore taxi related or vegan food related blogs you will find me on Twitter, Facebook, YouTube and Instagram. All the best for now, be lucky and safe out there.

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Get involved with Kabbieoke

The Team recently celebrated the 200th Cab Chat Show and how time flies, we are already on the 204th show!

So, what's new? It was suggested to the team that we should try karaoke in the taxi, so we did and we thought long and hard for a name for our singing cabbies and passengers and we decided upon Kabbieoke. We have a WhatsApp group with many of the team, some listeners and others who are all getting into the spirit and having a go, belting out their favourite song and while recording themselves doing so. If you fancy that you're the next Dean Martin or even Ricky Martin then why not get involved, it's great fun and everyone who has had a go says that it relives stress and makes them feel good. So don't be shy, just get in touch with one of the team and get involved. If you see one of

the Cab Chat team and and about they can get you started with Kabbieoke and even coach you through your first rendition, or look out for the Kabbieoke Master himself, Drop Kick Rick who will get you started. We have registered the relevant domain names for Kabbieoke and will be launching the website soon (more information in next month's issues of the badge), the aim is to get drivers involved and then our customers, if it attracts a few people into taxis then it can only be a good thing. It's all about having a bit of fun, something which is clearly lacking in our lives these days and it can take us away from the problems our trade faces even if only for a few minutes. Car Stickers will be available soon and the team will have a supply of these that they are able to give to listeners. The team will also be handing out flyers soon



to attract more listeners top the show. If you see one of the team out and about please stop them to say hello, and if you fancy doing an interview or have got something to say, they will be more than happy to record you for the next show. Cab Chat have recently been re-releasing our old interviews, of which there are over 50, if you

have not already heard any of these please go to the Cab Chat website where you can find all of our old shows and the interviews as they become available. We have also been releasing some new interviews, one with Lenny Etheridge and another with an Uber driver who is also doing the knowledge, these interviews are well worth a listen and will only be available on the Cab Chat podcast feed, or via the Cab Chat website, so if you are not already subscribed to Cab Chat via iTunes or your favourite podcast app then maybe now is the time to do so. The Taxi trade charities have started to publish their outings dates for 2019 and many of the team will be taking part in these outings with PAM the Cab Chat cab, also in next months issues of the badge I will be publishing a list of trade charity outings and events.

Our Pie & Mash club meets take place once a month at different restaurants in and around London, so if you would like to join the team for some traditional London grub then get in touch, we have a great time on these meets and have sampled the best and worst Pie & Mash that London has to offer. London's traditional restaurants and cafes are closing at an alarming rate and Cab Chat want to get around and visit as many of these great establishments as we can before its too late and maybe we can document some of our visits along the way. Thank you to all of our loyal listeners and hello to any new ones, you the listener is what spurs us on to keep producing Cab Chat Radio Show, the Interviews and all the others stuff that we do.. www.cabchat.london


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Question The Answer

I keep getting in trouble at work because (apparently) I'm supposed to be objective and independent.

I am independent and objective!!!!

I don't smack my kids, will never get in a driverless car and believe that anyone who argues for the death penalty probably has knuckles that touch the ground when they stand up.

My job is to ask questions and hope they do not betray an opinion.

Why would someone seek power, not because there is some ideological change or improvement they think they can make to people's lives; but power for the sake of power?

Why would someone call a particular deal a betrayal, a surrender, give up their privileged position for it and then say they will vote for the same because a position became available?

Why would people believe, or vote for such a person?

That's if a person such as this existed at all.

Child's Play

I'm trying a little experiment on the show at the moment. I'm



trying to get as many positive stories on as I can, particularly those involving young people.

Without knowing it, we have become very disparaging about them in recent times. The more negative you are towards people, the more negative they are about themselves. I know the nonsense that is happening on the streets but there are fabulous young people out there and they need some airtime too. Remember the little so and so's are products of a society that we created. So go on, hug a hoodie.

Spur(s) Of The Moment

As I speak, Tottenham are finally about to play the first game at their new (state of the art) stadium.

It is reputed to be one of the finest in the world. It is a shame that their current form may well mean after this season, there is NO Champions League played there for a while.

All together now...
Ahhhhhhh



Transport for London put some considerable effort into making sure punters got the message about unlicensed minicabs, that message being, more or less, **Don't. So having expended all those resources, one has to wonder why TfL is not paying more attention to the latest, and indeed disturbing, machinations of driver and rider matching service Uber, which suggest that someone is losing control of the operation.**

Right now, it is not easy to say with any certainty who is responsible for the current situation, but that TfL getting their fingers out and doing their job as regulators would improve matters considerably. The problems reported to Zelo Street are twofold: one, that someone at Uber considers the company to be above the law (not for the first time, I hear many in the

cab trade respond), and two, the potential infiltration of unlicensed drivers.

A recording, made of a call to Uber recently, and made available to Zelo Street, has a caller who is trying to make a Subject Access Request under the Data Protection Act - in itself a non-trivial process, as Uber is clearly reluctant to give out an email address - then challenging the call handler on the use of the term "Partner Drivers".

The caller points out that Uber drivers are not "Partner Drivers", but workers, this having been established in a recent judgment by majority verdict at the Court of Appeal: "Drivers are under a positive obligation to be available for work while the app is on - that they were therefore to be regarded as working during any period when they were

within their territory (i.e. London), had the Uber app switched on and were ready and willing to accept trips".

What say the call handler? "They are partner drivers". "They're workers" retorted the caller. "They are independent contractors who are just using the Uber app" restated the call handler. "The court decided that they're workers" pointed out the caller. Did the call handler not agree with the Court of Appeal? Uber drivers are workers, yes? "I believe not".

The caller had another go. "You believe that these guys, who won worker rights in the courts, are not workers. Is that correct? You don't recognise that?" Call handler? "That's correct". Had this been A N Other London minicab operation, TfL would have been down on them like the proverbial tonne of bricks. And they

would have been right.

So why not do the same with Uber? And it gets worse. One Uber USP is that the punter knows who is picking them up, as the driver is identified to them prior to that pickup. However, and here we discover a potentially deadly however, it has now been put to me that more than one driver can share a password on the Uber app.

Have a think about that. The implication is clear: it's possible for the punter to see one driver's details, and another driver to make the pickup. The "other driver" may not even be licensed - and therefore may not have passed any kind of background check.

These incidents keep getting turned up, and keep being reported, yet Uber is allowed to keep on operating in London and elsewhere. It is time for TfL to do its job.

