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Issue 270 June 2019



LCDC HIRES LAWYER TO DEMAND FORENSIC INVESTIGATION INTO UBER GHOST OFFICES

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Unit A 301.3,
Tower Bridge Business Complex
Tower Point, 100 Clements Road
Southwark, London SE16 4DG

Telephone: 020 7394 5553

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

Editor: Grant Davis

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JOHN HALFORD LETTER TO TFL

STOP PRESS

On pages 4 & 5 you can read
the letter from LCDC's lawyer
John Halford to TfL.

The LCDC has engaged top legal
firm Bindmans, in order to
challenge TfL to carry out a forensic
investigation into the booking
systems and operation of Uber
Britannia, which is based in
Aldgate.

The LCDC has evidence which
raises questions over the validity of
the booking process throughout
the country.

With just over three months to run
on the probationary licence given
to them last year, this latest
example of their operation should
lead to the revocation of their
licence - or will TfL conjure up
another reason not to do so?

FALLING NUMBERS

At the time of going to press,
the Club is very alarmed at the
recent figures we obtained
regarding the number of taxis
registered within the
decommissioning scheme put
forward to the Mayor by the LTDA
and Unite the Union.

We are seeing such vast numbers
of older taxis being taken from the
fleets that every day drivers are
being told by their garages there is
no longer a taxi available to rent as
it is coming off the road (page 3).

If the Mayor brings in a 12-year
age limit on top of the
decommissioning scheme, the
trade's numbers will plummet to a
level that will threaten our whole
trade's existence. How is it possible
that the LCDC is the only trade Org
that seems to be concerned with
the impact of this policy?

Grant Davis, LCDC Chairman





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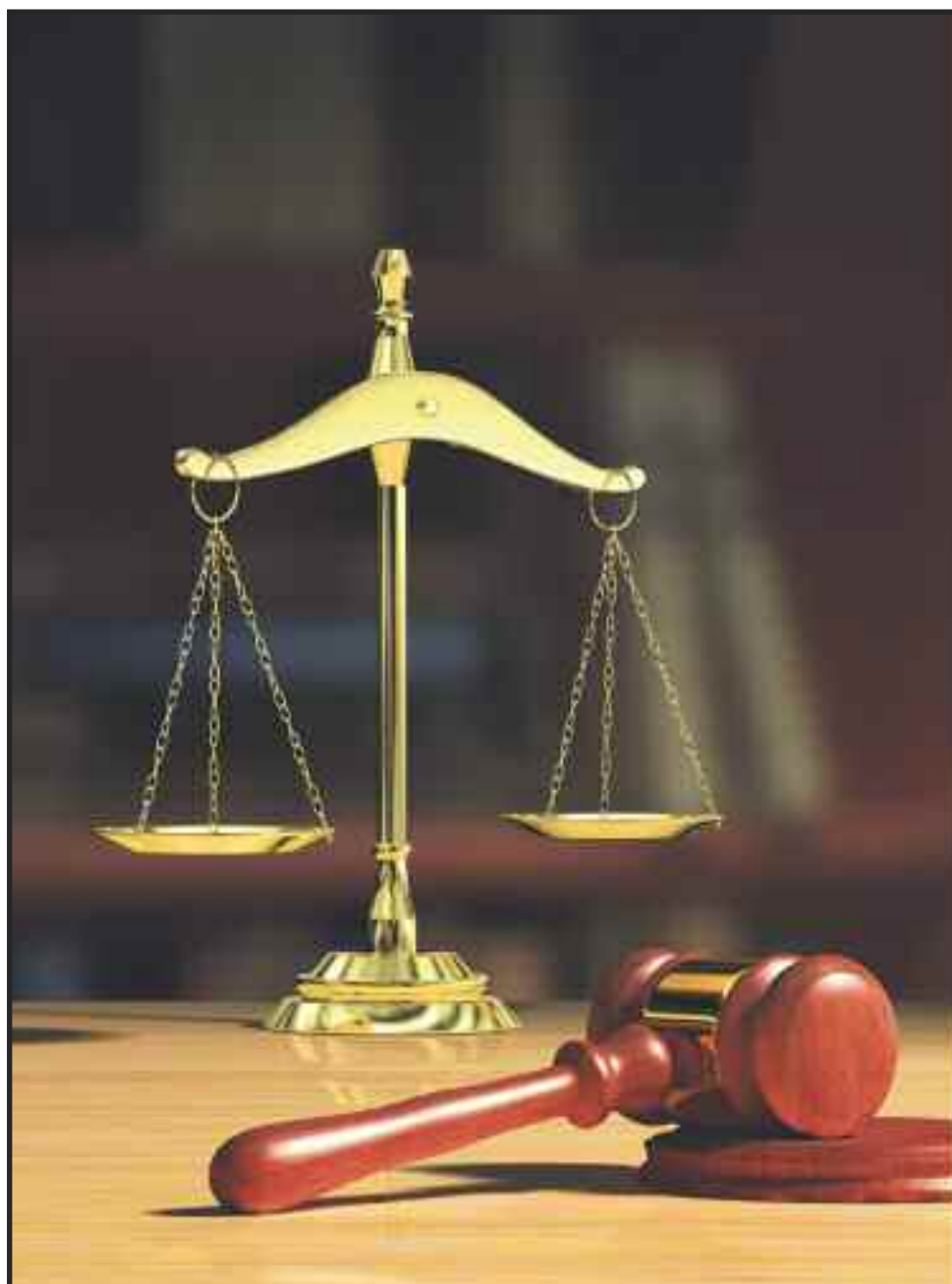
We at the LCDC don't often bang our own drum when it comes to helping our members with their legal troubles. A lot of the cases which come our way with members are quite sensitive and we respect their wishes to keep things in house and out of the paper which I can fully appreciate.

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

Tel: 0207 405 1999
FAX: 0207 405 1991



EVER DECREASING TURNING CIRCLES

At the time of going to press the number of licensed taxis operating in the capital was down to just 19,474. The latest figure we have for taxis which are currently registered in the system is 3,648, of which 850 have been processed. 82% of applications have been made by fleet owners and the other 18% by mushers.

LCDC NUMBER CRUNCHES THE EFFECTS OF DECOMMISSIONING AND AGE LIMITS

The whole purpose of the de-commissioning programme was to incentivise the trade to convert to ZEC vehicles. The latest figures we have are:
2018: 1098
2019: 559
Total: 1657

It is no secret that most of the larger garages have not bought into the idea of adding ZEC vehicles to their fleets. At the start of year LEVC stated they would be doubling production numbers to over 40 vehicles a week - the above figures indicate that this has not been the case. We now seem to be in the situation where the number of cabs available for hire from the garages is decreasing whilst at the same time the number of drivers looking to rent is increasing! We have asked TfL on numerous occasions for the conversion rate of drivers who have successfully applied for the scrappage scheme and then put the money towards purchasing a new ZEC vehicle. TfL are very reluctant to supply any information, which leads us to think that it is not the situation which they had hoped for.

As if this was not a serious enough situation, the impact of an impending 12-year-old age limit for cabs that TfL are hoping to introduce will have a catastrophic effect on the number of cabs licensed in the capital. TfL have never published (that's assuming they've done one) an impact assessment that the introduction of a 12-year age limit will have on the trade. See projected figures below.

BY END OF 2020
2400 (12 year rule)
1800 (delicensing)
530 (15 year expiry)
= 4730
currently the fleet stands at 19474, - 4730
= 14,744, the final projection of fleet numbers by end of 2020 depends on ZEC uptake

Taxis Age (years)																					
0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	TOTAL
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	14	12	11	0	41
0	0	0	0	0	0	0	0	0	0	0	0	1412	1393	1042	924	33	0	0	0	0	4884
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7029
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4607
1141	1656	818	355	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3970
1141	1656	818	1279	1384	1176	1214	1290	1294	1307	1148	1979	1412	1393	1042	924	37	14	12	11	3	20534

For those drivers out there who think a greatly reduced fleet would translate into more work for those drivers still out there - think again. LEVC's latest financial statement shows how difficult it is for a taxi manufacturer to survive in a contracting market. See figures below.

- 1. £91.8 million loss for 2018. £40 million loss in 2017.
- 2. 1,272 units sold (89 export)
- 3. Interest payments = £14 million
- 4. Net debt £481 million
- 5. 446 employees (299 in production). Excludes directors who are all paid by the Group

On the face of it de-commissioning has a been complete failure- or has it? If TfL's plan all along was to reduce cabs numbers to the point of extinction they are well their way to succeeding.



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

LCDC demands legal exorcism



John Halford
Bindmans
LLP

Helen Chapman
Director of Licensing, Regulation
and Charging
Transport for London
55 Broadway
Westminster
London
SW1H 0BD

Dear Ms Chapman,

Request for an investigation of whether Uber London Ltd is breaching the Local Government (Miscellaneous Provisions) Act 1976 or facilitating its systemic, unlawful evasion of by Uber Britannia Ltd

1. We are instructed by the London Cab Driver's Club ('the LCDC') of Block A, Unit A301.3, The Biscuit Factory, 100 Clements Road, London, SE16 4DG.

2. The LCDC's members have become aware of what appears to be a widespread, serious and systemic problem involving both Uber London Ltd ('ULL') which, as you know has a London operator's licence issued subject to strict conditions following an appeal determined by the Senior District Judge and Chief Magistrate, Emma Arbuthnot, on 26 June 2018 ('ULL's London Appeal'), and its sister company, Uber Britannia Ltd ('UB').

3. In summary, whilst UB holds operator's licences granted by various local licensing authorities around England and Wales under s.55 of the Local Government (Miscellaneous Provisions) Act 1976 ('the 1976 Act'), it does not, in reality, make provision for the invitation or acceptance of bookings for Uber private hire vehicles from many of the premises in respect of which those licences have been granted. The premises from which no provision is made, known in the taxi trade as 'ghost offices', are not staffed at all or have a very limited staff presence (for instance, staff may call in once a week to collect post or possibly make local records). Our client understands there are UB ghost offices in Rotherham and Cambridge and the appended correspondence with local licensing officers in those areas reinforces that view. Anecdotally, the LCDC has been told that most of UB's s.55 licensed offices are also ghost offices, though it is not in a position to verify this for obvious reasons.

4. Instead of making provision for the invitation or acceptance of bookings for Uber vehicles from the ghost offices, either UB or ULL make that provision from ULL's

operator premises in London using a combination of the Uber App and staff and computer equipment.

5. This is impermissible. The 1976 Act requires non-London licensed operators to make such provision from locally licensed operators' premises. Section 55A of the 1976 Act (which was added by s.11 of the Deregulation Act 2015) allows a licensed operator outside London who has already accepted a booking in the manner contemplated by the statute to then subcontract with another person to provide a vehicle to carry it out by supplying a vehicle, including by subcontracting with a London operator. However, that exception is narrowly and carefully drafted. It does not permit the non-London operator to accept non-London bookings in London, nor does it allow the London operator to accept those bookings directly. It follows that, regardless of whether UB or ULL are accepting out of London bookings here in London, the arrangements they have made to do so here are, on their face, unlawful.

6. Our client has instructed us to draw this to the attention of a number of local, non-London licensing authorities and request that they urgently investigate. Our request to you - that TfL investigates itself, either jointly with local licensing authorities, or independently in co-operation with them, - is made for four linked reasons:

(1) in deciding to refuse ULL a London operator's licence in September 2017, Transport for London ('TfL') correctly recognised that fitness and propriety under s.3(3) of the Private Hire Vehicles (London) Act 1998 embraced matters such as the evasion of licensing regimes outside London (indeed abroad) and was not confined to the actions of ULL alone, given the corporate structure of the Uber group of companies;

(2) if ULL is making provision for the invitation or acceptance of bookings for Uber vehicles in respect of non-London bookings, it is committing offences contrary to s.46(1)(d) and (2) of the 1976 Act many times each day, which would seriously call into question whether ULL is a fit and proper person to continue to hold a London operator's licence;

(3) alternatively, if UB is making provision in London for the invitation or acceptance of bookings for Uber private hire vehicles in respect of non-London bookings, rather than doing so in its non-London locally licensed premises, then it is evading the 1976 Act regime and ULL is facilitating that act (not least because the evasion occurs on ULL's premises) and that too calls into question ULL's fitness and propriety as an operator; and because it licenses ULL and, thanks to the special terms of the licence granted following the ULL London Appeal, can easily access documents, require questions to be answered and verify what it has been told by inspecting ULL's London operator's premises. Non-

London licensing authorities, by contrast, would struggle to do any of these things.

7. These matters are, of course, sharply focussed by the public and taxi trade concern over UB and ULL's activities which were discussed at length in your evidence for ULL's London appeal.

8. If TfL is unwilling to investigate as requested, please give a complete explanation why not in your response to this letter. If TfL is willing to investigate, please confirm that and indicate who will conduct the investigation, the timetable, the evidence you expect to see and the means, and what opportunities the LCDC and other properly interested parties will have to make submissions.

9. Below we explain the legal framework in more detail, offer our analysis of what is happening and give more information about how the LCDC's concerns about UB's ghost offices have arisen.

Legal framework Non-London operators' licences

10. The starting point is s.46 of the 1976 Act. It provides materially:

46. Vehicle, drivers' and operators' licences. (1) Except as authorised by this Part of this Act

(d) no person shall in a controlled district operate any vehicle as a private hire vehicle without having a current licence under section 55 of this Act;

(e) no person licensed under the said section 55 shall in a controlled district operate any vehicle as a private hire vehicle -

(i) if for the vehicle a current licence under the said section 48 is not in force; or

(ii) if the driver does not have a current licence under the said section 51.

(2) If any person knowingly contravenes the provisions of this section, he shall be guilty of an offence."

11. Section 55 makes provision for the grant of operators' licences as follows:

(1) Subject to the provisions of this Part of this Act, a district council shall, on receipt of an application from any person for the grant to that person of a licence to operate private hire vehicles grant to that person an operator's licence: Provided that a district council shall not grant a licence unless they are satisfied -

(a) that the applicant is a fit and proper person to hold an operator's licence; and

(b) if the applicant is an individual, that the applicant is not disqualified by reason of the applicant's immigration status from operating a private hire vehicle.

(1A) In determining for the purposes of

subsection (1) whether an applicant is disqualified by reason of the applicant's immigration status from operating a private hire vehicle, a district council must have regard to any guidance issued by the Secretary of State.

(2) Subject to section 55ZA, every licence granted under this section shall remain in force for five years or for such lesser period, specified in the licence, as the district council think appropriate in the circumstances of the case.

(3) A district council may attach to the grant of a licence under this section such conditions as they may consider reasonably necessary..."

12. By s.80(1) of the 1976 Act:

"...operate" means in the course of business to make provision for the invitation or acceptance of bookings for a private hire vehicle; "operator's licence" means a licence under section 55 of this Act..."

13. Operators' licences are granted for premises at specific addresses within each controlled local authority area. This local presence is important within the statutory scheme. Parliament's intention was to ensure that the private hire vehicles they supply in response to bookings and their drivers are effectively insured and licensed (and operators' licences can be revoked if they do not: see Hansard (HL), 29 June 1976, vol 372, col 700. This relieves local licensing officers of some of the burden of monitoring private hire vehicle drivers operating in their area. Checking operators have made those checks is more manageable. This legislative policy would be wholly undermined were it permissible for an operator based in London to make provision for the invitation or acceptance of bookings in, say, Liverpool.