TfL and our local authorities

TfL is in danger of breaching a wide array of discrimination orders. Not least the latest policy that directly prejudices those needing access to a door-to-door service, forcing the taxi driver to use routes that are more costly and time-inefficient. Similarly, the collaboration with the local authorities to restrict taxi access to certain areas negates the rule of compellability and compromises many of the benefits of using a taxi.

The latest opinion from a local authority came courtesy of Feryal Clark, a Labour councillor for Hoxton East and Shoreditch, when she posted a tweet stating, although she “loves” using black cabs, unrestricted access to black cabs is “not a human right”.

Ms Clark’s tweet added that she “(does not) understand why cabs think they should be allowed to pollute our lungs and be allowed to cause danger to the most vulnerable on our roads (sic)”

Her comments come amid a wave of protests in recent weeks organised by the pressure group, The Independent Taxi Alliance (The ITA). Our defiance is in response to proposed restrictions by many London councils and TfL on where black cabs can operate in the capital is a sub-category of an umbrella policy that is every bit as big and as emotive as Brexit.

Every political party – no matter what colour it rubs- has to take on board environmental policies, which in turn, impacts heavily on trades such as ours. It does however, beg the question regarding TfL’s duty of care (if any) to protect the travelling public and when does that responsibility begin and end?

The question could be extended to Councillor Ms Clark, and ask if any of her colleagues are licensed taxi drivers? I would also like to ask, how many are avid cyclists? It’s a serious question

to consider...who are our policy makers being influenced by and when do policies mutate into political agendas

There is currently an agenda to scale up the environmental damage caused by taxis and pollution in general, and many of the adherents have, over the years, been drawn into local politics. Collectively, their flawed reasoning has more to



do with confirmation-bias as opposed to information gained from credible sources.

The information we draw on is taken from the research commissioned by Greenpeace (2014), which concludes that taxis emit just 2% of the total pollution in London. Let’s be clear about this, our information derives from a comprehensive study conducted for Greenpeace; an organisation that is hardly hostile towards environmental issues, and yet, it is not given the time or day when it comes to the media demonising 23,000 hard working, law abiding taxi drivers. The fact is, cabbies have, over the years, made a positive contribution to the Mayors Clean Air Plan by complying with varying EU ‘emission’ Strategies, undergoing stringent smoke tests twice a year, and moving towards a fleet wide, zero emissions taxi

service (if only buses would do the same).

The new Local Implementation on Policy is adhering to the Mayors Transport Strategy that will see Taxis treated no differently to a car being driven for personal use and will not be allowed to enter certain zones. No consideration has been given to customers who might be physically or emotionally

incapable of furthering their journey on foot and no one, On top of that, no one- not least TfL, or the collective mindset of the local authorities- has given this diabolical situation a moments consideration from the cabbies perspective.

I’m puzzled by Ms. Clarke’s comment that unrestricted access to black cabs is not a human right, after all it’s not the driver who’s late for his appointment, check-up or flight, it’s not the driver who’s taking his sister/ daughter/ loved one out for the day, it’s not the driver who’s doing his moms shopping for her during his lunch break, and it’s not the driver who’s infirm or disabled. It’s not the human rights of the driver that’s infringed on but the basic needs of the most vulnerable in society... and that can apply to every one of us, at any given time.

The local authorities seem to have forgotten the we deliver a service that is quite distinct from other services; a service that has been formulated over the years to cater for everyone. Why do our councillors now think the liberty of the individual should be thrown out with the trash?

When a member of the public hires the service of a taxi driver, they do so for a number of reasons, one of them being taxi drivers provide a door to door service. Now, I’d like to think I am a considerate person, compassionate even, and when the occasion calls for it, passionate. But now, I’m expected to tell my passenger to alight prior to reaching their destination. There have been no guidelines on how to go about this, no concessions for the infirm, blind, those carrying shopping or luggage or the disabled, and even if there was, some disabilities aren’t always noticeable and surely, it is not for me to determine if someone has a disability or not?

Labour Councillor for Camden Adam Harris has been vocal in the past about a cabbie being ‘arsey’ with regards to carrying a disabled person, but sees fit to discriminate when it comes to granting the same access rights that he would expect for himself.

The issue is a very serious one and should not be taken lightly by local councillors. To do so breaches guidelines set out in the DfT’s (most recent) Inclusive Transport Strategy. Indeed, every journey should be considered door-to-door, so consistency of expectation, experience, and accessibility for all should be of primary importance.

The Strategy takes that ‘whole journey’ approach, and clearly sets out the Government’s plans to make our transport system more inclusive, and to make travel easier for disabled people. Even though it focuses on the inclusion of disabled people, many of the improvements also benefit

other travellers. Chapter One, sets out the Government’s ambition for disabled people to have the same access to transport as everyone else, and to be able to travel confidently, easily and without extra cost. As it stands, taxis are currently the only mode of transport that offers a door to door service offering equal access for disabled people, with added facilities for the hearing/sight impaired, with assistance if required.

What appeared to be hugely significant a few years ago now seems to be a distant second. Why are the local authorities increasing infrastructure, not reducing it; creating barriers to convenience and impeding the ease of access for all?

Certainly, there is a deficit in the trades relationship with the local authorities- in that there isn’t one- and both sides have a responsibility to improve on that, but this impending policy to restrict access to taxis is the most discriminative, ill thought out measure imaginable.

We know the policy makers rhetoric is not genuine and is wrapped up as part of a much wider issue, but forcing those punitive measures on to our customers in a bid to make TfL’s inefficient, polluting, accident prone, bus services appear more attractive is not a viable business proposition that we are willing to accept. The ITA is certainly not going to stand for it.

As for the local authorities, maybe they should start listening to the people they supposed to represent; that way they might formulate policy based on merit, as opposed to one formulated from a consensus amongst mates. Feryal Clark is right when she says access ‘is not a human right’ but what it is - and it’s something she fails to realise- is that access can often be, a basic human need.

<https://youtu.be/c14IKr8QSNY>
<https://youtu.be/T1vEZleGqB8>

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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.

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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.

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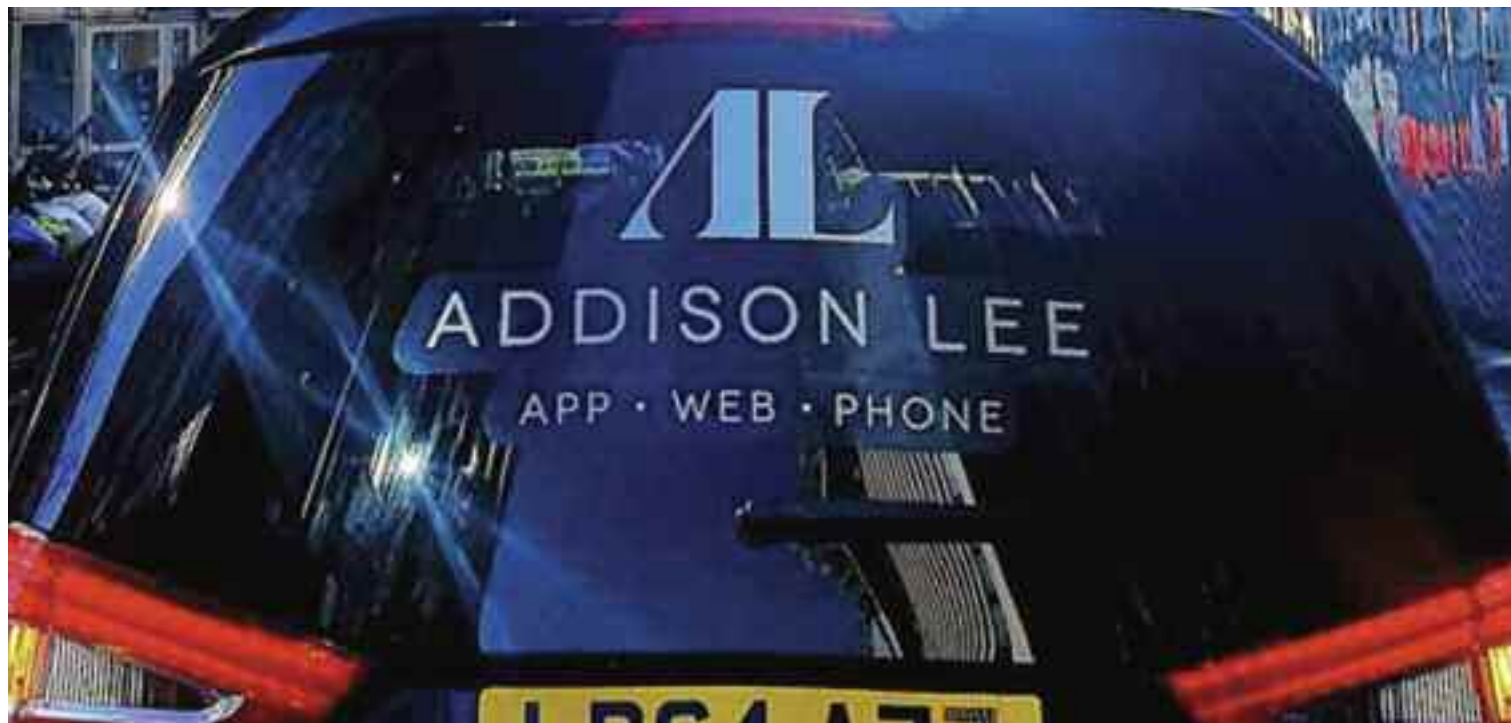
ADDISON LEE CAN'T APPEAL RULING

Addison Lee has been denied permission to appeal against the ruling that its drivers are workers and not self-employed.

It is the first time that a gig economy organisation has been refused the opportunity to appeal against a workers' rights decision.

Last year the Employment Appeal Tribunal (EAT) upheld a previous decision that the taxi and courier company's cycle couriers are workers and not self-employed, giving them the right to benefits including the national minimum wage and holiday pay. The Independent Workers Union of Great Britain (IWGB) brought the case on behalf of bicycle courier Chris Gascoigne. The EAT and the Central London Employment Tribunal found that Addison Lee had been denying Gascoigne basic workers' rights by classing him as an independent contractor.

Cycle couriers would be allocated delivery jobs when they logged into an app. There was no option in the app to refuse a job, although couriers were able to refuse in exceptional circumstances. Addison Lee had argued that Gascoigne was under no legal obligation to work as he would only accept jobs offered to him when logged on to the system. However, the EAT found there was "mutuality of obligation" between the company and cycle couriers, meaning



that individuals were usually required to accept work when they logged into the app.

Gascoigne was also required to re-sign his contract every three months, which included agreeing to being classified as an independent contractor.

IWGB general secretary Jason Moyer-Lee said: "After several years of a delay strategy Addison Lee has now come to the end of the road. The company is

unlawfully depriving their couriers of employment rights and its defence is unarguable. It's time for Addison Lee to accept it has lost and start giving its couriers holidays, pensions and other basic rights."

In a separate case last year, the EAT ruled that Addison Lee's drivers were not self-employed. The company claimed its drivers chose their own hours so did not qualify for access to traditional

employment benefits that those with "worker" or "employee" employment status would receive. However, the EAT found that they were workers as they were required to agree to "unrealistic" terms and conditions and had to hire a vehicle in the company's livery. Addison Lee was not available for comment.

www.personneltoday.com

Driverless car trial begins in London

London has opened its doors to driverless cars.

'Supervised tests' of autonomous vehicles have been given the green light as part of steps towards the launch of a new service where Londoners can be chauffeured around the capital by artificial intelligence.

The trials, taking place day and night, is being conducted in Bromley and Croydon using Ford Mondeos converted to self-driving cars by UK-based firm FiveAI.

The tests are the latest phase in its plans to eventually roll out an autonomous, car-sharing service in London.

The cars will have a trained safety driver in the seat monitoring the performance of the vehicles - and taking over control if a crash looks imminent - ahead of plans to roll-out passenger trials next year.

FiveAI has already began collecting data for the trial, with sensor-enabled cars roaming London's roads last year to allow the software to learn the web of streets - something it takes cabbies between two and four years to process as part of The Knowledge.

The scheme has been given the go-ahead by Bromley and Croydon councils and been signed off by Transport for London, which wants to be ahead of the game when it comes to future mobility



that could reduce the number of people using their own dirty cars in the capital.

FiveAI says its autonomous car service should help reduce congestion, emissions, incidents and the cost and time of journeys in London - which will be music to the ears of Mayor Sadiq Khan.

The company's co-founder and chief executive Stan Boland said: 'Safety and trusted partnerships are crucial to everything we do.'

'We'll continue to keep residents

informed along the way, working closely with the London Boroughs and TfL.'

In 2017, FiveAI was part of a consortium that was awarded a grant of more than £12million by the Government to develop software for an autonomous car system, a project known as StreetWise.

Future of mobility minister Jesse Norman said the Government was keen on seeing self-driving cars on UK roads and backed the London trial.

'The long term potential for self-driving

vehicles is huge - to improve road safety, tackle loneliness and isolation and create economic opportunity,' he said.