The plain wording of the statute is reinforced by the case law. As to the policy underpinning the 1976 Act, in *Shanks v North Tyneside MBC* [2001] LLR 776 ('Shanks'), Latham LJ described an argument that operators could make arrangements for the invitation or acceptance of bookings remotely from other licensing authorities in this way:

23. That would, in my judgment, drive a coach and horses through what appears to me to be a central principle of this legislation, which is that the authorities responsible for granting licences should have the ability to exercise full control over the operation of private hire vehicles within their area.

24. I consider therefore that there are good policy reasons for ensuring that there is a unified system of control in relation to private hire vehicles operating within the area of any given authority. That ensures consistency of policy in relation to the provision of private hire vehicles and their

at Uber's ghost offices...



drivers. It enables the authority to ensure that it is able to exercise such control as it is entitled to exercise over all the vehicles and drivers being operated to provide private hire services within its area. That seems to me to be a central purpose of the statutory provisions"

15. In *St Albans District Council v Taylor* [1991] Crim LR 852, the Court of Appeal discussed the essence of 'operating', noting it connoted directing that a particular vehicle be made available, i.e. dispatching it, for a would be passenger's use following them making a booking. Then, in *Windsor and Maidenhead Royal Borough Council v Khan* [1994] RTR 87 ('Windsor'), the Court affirmed that an operator's local licensing area must be where their operating premises are located, bookings are made and from which vehicles are dispatched: see 92 J-K of the law report.

16. Button on Taxis: Licensing Law and Practice, 4th edition, correctly summarises this line of cases at paragraph 12.22 as follows (our emphasis):
"The practical effect of the requirement to hold an operator's licence is that a private hire operator will have to have premises from which he controls a fleet of vehicles."
adding at paragraph 12.27:

"Although not overtly stated within the legislation, it is clearly the case that the operator not only takes the booking and dispatches the vehicle and driver, but also remains responsible for the vehicle and driver for the duration of that hiring."

17. The position has changed since Button was published to this extent: it is now overtly stated in the 1976 Act that the operator must take the booking, at least if the vehicle is to be supplied by a London-licensed operator from London premises. We shall now explain why.

The subcontracting exception

18. Until 2015, operators could not subcontract work to operators outside of their local licensing area either: see *Dittah v Birmingham City Council* and *Choudry v Birmingham City Council* [1993] RTR 356. As mentioned above, s.55 has since been modified by s.11 of the Deregulation Act 2015.

19. The Explanatory Notes to that statute helpfully explain the intention in this way (our emphasis):

60. In the new section 55A, subsection (1) allows an operator who accepts a booking for a private hire vehicle to subcontract it to four types of operator - (a) an operator licensed and located in the same district as the initial operator; (b) an operator licensed and located in a different district from the initial operator (a different district but one which is still governed by the same legislation - in practice this means a district in England or Wales but outside London or Plymouth); (c) an operator licensed and located in

London; or (d) a person located in Scotland. Scenario (a) constitutes a re-statement of existing law - it is already lawful for a private hire vehicle operator to subcontract a booking to another operator licensed in the same licensing district. Scenario (a) has been included because it is not currently expressly stated on the face of the Act and stating all four scenarios where an operator can subcontract a booking in this amendment makes the law clearer and easier to follow.

61. Subsection (2) of new section 55A clarifies that the new provision affects the legal position in respect of PHV operation under the 1976 Act; it is immaterial if the agreement between the passenger making the booking and the initial operator permits subcontracting.

62. ...
63. ...

64. Subsection (6) provides that the terms "London PHV operator" and "operating centre" mean exactly the same as when they are used in the legislation which regulates private hire vehicles in London."

20. Section 55A itself states materially (our emphasis):
"55A Sub-contracting by operators

(1) A person licensed under section 55 who has in a controlled district accepted a booking for a private hire vehicle may arrange for another person to provide a vehicle to carry out the booking if -

(a) the other person is licensed under section 55 in respect of the same controlled district and the sub-contracted booking is accepted in that district;

(b) the other person is licensed under section 55 in respect of another controlled district and the sub-contracted booking is accepted in that district;

(c) the other person is a London PHV operator and the subcontracted booking is accepted at an operating centre in London
(d) ...

(2) It is immaterial for the purposes of subsection (1) whether or not subcontracting is permitted by the contract between the person licensed under section 55 who accepted the booking and the person who made the booking."

Analysis

21. It would be lawful for UB to make provision for acceptance of non-London bookings using an App and to provide vehicles to meet them. It can only make that provision, in the course of its business, at its locally licensed non-London operating premises, however: see *Windsor* and *Shanks*, discussed at paragraphs 14 to 15 above. The subcontracting exception does not change this.

22. 'Acceptance' is a distinct legal concept from 'making provision for acceptance', as you will know. This was the backdrop to one of the concerns that promoted TfL's

September 2017 decision on ULL's then licence. It concluded (correctly) that despite what TfL had been told by ULL, from 2012 to early 2018, it was not an operator accepting bookings for PHV vehicles for the purposes of s.2(2) of the 1998 Act. Most drivers working for ULL were themselves accepting bookings, but not in operators' centres, because of the way the App then worked.

23. Your evidence in ULL's London Appeal was that ULL changed its business model to address this, reconfiguring the App and arrangements in its London operator's centre in a way that satisfied TfL that ULL, rather than Uber drivers, would be accepting bookings there.

24. Those changes do not assist UB, however. On the face of things, the March 2018 arrangements you described in your evidence apply equally to non-London bookings purportedly made through UB as a local 1976 Act-licensed operator. If so, ULL is both making provision for acceptance of non-London bookings and accepting those bookings. It is not permitted to make provision for acceptance of non-London bookings in areas where it does not hold an operator's licence, indeed to do so is a criminal offence: see s.46.

25. If ULL were licensed to operate not only in London, but also in the non-London licensing authorities where UB is currently licensed, ULL could lawfully make internal arrangements to accept bookings locally in the non-London authorities and then provide ULL vehicles through its London operating centre. That is not the business model here, however. In relation to authorities where UB has a local, non-London operator's licence, UB not ULL remains the operator.

26. As to UB, if it is somehow making provision from its non-London ghost offices for acceptance of non-London bookings using the Uber App, contrary all appearances, that in itself is not sufficient to meet the criteria of the subcontracting exception. UB would also need to be 'accepting' those bookings itself under s.55A(1). Only then would it be permitted to subcontract with UL to provide vehicles to carry out those bookings. In this way, s.55A would preserve the localised nature of the licensed operator and so their accountability, in the public interest: see *Shanks*.

27. If such arrangements exist, no doubt they will be fully documented and TfL will be able to easily access that material and verify that it accurately reflects UB and ULL's operating model pursuant to the special provisions imposed by Mrs Arbuthnot when she granted ULL a licence.

LCDC's concerns

28. Last, it may be helpful to explain why LCDC have raised these concerns now.

29. As you will know, when ULL was first licensed and subsequently, LCDC's position was that Uber drivers, not ULL, were accepting bookings via the Uber App and that this was unlawful. The LCDC was vindicated, up to a point, by the epiphany TfL had in mid-2017 in realising that it had been misled for several years by ULL about these arrangements. LCDC's position is that ULL ought not to have been granted an operator's licence again in these circumstances, but it was, thanks to the appeal. The appeal was useful in one respect, however. The evidence that was made public by TfL revealed for the first time ULL's true historical operating model and the model it introduced from March 2018.