'So I welcome the safe testing of this new technology. But increasingly self-driving cars are just one of many innovations we are likely to see on our roads.'

'The Government's new Future of Mobility: Urban Strategy sets out how it will plan for their introduction.'

Courtesy of The Daily Mail



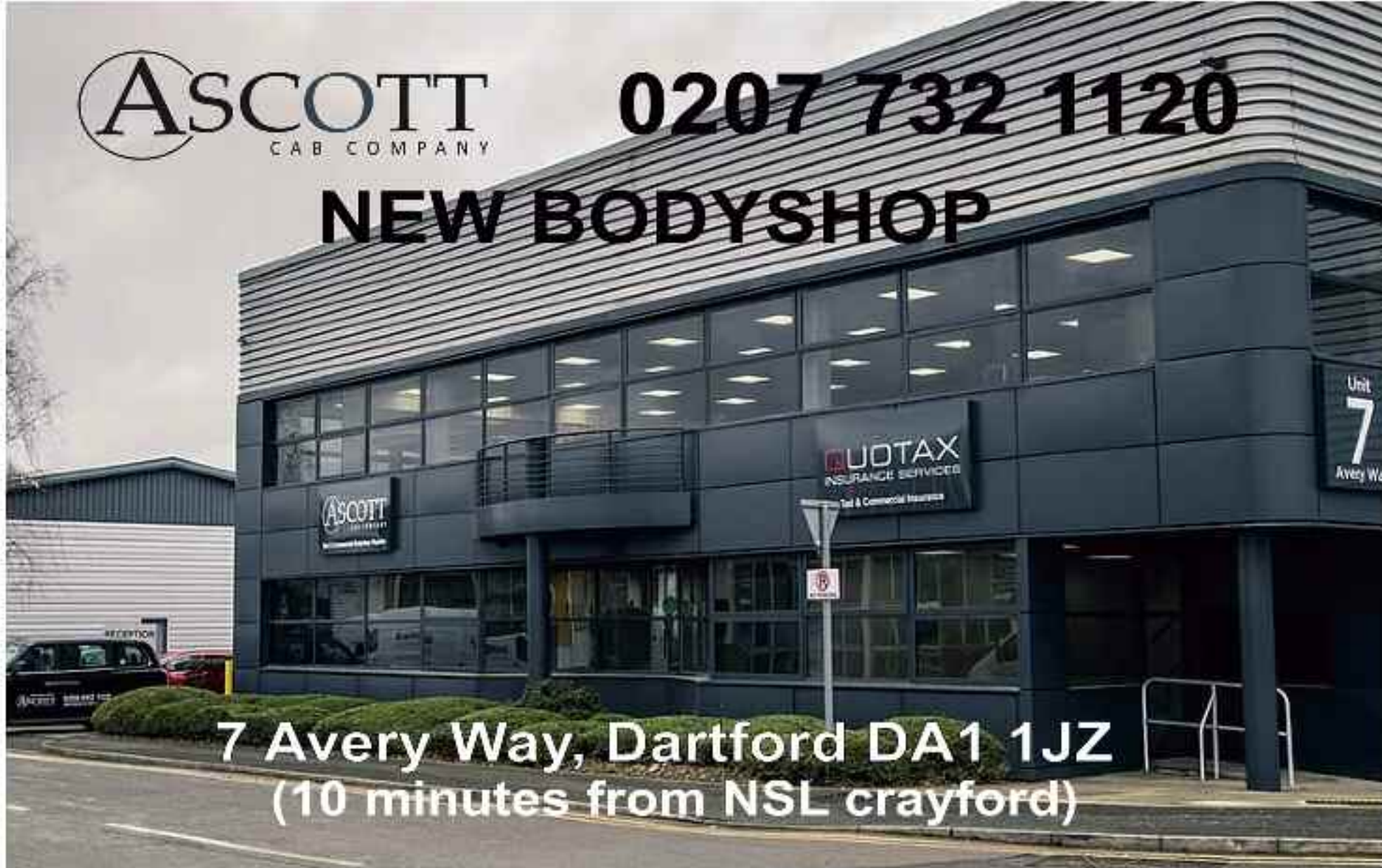
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The £30m 'Naked Street' Failure

It was hailed as the urban boulevard of the future, sweeping away kerbs, pavements and clutter to make a "shared space" where motorists would mix respectfully with pedestrians.

Now Britain's flagship £30m "naked street" is to be remodelled in what its opponents say sounds the death knell for the concept. Street furniture including planters will be reinstalled to separate cars and pedestrians once again along Exhibition Road in Kensington, west London, seven years after it was torn out.

Kensington and Chelsea council, which implemented the scheme, says the changes are to "improve safety" and "protect pedestrians".

It has acted after research carried out for the council found a "significant overall increase" in traffic speeds on the street since 2013.

Source : The Times

Also announced today in the Telegraph: 'Safer' 20mph Zones Have Led To A Rise In The Number Of Road Deaths, But May Prove Too Costly To Reverse.

Reducing the speed limit to 20mph has caused a rise in death and serious injuries, a council has admitted, but is refusing to reverse the scheme because it will cost too much.



Bath and North East Somerset Council spent £871,000 bringing in the 13 new speed zones just 12 months ago.

But one year on, a report has found that the rate of people killed or seriously injured has gone up in seven out of the 13 new 20mph zones.

The review of the traffic control measures warns that this is a problem nationally, adding: "There is no simple explanation for this adverse trend but it could be that local people perceive the area to be safer due to the presence of the 20mph restrictions and thus are less diligent when walking and crossing roads, cycling

or otherwise travelling."

Despite the council's own report concluding that there is "little in the way of persuasive argument for continuing the programme in the future", deputy leader Patrick Anketell-Jones has admitted there simply isn't the money available to reverse the 20mph zones.

The Conservative councillor said: "It has cost over £800,000 to roll out the 20mph zone and it would probably cost the same to reverse them.

"We just haven't got the money. I'm pretty sure the 20mph zones will stay in place for the foreseeable future."

MORE PROOF THAT THE LUNATICS HAVE TAKEN OVER THE ASYLUM

In their infinite wisdom (sic) TfL have decided to build 3.5km of shared use and cycle track on the southern side of the A40/Western Avenue from Acton (Kathleen Avenue) to Wood Lane (near White City). Work will start on 18 March 2019.

From 8 April 2019, the A40 will be reduced from three lanes to two lanes for westbound traffic, 24 hours a day during works.

They admit that traffic on the periphery, is likely to be highly affected with westbound queuing expected to be longer, especially in the evening rush hours (which incidentally start round about 3 pm).

TfL offer this advice to drivers on their website :

Driving through the area
Expect delays while travelling westbound on the A40 from 8 April, especially during PM peak periods (weekdays 14:00 - 18:00pm). Plan ahead, travel outside peak periods, and leave extra time for your journey. Consider alternative ways of travelling, especially the Tube. Local traffic

If you are driving, plan ahead, travel outside peak periods, and allow more time for your journey. Consider alternative ways of travelling, especially the Tube and cycling. (Shows they have a sense of humour, but A40 commuters are not laughing) Deliveries and servicing Speak to your supplier about whether they can re-time deliveries and servicing trips to outside PM peak hours.

TAXI LEAKS EXTRA BIT: Does anyone remember seeing a consultation about the need for a segregated cycle lane on this part of a busy clearway ???

Think it may have been a couple of years ago... and it was thrown out, with everyone saying it was utter madness!!!

But no consultation this time. While our attention has been locked on other pressing matters, it appears they've slip this madness back, under the covers.

TAXI LEAKS EXTRA BIT : It's taken almost 6 years, but at least Kenington Borough Council have admitted, their planners made a mistake.

Let's hope other boroughs in Central London will man up and admit to their own planning disasters.

With the embankment along the north side of the Thames a virtual no-go area, it's time the segregated Cycle Super Highway scheme was scrapped.

It's time councils stood back and had a good look at the damage they've done to the roads, the congestion they've caused, the extra pollution they've created.

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Green Party be like...

I sent last month's article to several GLA members and TFL managers, one of them got back to me, Caroline Russell via an underling (Steven Lehmann City Hall Greens).

Caroline "shares the concerns that you raised and decided to put these concerns to the mayor in the form of a question".

Meeting:
MQT on 2019-03-21
Session date:
March 21, 2019
Reference:
2019/6083
Question By:
Caroline Russell
Organisation:
City Hall Greens
Asked Of:
The Mayor

Q: It is proposed to use diesel buses for the demand responsive bus trial in Sutton. Given that these are minibus vehicles, why hasn't Transport for London (TfL) been able to specify electric buses? What would be the expected lifetime of these buses under current TfL policies?

Diesel use in demand responsive buses

Answered By:
The Mayor
Date:

Friday, 22nd March 2019
Up to eight 14-seater buses will be used for this 12 month research trial to see whether a demand responsive service can complement and help improve the reach of our bus network. Following the trial, the buses will be redeployed by the operator. The buses will meet the ultra-clean Euro VI engine emission standard, in line with my commitment to ensure the entire bus fleet is Euro VI or better by the end of 2020. My ultimate plan is to ensure all buses in the fleet are zero-emission by 2037 at the latest.

**"Ultra clean
Euro VI"
You mean like the
Mercedes and TX4
we cannot buy
anymore?**

By Sean Stockings...



I used to be a member of the Green Party for over two years, I was very upset at the cherry picking approach they have to problems, Caroline has seemed very upset in the past about Uber drivers "rights" but seems to be obtuse to cab drivers plights, We are the original capped model, our high barrier to entry combined with a now unaffordable cab always kept our numbers static, which they have been for decades.

Any mention of capping PH which now outnumbers Taxis by more than 4:1 is met by a limp TFL "who would really like to but cannot". Refusing to acknowledge that London is now flooded with drivers is not helpful or clever. So far this year TFL has still managed to newly licence 3000 PH drivers. Oversupply is literally killing cabbies via stress, longer hours, dwindling profits and essentially

with our new exclusion from the mayors action plan the lack of a sustainable future. I've mentioned this before but the GLA seems intent on ignoring hard data rather than fantasy commissioned NoX stats. A Prius is 15ft long plus 3 ft from the vehicle in front (18ft), 5280 ft (1 mile) divided by 18ft is 293 Prius'. Every month that TFL licences 1000 drivers that's over another 3 miles of lost roadspace.

In last months article I referenced the private sector ignoring minorities and the Elderly, essential bus routes being cut, Viavans illegal work contracts and that 52% (over 47'000) of PHVs are diesels, it's sad that the only detail The Greens seem concerned about is about Private bus companies going electric. This is all against the backdrop of virtually every borough fighting the installation of rapid chargers and

very disappointing LEVC sales, it's pointless the cab trade "going green" if it results in our collapse as a viable business.

Still no mention from anyone at City Hall on the LEVCs meagre 60 mile (If you are lucky) electric range or that drivers are driving around on petrol.

Anyone that thinks they are getting 15 years out of an LEVC purchase with TFLs past form needs their head examined.

Another concern is the GLA aware that McNamara who promised the 9000 fantasy figures son is a salesman for LEVC and is definitely a conflict of interests.

MQT on 2019-02-25
Session date:
February 25, 2019
Reference:
2019/4094
Question By:
David Kurten
Organisation:
Brexit Alliance Group
Asked Of:
The Mayor

Question

How do you expect that 9,000 taxi drivers will purchase ZEC taxis in the three years from January 2018 to December 2020, when the normal turnover of new taxis in just 1,400 per year?

Still no answer.

Voices in my head be like....

Is it me or is it rare to see an LTDA diary on a cab with a blue dot or a UTAG sticker (Real LTDA excluded)?

I see that define ply4hire Tourette's is back, RMT tried (only idea they had) to get this off the ground for years, last time I checked 3% of MPs were behind this.

I cannot help but think that anyone pushing this at the moment has an acute awareness that trying to prove Apps plying 4 Hire will fail (Reading etc) and is very old ground.

At present the LTDA are very flush with the sale of £21 million Woodfield Rd can anyone explain to me why the trade is having to crowdfund actions against a reluctant regulator?



L.C.D.C LEADERS NOT FOLLOWERS
Stop talking about it and JOIN!

Caroline Pidgeon gets reply from Heathrow over taxi charging:

As readers of the Badge will know, the LCDC have led from the front with Heathrow Airport over the lack of affordable charge points at the Airport. Caroline Pidgeon, who is currently Chairperson of the GLA Transport Committee, took up the baton and wrote to Heathrow seeking answers for the trade. You can read her reply on this page. The LCDC would like to go on record in thanking Caroline for all her efforts.



Caroline Pidgeon

Heathrow

Heathrow Airport Limited
The Compass Centre, Nelson Road,
Heathrow, Middlesex TW9 2DW

Caroline Pidgeon MBE AM
City Hall
The Queen's walk
London
SE1 7AA

1st April 2019

Dear Caroline

Thank you for your letter dated 8 March 2019 to John Holland-Kaye regarding car parking and electric vehicle charging for taxis and private hire vehicles at Heathrow. John has asked me to respond to your letter on his behalf.