30. Since then, the LCDC has been making enquiries about the relationship between that model as it functions in London and UB's operations elsewhere. The existence of the ghost offices came to light in these investigations (unsurprisingly, though their existence is no secret, precisely what does and does not happen within them is not advertised by UB).

31. This, in turn, prompted enquiries of particular licensing authorities including those mentioned above. The correspondence with them is appended. Regrettably, it appears that those authorities have been labouring under the misapprehension that s.55A of the 1976 Act permits UB and ULL to make provision for the acceptance of bookings, and accept them, here in London and maintain UB's unstaffed, non-functioning ghost offices locally merely as post boxes and in order that there are local UB addresses at which UB may be granted s.55 1976 Act operator licences. We are writing to them now to correct this error.

Concluding remarks

32. In your evidence for ULL's London Appeal, you expressed understandable scepticism about the extent to which ULL had changed its corporate culture and was genuinely willing to submit to regulation. To some extent, this was shared by Mrs Arbuthnot, but both you and she were hopeful change had, belatedly, come about. The LCDC is unsurprised that those hopes appear to have been unrealistic and that, as in the past, Uber group companies appear to have contrived an artificial structure that serves their commercial interests in a manner that evades the law. It may be that UB and ULL have compelling answers to the concerns detailed above, but only the investigation sought will reveal whether or not they do.

33. We look forward to hearing from you. Please acknowledge receipt of this letter by return and, when you do so, indicate when we can expect a substantive response on whether that investigation will occur.

Yours faithfully,

Bindmans LLP

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Edinburgh taxi emissions rules relaxed due to lack of second hand vehicles

Councillors have been accused of creating a “false economy” for cabbies as taxis being brought into the Capital for the first time will be able to meet less strict emission standards than touted - due to a lack of affordable second hand vehicles on the market.

Under a rule change agreed by the city council’s regulatory committee, taxis being licensed in Edinburgh for the first time, which were expected to meet high Euro 6 standards by April 2020, will now only have to meet more pollutant Euro 5 rules. Current licensed taxis must be upgraded to Euro 6 standards by March 2023.

The city council’s regulatory committee agreed to relax the rules after granting around 150 exemptions since the rules were introduced in October 2018. Licensing officials said that around half of the requests for exemptions, which are heard behind closed doors, have been approved by councillors – including some for Euro 2 standards.

Drivers have 5 years to ‘clean up cars’ or face hefty fines. Cabbies will now be able to buy Euro 5 vehicles to use in the Capital. Licensing bosses hope that eventually, cheaper second hand Euro 6 taxis will be available.

Regulatory services manager Andrew Mitchell told councillors that relaxing the grace period would give the taxi trade “some breathing space”.



He added: “Committee have allowed Euro 2, 3 and 4 vehicles to operate beyond the deadline.

“On reflection, I think some relief for the second hand market maybe proportionate. At present, buying a Euro 6 at second hand is just not an option.”

Earlier, councillors heard from solicitor Jonny Nisbet, speaking on behalf of the taxi trade, who warned that

cabbies were left with the option that “either you find an exemption or you find a brand new vehicle”.

Last week, the council’s transport and environment committee pressed ahead with draft proposals for a low emission zone (LEZ). Under the plans, taxis would have until the end of 2021 to meet Euro 6 standards in order to enter the city centre.

Vice-convenor of the transport and environment

committee, Cllr Karen Doran, said: “I don’t know how can we make an argument that it’s financially viable for someone who can’t afford a Euro 6 now to buy a Euro 5 and then a year later buy a Euro 6.

“I don’t actually understand how this policy is going to work or how it’s going to help taxi drivers in any way.”

More than 500 taxis have already been upgraded to meet the new conditions.

Cllr Steve Burgess said: “My concern is what that does in terms of incentivising a move in the taxi fleet to less polluting vehicles.

“I need to be reassured that by relaxing a policy like this, we are not de incentivising a move to a cleaner fleet.”

Cllr Hal Osler warned that the council was risking making the situation even worse for taxi drivers and creating a “false economy”.

She said: “I cannot see in any way, shape or form, these prices reducing and suddenly there being a flood in the market. People will know that people will desperately want these vehicles. I’m really concerned that we are actually facilitating this.

“I do have an enormous amount of sympathy for the industry and I don’t want to make the situation even worse. It will become impossible to seek those number of vehicles that they require.”

But SNP and Conservative councillors voted in favour of relaxing the rules.

Regulatory convener, Cllr Cathy Fullerton, said: “We do recognise the cost of replacing taxis and private hire cars with brand new Euro 6 models and this minor change will allow operators more flexibility to make the change to clean, efficient vehicles whilst maintaining the original timetable.”

Courtesy of Edinburgh Evening News

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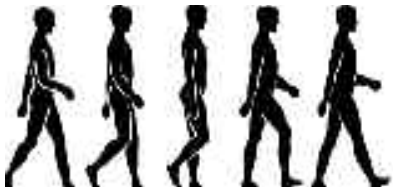


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Walker on the March...

THE GAME'S DEAD SON

That was the cry I heard from cab driver's hanging out of their windows telling me to pack in the knowledge when I was putting about on my Honda C90 in the late 1970s. I guess virtually every K boy has heard the same thing since and long before me.

John Taylor banged on about the game being dead in his poem. To paraphrase it, he went on about how they are all trying to nick our work – minicabs, Apps, rickshaws, et al - and nicking our fares. He goes on to say how we all just stand and watch, unable to do anything effective about it and just watch our profits fade away, while the opposition just keeps growing and growing and saturate the market.

I'm sure this is familiar to all of us. However, I think this may have been the first claim that the game is finished as it was a poem by John Taylor entitled "An Arrant Thief", published in 1622. John Taylor was a Waterman on the Thames (or Ferryman), moaning about the carnage resulting from the introduction of "upstart Hell-cart-coaches". These were the original Hackney carriages that were eventually licensed in 1654.

So there you have it. Possibly the very first prediction of our demise. For all of that though, if our regulator, TfL, continues to sit on their hands and allow competition to continue to operate in our market without the very high regulatory costs we are subjected to, it may well come true almost 500 years after it was predicted. I hope not.

UBER MONEY PIT; PART 2

Uber's share offering was estimated to be worth \$120bn but by the time it went to market on 10th May, it only achieved \$75.5bn, more than a third less than they hoped. By Monday, three days later, the share value had lost \$20bn. However, it appears to have settled in the short term pretty much around its opening price.

The main reason it went public was pressure applied by some of its investors who wanted to cut their losses by selling at any price they could get. It won't supply much operating capital and on current losses, they will have to ask for more from shareholders within two years or so.

You are probably now an indirect investor in Uber. If you are invested in a pension or other type of investment fund, the chances are that your funds have bought into Uber. Sobering thought, eh? Not much you or I can do about it though.

Buying into Uber though, defies

logic. How will it ever make any money. It has already reached saturation point on a global scale. In 2018, not only did it lose \$3bn, it also saw takings reduce by almost \$12bn.

It's hard to see how they are going to turn a profit. To do so, they would have to cut their fares by a big chunk. Basically, they have to get people off busses and trains, out of their private cars or off their feet and bicycles. How will they do this?

They have already lost nearly \$8bn to date and the loss is increasing annually. So it's hard to see how they could reduce fares without reducing the drivers' cut. This would be hard as their drivers world-wide are already struggling to make ends meet.

Otherwise, they are unlikely to take people off public transport, cycles and foot. That leaves replacing the

tacit support to "ride-hailing"? It shouldn't be on costs because these fares are unsustainable and so of no long-term value to the public. In fact, there is a new ride-hailer about to enter the London market (backed by BMW) that will actually be paying drivers more than the passenger pays for the fare. Surely this is predatory pricing and against MMC rules?

If TFL, etc, think ride-hailing is cutting congestion and emissions by taking people out of private cars, they should think again. A US journal, "Science Advances", found that congestion in San Francisco from 2010-16 rose 62% higher than it would have done without ride-hailing services on the streets.

Why does TFL want ride-hailing at all, given the evidence? It beats me.

taxi" app. I don't remember the name but I remember the price - £50 for Heathrow to/from Central London in a chauffeur – driven car.

TWISTED LOGIC

I heard the funniest argument in Sainsburys. This couple must have each stood about 5'3" and weighed about 45 stone between them with the bloke carrying the lion's share. He wants crisps but she says he's been told not to eat them. A debate ensued and was finally settled when they agreed not to buy crisps – they bought a giant size bag of Quavers instead!

GOOD PR

I picked up a young lady, a lawyer from the US, at Canary Wharf and took her to the St Martin's Hotel. It



private car. The problem for them there is that the cost per mile of running a private car is estimated to be 45% lower than hiring an Uber ride.

Why????

TfL, Mayor, local councils, central government (I absolve the GLA) seem intent on bending over backwards to destroy a stable system of taxis and proper PH with a sub-standard "ride-hailing taxi" system (with or without Uber).

It isn't just London's traditional taxi service that is being torn apart but also the traditional PH service. Look at Addison Lee. It was making excellent profits pre - ride – hailing. So much so that Carlyle Group paid the Griffins £300 million for it in 2013. In the last two years it has made combined losses of £57.8 million and currently trying to raise £300 million from the banks.

Why are the regulators, etc, giving

BEEN OFF ON ME 'OLIDAYS

I'm fortunate to have a house way down in S/W Spain that was bought as part of my pension plan. As an investment, it's been a turkey as it's worth a bit less now than when I bought it 15 years ago. However, renting it out through an agency has made a bit of profit and paid for me to enjoy holidays there 3 or 4 times a year.

Although only a five minute drive from the beach, it's in a very rustic hamlet. Our only bar has a rail to tie up horses rather than a car park.

Anyway, I have just had a relaxing two weeks there and everything in the world was ticketyboo. Then I came back to earth while on the return flight, where I picked up the BA in-flight magazine. There was an ad for yet another "airport transfer

started badly when she plotted her Google Maps to make sure I wasn't going the "tourist route".

I asked if this was her first visit and with some apprehension she said it was. Thus, I proceeded to give her the tour, pointing out the sights and a short history lesson. She was so responsive that when we got to the Strand I said she must see the sights from Waterloo Bridge at night but that I would deduct the cost from the fare at the end.

By the time we got to the hotel, this lady was so blown away with London that she said that if she could, she would have liked to have spent the whole evening driving around London in my taxi. Out got another visitor to our land that thinks London Taxis are fantastic.

What a shame Londoners and our regulator do not appreciate us the same way. You never miss a good thing until it's gone, as Londoners may find out in the near future.



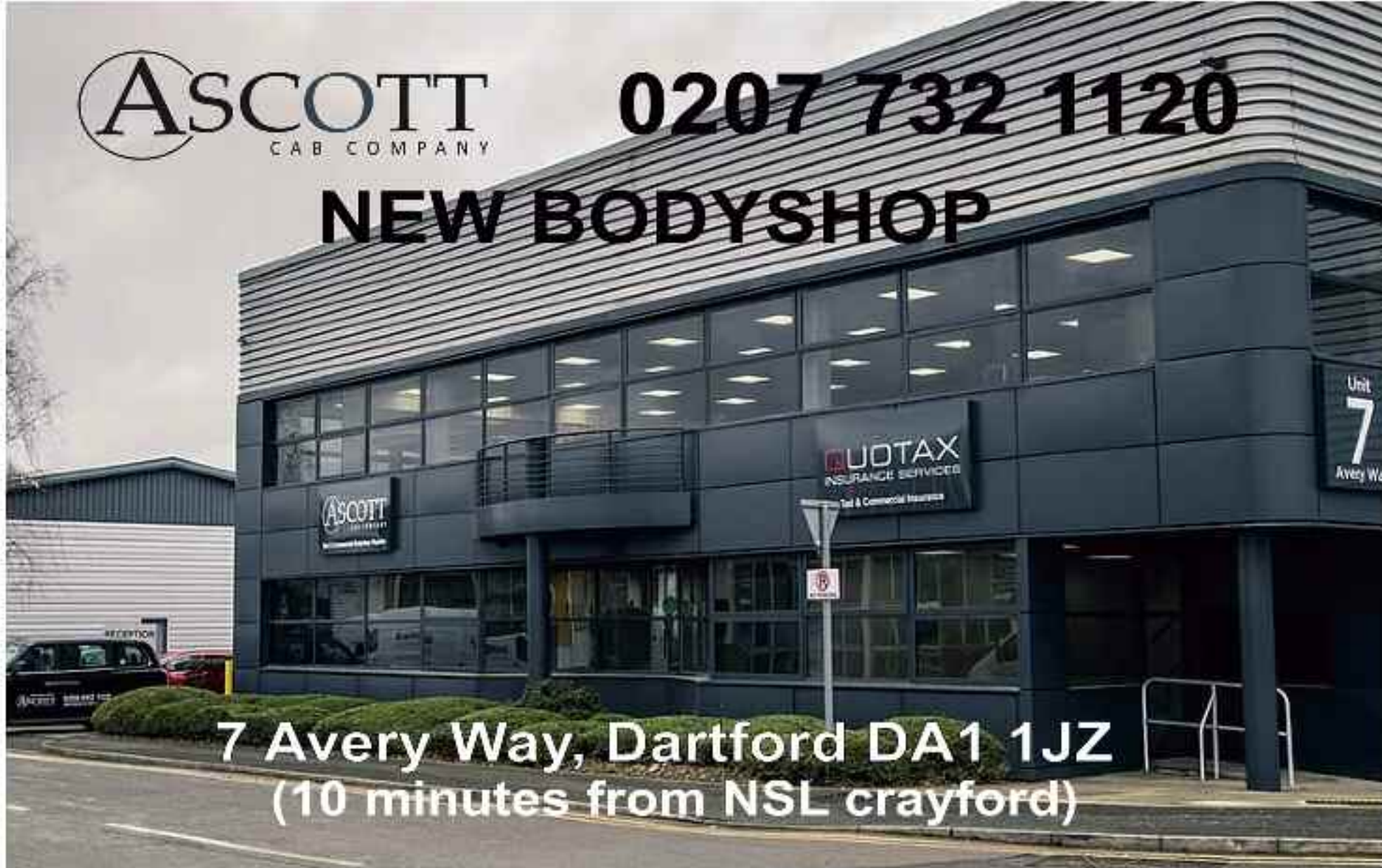
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Hats off to Tony Walker, 7 Up Cabbie

For many years now the LCDC's very own Tony Walker has appeared on the Global Award winning TV series, 7 Up. For those who are not familiar with the series, it plots the lives of several individuals throughout their life, every seven years, starting in 1964 and directed by the World famous director, Michael Apted.

It could be said that 7 Up was the very first "reality" show as we all know now just how much the public like to watch individuals almost on a voyeur basis. But for many this series has been a marvellous social commentary and has not only shown the lives of the participants, but how society has changed through the ages as well.

Tony, who attends every taxi protest and supports the trade at every opportunity, has used interviews and TV shows to highlight our wonderful trade and watching him on the television I must say he has done a magnificent job for the trade, well done Tony. This series takes us up to 63 Up and with Tony Walker starring it really should be a must watch for every cabbie and their families.