I appreciate you making us aware of the concerns that have been brought to your attention. We are committed to offering competitive electric vehicle charging and taxi feeder parks for both taxis and private hire vehicles at Heathrow.

With such a large community of taxi drivers at Heathrow, we have been working for some time to make sure we could support the Zero Emissions capability requirement for Hackney Carriages. The main deliverable within this workstream was the provision and installation of seven electric vehicle charging points at the Taxi Feeder Park (TFP) which have been available since December 2017.

In addition to the physical provision of these charging points, we have also provided the electricity free of charge for the first 11 months from December 2017 to November 2018 to encourage and support uptake. We also offered a similar provision in our Authorised Vehicle Area (AVA) with free charging from June 2018 until March 2019.

Now that we have commenced charging the same price in both the TFP and AVA, we will gain a better understanding of the true requirements and be able to make informed decisions on further infrastructure requirements based on this. The charging was never intended to be only for private hire vehicles and has in fact been used predominantly by Taxi Drivers since November 2018.

Since the introduction of the free facilities in the AVA, we have seen a drop off in usage in the TFP as drivers have taken the opportunity to charge for free in the AVA. Taxi drivers have made use of the free electricity in the AVA and paid the £1 per hour car park charge to use the AVA (same as price for Private Hire). This has meant that taxi drivers will have enjoyed free charging at the airport from December 2017 through to March 2019, a period of 14 months. It is also worth mentioning that a process was introduced to minimise inconvenience to taxi drivers by enabling them to remain ranked for a job and allowed to charge at the AVA without losing their place in the queue.

The taxi drivers pay to use the TFP - this is a 'Regulated Charge' whereby the fee paid by drivers covers the operational cost incurred to Heathrow to provide scaffolding at the TFP and on the terminal forecourt taxi ranks. If the volume of movements increases this would potentially drive down the cost for the following year as the cost is being divided by a greater number of movements. Taxi drivers also benefit from dedicated taxi ranks on forecourts of each terminal.

In your letter, the cost of electricity at the TFP is described as not being competitive. As an airport regulated by the Civil Aviation Authority, electricity charges across the airport are charged in a consistent way to all users including airlines and taxis. The charge is based on the supply cost of Heathrow buying electricity from our energy supplier, the maintenance cost of the low voltage infrastructure and the capital investment in the infrastructure amortised over its operational life. For users of the vehicle charging points at Heathrow, there is an additional 1% cost for billing administration and management. In total this equates to just under 22p kWh including VAT at Heathrow. We acknowledge that this is not comparable with TLL's rapid chargers. However we do not charge a connection or monthly subscription fee and therefore would consider Heathrow's price for rapid chargers competitive with the wider market.

We have engaged Ricardo Energy & Environment to carry out a short review of the UK electric vehicle taxi charging point market. The output will provide us with an independent insight into the current market for pricing of electric taxi rapid charging services in London, and the relative competitiveness of Heathrow's own electric taxi charging locations.

Finally, I would like to highlight that the AVA was set up to manage our airport responsibly and be a good neighbour to our local communities. Previously private hire vehicles were parking in streets around the airport. As a result, we saw a corresponding impact on the local community by private hire minibus drivers in many local areas around Heathrow. The AVA is located away from local roads and is solely for private hire vehicles to use before picking up passengers in short term terminal car parks. We continually check ANPR data in the AVA with ANPR data in multi-storey car parks to ensure compliance.

There are also TLL Enforcement Officers dedicated to Heathrow and provided with powers to enforce our byelaws related to private hire vehicles and taxis. Taxi drivers pay to use the TFP and have access to terminal arrivals forecourts, whereas private hire vehicles must pick up from multi-storey car parks at a price of £3.50/half hour.

I do hope this letter addresses the points you have raised and provides you with the full picture. Please do not hesitate to contact me if you have any further concerns.

Best regards,

Nigel

Nigel Milton
Director of Communications

Thoughts from the trade liaison meeting incorporating the Heathrow future planning team. 7th March 2019.

The latest Heathrow liaison Meeting Between HAL APCOA and the unrecognised non constituted body that calls itself the HUTG was an interesting one.

A presentation was given by the Heathrow Expansion Team, headed up by Simon Lymn and Allison Simpson which, they said, was to involve the trade at Heathrow in early discussion regarding the expansion plans for Heathrow (third runway) and what it meant for the licensed taxi trade .

We were told thus:

1. That the trade(alongside P/H) was to remain a core transport at the airportthank god for small mercies you may add!
2. That any Taxi/PH strategy will maximise vehicle efficiencyread into this what you may, my view is that HAL no longer wish to have hundreds of drivers sitting waiting for up to 7hrs on valuable land at Heathrow.

3. Mitigating the impact of Taxi/PH on residents of Heathrow and its surrounding residential areas..... not sure why this is being discussed with the licensed trade to be honest. At the last count the trade has been forced into accepting an overpriced electric vehicle that they cannot afford so as to keep Heathrow's pollution problem in check, while they, and the airlines, burn up millions of gallons of jet fuel every day and thousands of Toyota Prius cars lay scattered around every available space in every residential area whilst the drivers of said Prius or Prius's (I believe the collective term is a scab of Prius's) poop in residents gardens and dangerously park wherever they wish. While the licensed trade sits demurely in the canteen sipping tea and occasionally venturing to Harlington High Street for a quick bet on the odds of getting a decent job.
4. The aim to reduce congestion on key airport roads..... again this seems a little ominous for the Taxi trade. Obviously one's first thoughts are HAL are



thinking of a cap on the number of cabs using the airport.

5. Lastly and most ominously for the trade ...the strategy will aim to reduce land taken for Taxi/PH parking as far as possible.....this needs no further explanation. This is a direct message that the feeder park will not exist in its current state as the expansion of Heathrow kicks in.

Simon Lymn took the reins and began to inform the trade of the Expansion Teams ideas for the trade at the Airport. He explained to the Trade Reps what the team were going to deliver, suggesting that the team were looking at ways of matching drivers dropping passengers off at Heathrow

being matched instantaneously with a return job so as to negate waiting or parking at Heathrow.

Simon, then asked the trade for ideas as to how to improve the amount of work generated at the Airport, which I'm sure has never crossed any of our minds....

He also asked the HUTG what changes they thought may occur in the trade beyond 2025?