TONY WALKER

We're instantly captivated by the energetic, vibrant seven year old Tony as we see him bounding from his East-End home for school. During his daring adventure to school, he does a range of perilous tricks for a seven year old such as scrambling up a fence to tumbling flat on his face. When asked if it is important to fight he replies with a curt yes. He tells us passionately about his future job saying "I wanna be a jockey I wanna be a jockey!" Based on these scenes we develop and gauge an idea of what Tony is like. We see this trend in Tony as he moves through the years: when you fall, you don't stay there; you get up and keep moving forward to the next hurdle. As a 14 year old he's a sullen and shy boy. He's lost his bubbly vivacious nature and I was left wondering what happened to the energetic and animated seven year old he used to be. However after watching many other participants in 14 Up, I believe it's safe to say that at this age many were timid and refused to look at the camera. We see that his dream of becoming a jockey comes true; however he doesn't show any excitement in contrast to the passionate statement he exclaimed to the camera at 7. Tony bounces back like a spring at 21 year of age. Despite not being very articulate, he compensates by being very chatty, friendly and trying his best to make conversation with Apted. When asked whatever happened to becoming a jockey he simply states "I wasn't good enough." and that's the end of that. He doesn't show any signs of

regret. An ambitious guy like Tony wouldn't let this setback get in the way of his comeback. Instead he goes on to studying to be a taxi driver and he zips around on a motorcycle as he learns "the Knowledge". He doesn't regret dropping out of school and

exclaims that he's just as good as those with an education and others on the show. His cheeky nature is ever present when the subject of dating is brought up as he

declares "find 'em, tried 'em, forget 'em!"

His optimistic view on life and persistence to keep moving forward despite not having as many opportunities compared to others on the show inspires me to have a more positive outlook on life and be happy for all the opportunities I've been given.



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Residents up in arms over TfL cycle lane proposals

Dear LCDC,

I am a resident in West London who is very concerned about Transport for London's consultation for its proposed 2-way dedicated cycle 'highway' from Notting Hill Gate through Holland Park Avenue and Shepherd's Bush and onto Wood Lane, as part of a wider scheme for West London.

This will replicate what happened at Lancaster Gate and the Embankment along this vital West London artery, which will undoubtedly affect road usage across West London, by taking out another vital road, and so will greatly affect the day to day running of London taxi drivers.

So I wanted to ensure that LCDC knew about it, so that LCDC and London taxi drivers can object to the proposal by the 16th June deadline if they wanted.

If so, they can object to TFL at:
<https://consultations.tfl.gov.uk/roads/wood-lane-notting-hill/>
 They can also write or email

- The Leader of the Council:
cllr.elizabeth.campbell@rbkc.gov.uk
- The local MP:
emma.dentcoad.mp@parliament.uk

There will be a meeting on 13 June at the Great Hall, Town Hall from 5.30pm for people affected by this proposal to air their views; TfL will be there.

Attached is a leaflet attached giving more details, as well as a summary of what the proposals are and how they will affect people.

Best,

Ruth Saunders

Local resident in
Holland Park



TfL artist's impression

TFL PROPOSALS FOR MAJOR CHANGES TO HOLLAND PARK AVENUE

As your local community groups we have heard the significant concerns about the TfL proposals for our neighbourhood. We have produced this leaflet to highlight those concerns and urge you to

HAVE YOUR SAY

The following associations and groups have supported this leaflet:

The Kensington Society - Norland Conservation Society
 Clarendon Cross Residents' Association - Holland Park Residents' Association Holland Park Avenue Residents' Association - Norland Square Action Group Queensdale Walk Residents' Association - Royal Crescent Residents' Association

What can you do? Write to

Essential: TfL: FREEPOST TFL CONSULTATION or consultations@tfl.gov.uk

Also: The Leader of the Council: cllr.elizabeth.campbell@rbkc.gov.uk

Your Councillors:

Norland: cllr.david.lindsay@rbkc.gov.uk cllr.julie.mills@rbkc.gov.uk

Holland: cllr.aarien-uday.areti@rbkc.gov.uk cllr.charles.oconnor@rbkc.gov.uk

cllr.johnny.thalassites@rbkc.gov.uk

Your MP: emma.dentcoad.mp@parliament.uk

**Attend the meeting arranged by The Kensington Society
 at the Town Hall (Great Hall) at 6.30 pm Thursday 13 June (doors open at 5.30pm)**

DEADLINE FOR COMMENTS SUNDAY 16 JUNE

In principle the Mayor's aim to provide London with a greener, healthier and more pleasant environment by encouraging walking, cycling and the use of public transport is to be welcomed.

TfL proposes to create a cycle lane from Notting Hill down Holland Park Avenue. This would involve major environmental changes adversely affecting the communities living and working in the area. We believe that this proposal will NOT achieve the Mayor's intentions. **Please see overleaf the main reasons for concern.**

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KIDS, FOOTBALL AND AJ...

From now on I am going to deal with my children in silence when out in public.

Doing the usual Sunday Morning swimming ☐ run. (That does make sense) Child one, stage 3 (aged 5) 9am and child two, stage 7 (aged 10) 9.30am. That means there is a gap where I sit and we talk.

So am discussing Pythagoras theorem with the 5 year old when a breddah, With two similarly aged children says "I know that voice from the radio" Then before he says Trevor Nelson, I help him. "Eddie" i start. "Yeah, Eddie Gee".....Anyway, after he told me how much he likes listening to me every morning on LBC. He asked if I live local. I told him that I bring the kids every week. He then says it's good that I am so involved with my Grandchildren. #Eediat



Fantastic though Tottenham may have played at times this season, I am not convinced they have completely rid themselves of being regarded as SPURSY. [Defined in the dictionary as flattering to deceive] A term Mrs Nestor could tell you a lot about, particularly after 'Big Daddy' has had a drink. Anyway I digress!!! The stadium wasn't ready, injuries to key players and a lack of activity in the transfer market all played their part; but the only way to change minds, is to actually win something. They may have missed their best chance on the biggest stage.

That brings me to Chelsea. It is

fascinating that Sarri ball is widely viewed as failing, and yet they're London's top club with a 3rd place finish in the Premier League, got to the final of the Caribo {is that what its called} Cup and won the Europa Cup.

They have also lost their best player and are banned from making any signings in the transfer market. If I were Sarri, I'd get out of Dodge. I will be very surprised if they did as well next year.

2019 was a brilliant advert for the Premier League. Both European Cup finals contested by English teams.

You do get the feeling that Liverpool would have given up the CL for the PL and that Man City would have given up the treble for the CL. As a Man U supporter, I don't want them to be happy. Just wish they were as unhappy as me.

Never Judge a book by its cover. I really hope Anthony Joshua can come back from this but he is going to have to change something. It wasn't a lucky shot. He was embarrassed by the "stand in" These things define us and I wish him the very best.

Deliveroo get round Mayor's junk-food ad ban

It might be back to the drawing board for London mayor Sadiq Khan's ban on junk-food ads on the capital's transport network.

Officials confirmed this weekend that the new rules allowed a promotion for a "bucket" of KFC, but rejected an advertisement for Farmdrop, which delivers fresh produce across London. The advertisement for the online grocer was banned earlier this year for including bacon, butter and jam, items that were described as not being "high fat, sugar and salt compliant".

Khan introduced the ban in February on the Transport for London (TfL) network under new measures to tackle childhood obesity. Almost 40% of the city's children aged 10 and 11 are obese or overweight. Despite the ban, Deliveroo has been allowed to run advertisements that read "Bucket life delivered" on buses and the Underground.

The Sunday Times revealed last month how the food delivery giant is promoting KFC party buckets to some of the fattest



postcodes in Britain, with the fast-food chain often the first available choice on its listings. The first menu item is typically a £31.99 party bucket, containing 6,800 calories and 280g of fat. TfL said it has done its analysis for the Deliveroo advert on a chicken drumstick, which contains

170 calories and 10g of fat, and it was not deemed to be an unhealthy food.

Ben Pugh, chief executive of Farmdrop, said: "It's ridiculous that a basket of fresh groceries from good local farms is not allowed under TfL's rules but advertisements for fried chicken from

fast-food outlets are allowed."

It emerged in April that TfL discovered its own maps depicting London attractions had to be amended under the new rules, including a picture of strawberries and cream on the District Line map at Wimbledon.

Documents obtained by The Spectator under freedom of information laws revealed a TfL contractor wrote in an email: "There are some strawberries and cream by Wimbledon. Can we just remove the cream?"

TfL uses Public Health England's nutrient profiling model to identify foods high in fat, sugar and salt. A spokesman said: "The nutrient profiling model is currently being updated by Public Health England and we have committed to reviewing our policy following PHE's review.

"In the meantime we continue to work with brands and advertisers to ensure they fully understand the policy and encourage them to advertise their healthier products on the network."

Courtesy of The Sunday Times

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■ 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 LCDCC 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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Drivers plugging into an electric future will need a lot of chargers

The burghers of Hull have good reason to be angry. The electric car revolution seems to have driven right past them. Any owners of electric cars among the 280,000 population of the East Yorkshire city share about 20 public charging points. Among the dreaming spires of Oxford, however, there are 108 for the university city's 160,000 residents.

This sharp divide illustrates the fragmented state of the network for electric cars — and the haphazard approach to building infrastructure for a greener future. The demand is coming. Cities are racing to clean up the air with zones that ban older diesel cars. Car makers are flooding the market with new electric models. The government wants to ban combustion engines by 2040, and possibly sooner. All roads lead to an explosion in the use of electric cars — one for which the UK is woefully unprepared.

Charging points will need to be built, underground cables torn up and replaced, battery storage developed and built — and companies will need to replace fleets of cars. One obvious question, however, remains unanswered: who will ultimately pay for all this?

Experts at the advisory firm KPMG believe about £100bn of investment will be required before 2030 if the UK is to hit projections of about 20m-30m electric cars on the road as soon as 2040. National Grid, the FTSE 100 electricity and gas network, believes there could be far more than that — potentially up to 36m — more than the entire number of cars now in use.

Today there are about 620,000 hybrid, plug-in hybrid and electric cars in the UK, a fraction of the 34.9m vehicles on the road. They make up about 6% of total sales, but ownership is increasing. Sales last year were about 21% higher than the year before, according to figures from the trade body, the SMMT — although there are signs that cuts in subsidies are slowing that growth.

Graeme Cooper, a National Grid executive responsible for electric vehicle infrastructure, said time is running out. The Committee on Climate Change, an advisory body to the government, wants between 30% and 70% of cars to be electric by 2030. "That's less than 11 years. We need to think really logically now about the infrastructure, so we stand half a chance of making it towards this future."

That would place a huge strain on the grid. An ultra-fast device that can charge cars in about five minutes have a capacity of 150-350 kilowatts — enough to power a small shopping centre. Experts say that even the slower chargers could cause blackouts if too many cars on the same street are charged simultaneously in areas where the grid is under pressure.

BP said last week that it plans to install

400 of its super-fast 150kw chargers by 2021, using its Chargemaster subsidiary, with 100 in place by the end of this year. Rival Shell has installed about 30 rapid chargers in the UK — which can achieve an 80% charge in about 30 minutes. It plans to roll out 150kw units this year.

However, the public charging network is scattergun, with different companies taking differing approaches to investment, and leaving some areas with patchy coverage. Power plugs are also inconsistent, and often incompatible between different models of car.

If businesses continue to cherry-pick areas where they are likely to make money, this disparity could grow. National Grid and smaller network operators make big upgrades based on orders from customers, rather than with a view to potential customers, so some



areas are likely to go unserved unless the government steps in.

"People are wary of buying an electric vehicle if there is no rapid charging point," said one expert on the regional power network industry. "And nobody will put in rapid charging points until there are enough electric vehicles. The government wants the market to deliver, but because of the amount of network upgrades required, the market is saying 'It's too expensive, we want help'."

Government thinking is disjointed. In a report last year, the business, energy and industrial strategy committee said that the ambition to develop national charging infrastructure was at odds with its decision to leave it up to local authorities and private businesses to deliver the changes needed.

The National Infrastructure Commission, which advises the government, has said that charging an electric car should be made at least as easy as filling up a conventional vehicle, and suggested the government subsidise charging points in areas where the market will not deliver.

Last year, the government launched the Charging Infrastructure Investment Fund, which is set to invest about £200m from taxpayers and £200m of private money. It is also investing almost £900m in low emission transport and has outlined its "Road to Zero" strategy. Many believe it could go a lot further.

Charlie Simpson, who heads KPMG's Mobility 2030 team, which works on the transition to electric and driverless vehicles, is exploring plans for a green fund to suck private investment into the area, akin to the Green Investment Bank.

"We are working with a number of UK players to talk to the government and say 'Look, let's put together an overall national framework that signals to the market that here is an area where we can at least give some regulatory

wind and solar, so it can be deployed when required.

This is a further challenge to National Grid, as it could be cut out of the equation, with power generated, stored and deployed more locally, rather than relying on the Grid's national transmission network.

For competition reasons, National Grid and other network operators are not currently allowed to own battery storage, but the FTSE 100 giant argues the restriction should be lifted so it can help meet the country's changing demands.

There will be no shortage of infrastructure investors, from sovereign wealth funds to pension funds, willing to plough cash into these cables and upgrades. But they will demand certainty on their investment, which is likely to heap costs onto consumers' bills — a deeply controversial move, as households that might never be able to afford an electric car could end up subsidising the charging network.

The Treasury, meanwhile, which is reliant on fuel duty, will be hit as people stop buying petrol and diesel vehicles. The tax — which has been frozen for several years — rakes in almost £30bn a year.

The Committee on Climate Change report recommended that the government slash carbon emissions to zero by 2050, and believes the shortfall in fuel duty can be replaced with some other form of tax — though it has not worked out how, and said it was for the government to decide, adding that the costs do not necessarily need to fall on transport, with general taxation or VAT also worth considering.

Road tolls are believed to be under consideration to replace lost fuel duty, which would be paid for by all users regardless of which car they are driving.

Another idea is a charge based on the number of miles people drive. To replace the £28bn tax take from fuel duty, based on the average 7,900 miles travelled by cars in the UK every year, this would need to be roughly 12p a mile — which might be a more palatable replacement for many drivers.

That could see a brave new world where drivers' journeys are uploaded to an app and charged accordingly — a change that could, in itself, upturn current business models and bring new businesses into the sector.

KPMG's Simpson said: "This conversation could get updated very quickly. We are trying to unwind a 100-year-old business model in 15. If we don't do that in a co-ordinated fashion, we will make some major errors and waste huge sums of money."

An enormous government-led infrastructure scheme needing careful thought, long-term planning and outside investment — with an urgent deadline.

What could possibly go wrong?

Courtesy of The Sunday Times



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The Anderson Shelter's TAXI LEAKS

Westminster Council Say "Oxford Street Signage (Buses and Cycles Only) Is Clerical Error"

After the Blue sign Buses and Cycles only went up on the corner of Oxford Street and Portman Street, the ITA started making plans to move the 'Where Buses Go Taxis Go' Protests To Westminster.