Now first of all we have a system in place at Heathrow which, save for a few gaming the system, is fair. The Feeder Park runs on a queuing system of 'first cab, first job' and, to all intents and purposes, has served the trade and HAL very well for many years. The prospect of getting a

return job instantly when you drop a passenger may at first seem like a wonderful idea, however, how does that actually work? Isn't that what we are trying to do?

First of all you actually have to have a job to drop off at the airport and secondly what about the cabs that are already waiting in the Feeder Park? It doesn't work right? But what if HAL plans are to get rid of the Feeder Park completely and operate their own 'ride share' Airport app with a limited amount of drivers? Hey presto! We have another Ubend style app instead of a feeder park at heathrow.

This, I'm sorry to say, was the overwhelming feeling I came away from the meeting with. I believe that what HAL have in mind is one small AVA (All Vehicle Area) where black cabs (If there are any left in business by 2025) and PH wait for the ping of the HAL app to send them to the Terminal, whilst drivers dropping off are matched with the next return job via the same app.

This will make perfect sense to Executives at HAL. Why should the Ubend App get their greedy little mitts on the commission from hard working and long suffering

drivers? The Feeder Park entry fee isn't going to make as much money as a nice shiny Airport App that takes away all but the smallest infrastructure for managing the trade at Heathrow.

This is the future of the trade at heathrow, technological and disruptive where greedy corporations piggy back off the sweat of hardworking men, women and gender non specific people. When the powers that be at Heathrow decide to consult the HUTG about their future expansion plans at Heathrow, you know the decisions have already been made and plans are already in motion.

As Charanjit Brar, ground operations manager told Mark White, my LCDC colleague, in regard to the cost of charging electric vehicles at Heathrow, "We ALLOW you to charge your cab!" at Heathrow...despite the fact that it is Heathrow whose expansion plans are threatened by Air Quality/Environmental issues, which Mark reminded him of. With a trade body (HUTG) that is neither representative or properly constituted, be in no doubt as to where the cab trade stands in the order of things at Heathrow, and it ain't the top...

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Like the gilets jaunes, London's black-cab and Uber drivers rail against environmental policies

That we need to take action on climate change is an inescapable fact of our times.

But that doesn't mean that countering climate change won't make some people poorer and more miserable. In France – despite growing environmentalism – an eco-tax on fossil fuels set off the six-month-long gilets jaunes protest. In London, a new environmental policy is causing consternation among drivers-for-hire, some of whom believe that it may undercut their livelihoods. From April 8, the Ultra Low Emissions Zone (ULEZ) will come into effect inside the north and south circular roads in London. Drivers with older, more polluting cars will have to pay a new ULEZ charge of £12.50 to drive in that area. Unlike previous legislation, the ULEZ will apply year-round, 24/7, rather than just during busy hours, and will be added on top of the current congestion charge, which is £11.50. For some drivers, that will mean paying £24 in order to drive their cars in central London, although there are some exemptions.

In London, the air pollution conundrum is a key flashpoint in the forthcoming 2020 mayoral race (Shaun Bailey, the Conservative candidate, has said he will stop a proposed expansion of the ULEZ zone next year). Air pollution has become an area of increasing concern, as more research shows clear links between it and our health (over 90 per cent of the world's population lives in areas where pollution is above the World Health Organisation's safety guidelines). Even going for a walk can have more of a detrimental impact on your health than simply staying inside. PM2.5 particulates emitted by the burning of fossil fuels – widely acknowledged to have damaging health effects – can be found in high concentrations across streets in central London, a fact Sadiq Khan has decried as a “public health emergency”. In cities, nitrogen oxide emitted by diesel cars, which has been linked to lung inflammation, remains illegally high. Khan hopes to counter all that through the ULEZ. Transport for London's (TfL) own impact analysis says that these changes will reduce road

Since the policy was announced, London's private hire drivers have been protesting against it, first at London Bridge and then at Westminster, by

creating blockades around TfL's offices and the Houses of Parliament. They recently started to crowdfund for a discrimination lawsuit against Khan and TfL, alleging that the imposition of the congestion charge on a predominantly black and minority ethnic working class workforce was unfair.

In December, The Guardian revealed that Uber CEO Dara Khosrowshahi lobbied for these congestion charges, despite being aware that they would hit Uber drivers the hardest. “It's more than just an extra 60 quid a week,” says Roman (not his real name), a driver who has been working for Uber for a few

announced, Uber said that it would be increasing the per-mile rate by 15p, essentially forcing customers to pay extra to help drivers buy a clean vehicle. An Uber spokesperson confirmed that the company would be funnelling this money into an electric vehicle fund for its drivers, though did not clarify or explain how this decision was made, how many drivers were consulted, and how drivers would be able to access this fund to upgrade to an EV.

But the rule that applies to Uber drivers does not apply to London's black cabs, which are exempt from the ULEZ charge despite being responsible for at

on black-cab Twitter accounts are videos of bus exhaust pipes pumping out pollution.

Black-cab drivers see these new measures – and rules on the kinds of car that they can drive – as a part of a TfL-led vendetta against them. Some drivers bring up the fact that TfL is running its buses at a loss because of falling numbers of passengers, and suggest that it is trying to reduce the supply of taxis to force paying passengers back onto buses.

The issue cab drivers have with new legislation can often be ascribed to policy changes which were brought in years ago – for example, when cab drivers went

They also say that they haven't been given much support to switch to electric vehicles, although TfL has announced a £42 million fund to give drivers the incentive to make the switch. Cabbies argue that this still puts an economic burden on them, and that the details about how to apply for the switch aren't accessible or clear.

“Look, we care about the environment, we care about the cyclists, and we want a safe and healthy environment to work in,” says Saul. “Instead of asking people who are making decisions based on a model, they [the policy makers] should come and speak to us. We'll tell you where the pinch points are, and what you can do to improve it. You have to speak to people who actually work at the source.” Black-cab drivers argue that restricting their ability to drive around central London will significantly affect their ability to earn a living. Some say they will end up having to take on other jobs.

Many feel let down by Khan, who, as a mayoral candidate in 2016, had promised a “renaissance” of the black cab trade. “It's been an incredible betrayal,” says Derick. “He's gone the other way, and he's not listening.”

In January 2018, TfL updated its licensing requirements for all new black cabs, stipulating that they could have CO2 emissions of no more than 50g/km and a minimum 30 mile zero emission range. Existing taxis, even diesel cabs which were bought in 2017, will be able to run for the typical period of 15 years without having to pay the ULEZ charge. Khan is also introducing two scrappage schemes to help small businesses, such as those that rely on vans, move over to hybrid and electric vehicles.

But that fails to address the central concern of the taxi drivers, and the private hire drivers. If taxi drivers aren't able to get into parts of central London, it could disincentive them to move to an electric vehicle at all, as they will be earning less (central London is the busiest area for black-cab drivers). It may also create crunch points around certain junctions – such as just outside Tottenham Court Road – and it could negatively impact traffic in other areas.

By SANJANA VARGHESE
For the full article, visit:
www.wired.co.uk



months. “We're going to be forced into working different hours, and not taking home enough – some people are going to pack it in.”

This could also cause other, unexpected changes: while a great deal of private hire drivers work in central London during the day, surge prices and London's vibrant nightlife mean that a great number of drivers could start to work more hours at night to avoid the congestion charge, which only applies at peak hours. As the ULEZ charge comes in, this could result in more drivers shifting their working hours – so that they only have to pay the ULEZ charge, and not the congestion charge – to work throughout the night. “We rely on surges,” says Nick, an Uber driver that works mostly at night. “If there is an oversupply, then that's not good for us. But it's also not good for a lot of the drivers, who aren't used to driving at night, so that could become a safety problem.”

When the ULEZ charge was

least 18 per cent of the nitrogen oxide released in central London. Khan's strategy is to encourage black cabs to transition to hybrid and electric vehicles simply by not approving any more petrol or diesel taxis. One would expect black-cab drivers to welcome this exemption with jubilation. But they have also been protesting, since December, against the mayor, lamenting what they see as an attack on their livelihoods, disguised as environmental action.

The taxi drivers have taken umbrage with a rise in road closures in central London – such as Tottenham Court Road, which only buses, cyclists and pedestrians can use during the week, from 08:00 until 19:00. These measures are often put in place to ease congestion and reduce air pollution. Taxi drivers have taken to Twitter and closed Facebook groups to organise their protests and discuss updates, such as recent plans to pedestrianise a street in Clerkenwell. A common feature

from being regulated by the Metropolitan Police to being regulated by TfL, the decision to implement cycling lanes, and the fact that there is still no cap on the number of private hire vehicles allowed on London's roads. “Our problem isn't with Uber, really, in this case,” says Sean. “It's with TfL, and that's what this protest has been about – impacting the buses, costing them money.”

“It's about freedom of choice – it's about doing The Knowledge. So we enter into a covenant with TfL,” says Saul (not his real name) who has been involved the protests since December when taxis were barred from entering Tooley Street near London Bridge. “We have had different rights, and now they're trying to move the goalposts.”

Black-cab drivers say that TfL has ignored their calls for consultations, and that the age limit of the cabs which they're allowed to drive – and have often invested significant money into – is being lowered without notice.

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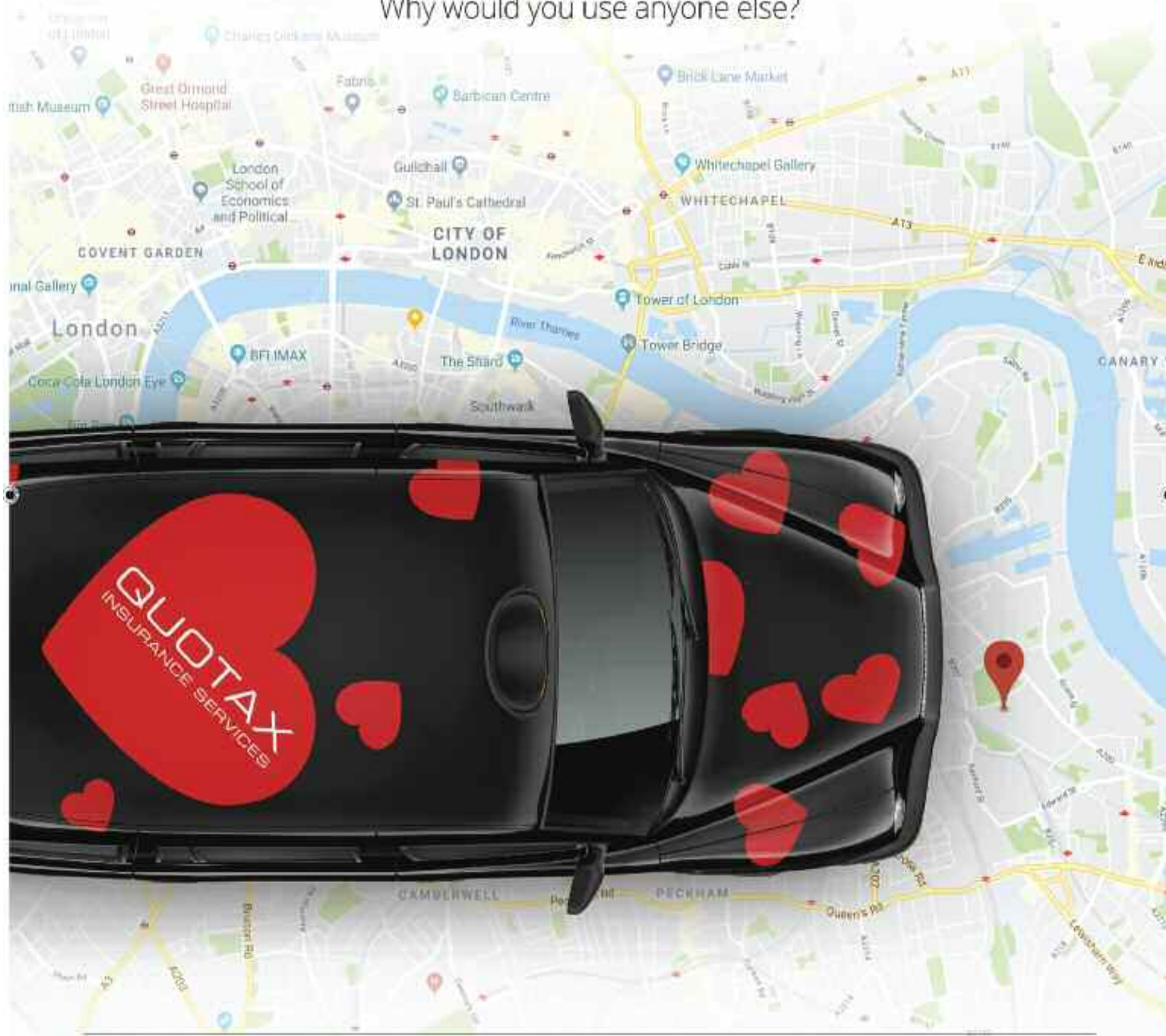
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