Yesterday, a temporary red sign was placed at the junction saying Taxi were presently included while current road work takes place, but the more permanent signage saying Buses and Cycles only, was uncovered by a concerned Taxi driver. He told Taxi Leaks: "This is just like the right turn onto Wigmore Street....they covered that up too. I saw the covered sign and desired to park on the Amba and creep back and uncover. I knew this was what would be there so I took the covering away back to my cab".

The ITA was immediately informed and plans were made to move the protests to Oxford Street, Wigmore Street, Orchard Street. A letter was drafted informing local businesses that they would no longer be serviced by the Best Taxi Service in the World!

Westminster Councils 'Roads and Transport Manager' was sent a communication by email and a standard reply said he was on holiday. But... someone must have read the email and panicked because within half an hour, the ITA had received word from the council that like before.... again the word Taxi had been left off the signage in a clerical error, and that the offending signage would be removed ASAP.

So there you have it.... Again, the threat of progressive militant action from the only group fighting for this trade, has resulted in a successful conclusion.

But we must not relax, as things



could change daily with Westminster, they can't be trusted. They could be telling us what we want to hear as they don't want any hold ups in the new road layout.

It's now up to our wonderful orgs and unions to do their bit and get some sort of guarantee from Westminster the, Where Buses Go...Taxis Go.

**Statement From The Proactive ITA :
Wednesday's Protest In Parliament
Square 1pm Time To Change Gear.**

The representative orgs and unions might think this unsolved situation is okay, but we don't.

We refuse to take this abuse lying down.

It now appears that TfL are completely unaccountable to both houses of Parliament no matter how much they mess up.

Sadiq Khan has ignored repeated requests to meet with a Peer of the realm acting on behalf of a number of Peers in the interest of the Taxi Trade, to discuss the ITA's ongoing campaign 'Where Buses Go, Taxis Go'.

Please arrive at Parliament Square by 1 pm and at 2 pm be prepared, as we will be moving on.

TAXI LEAKS EXTRA BIT :

Every week the police have made it either awkward or difficult to enter the protest area. A marshal has had to be sent to each entry point and asked the police to contact control. This is time consuming and puts drivers off attending. We are assured every week this will be dealt with and that all drivers wishing to join the protest will be given access... but every week it's the same, with stropky offices not briefed properly, refusing to move the cones. Also marshals arguing at check points, have been threatened with arrest by aggressive Check-point Charlies.

Last week, we were even given an apology by the inspector in charge...and told it won't happen again! (But we've heard this before).

The inspector said in future, this will all be sorted out at the pre-protest briefing.

We will have to 'wait and see'.

Last week after we were told the inside lane in Whitehall would be kept clear for emergency vehicles....but when we arrived, we were told (for the first time in 16 weeks) Taxi access would be restricted till after 1pm, when the protest was due to start. The police had already started letting all traffic use the inside lane, organisers had to complain to the officer in charge. It was only when they threatened to move the protest to the Coach station, the officer reconsidered and blocked entry to everything except Taxis and emergency traffic.

This week it will be different, come what may, we will be going on tour at 2pm.

It seems the powers that be are willing to sit out the Kettled protests in Parliament Square and Whitehall....so now it's time to take off the gloves. On the stroke of 2pm, the ITA will change gear and go on the offensive. It's also time for our orgs and unions to supported the trade "100% Officially", (although committee members from two orgs and one Union have regularly attended unofficially).

Time they stepped up to the plate, as current policy of 'Waiting and Seeing' is part of the problem, rather than a solution.

You need to let your paying members know if you support the 'Where Buses Go Taxis Go' campaign, or you support Khan, TfL and local councils decisions to ban Taxis.

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There has been a huge development for those working, and those hoping to work, as a licensed taxi driver at Heathrow Airport.

Word recently reached my ear that a potential Airport driver was refused a Cab Tag upon applying at the cabin in the taxi feeder park. The driver was told that a Tag could not be issued until another Tag, already in circulation, was returned or surrendered.

I contacted APCOA's Sean Taylor, who is the current manager of the Taxi Feeder Park to ask him if a cap was now in place on the amount of drivers authorised to work at Heathrow. Sean's response was that there was now a '1 out, 1 in' policy at the Airport and that he had been instructed from above.

There is currently a bi-monthly liaison meeting between HAL, Apcoa and the various Trade Orgs and Unions at Heathrow, where the day to day running of the TFP is supposed to be discussed. To my knowledge this important decision was not mentioned in any meeting by either Sean Taylor or HAL's Charanjit Brar.

It's possible that neither of these figures knew what was in the pipeline, but I would find it very strange if that was the case and neither one nor the other had previous knowledge. I personally have felt that these meetings have become a complete waste of time.

I have sat in meeting after meeting where the topics discussed are such important issues as the hand dryers in the toilets working at the wrong temperature to rules regarding the placing of various innocuous posters on canteen walls.

Meanwhile behind the scenes decisions like this one that will have a huge effect on experienced drivers and new drivers alike are passed, without consulting the Trade. This is quite frankly an outrage. What is the point of liaison meeting in the first place?

Who agreed to this new policy? Who was consulted?

There will be a tendency among many drivers already holding a Tag to rub their hands together, comfortable with the 'I'm alright Jack' mentality. But that would be a false sense of security. What happens now when a driver loses his Tag or is disciplined for an accumulation of minor misdemeanours. Will the Tag and, therefore, the ability to work the airport, be lost forever? Where do drivers stand now?

What about the effect on those considering doing the Knowledge of London only to be told that London's busiest airport



Airport matters

by Jamie Hawes



is now off limits to new drivers? This stinks...

Old legislation is all that's stopping the likes of HAL from dismantling the trade at Heathrow. I previously reported that the HUTG were told in a meeting that HAL 'talks to Uber'. What are those conversations about?

The harder the squeeze on the trade at Heathrow, the more pertinent the questions become.

The one thing that HAL fears at Heathrow is militant trade action. Will London Cabbies without Tags come out to the Flyers and support Airport drivers knowing they are not allowed to work 'the flyers'? I don't think so.

Smaller numbers are much more controllable in every sense. I have long been saying that the trade holds no sway at Heathrow and this latest 'move' only proves the point. The mistake trade representatives from both the LTDA, RMT UCG and UNITE respectively have

made, is the same one the LTDA have made with TFL and it's this: We are not there to make friends.

We are there to protect the interests of the cab trade. As a dear friend and formidable ex detective advised me recently, McNamara is not a wartime consigliere.

Let this latest move by HAL be a lesson to all.

The only muscle the trade has or has ever had is in numbers and militant action.

The time is fast approaching to flex it.

Heathrow has also announced plans for its own Ultra-Low Emission Zone (ULEZ) by 2022, in what could be a world first.

The Heathrow ULEZ will introduce emissions standards identical to the wider London ULEZ for passenger cars and private hire vehicles entering car parks or drop-off areas at any of Heathrow's terminals, 24 hours a day, seven days a week.

Initial proposals for the

Heathrow ULEZ could set the charge figure between £10-15, in line with charges set by the Mayor in central London.

The charge would help fund new measures to improve sustainable transport modes at the Airport and public transport access proposed as part of Heathrow's expansion plans.

In a statement the Airport said: 'Over time with the opening of the new runway from 2026 and improvements to public transport access to the Airport, the Heathrow ULEZ will transition into a vehicle access charge (VAC) on all passenger cars, taxis and private hire vehicles coming to car parks or drop-off areas.'

Former London Deputy Mayor for Transport and newly appointed Chair of independent Heathrow Transport Area Forum, Val Shawcross, said:

'This is a significant step change in Heathrow's effort to clean up local ground level air pollution by shifting people into the cleanest modes of transport. I have never pulled my punches talking to the Airport about local air quality and I look forward to continuing to hold Heathrow to account in my new independent role as Chair of the Heathrow Area Transport Forum.'

Exact details for the Heathrow ULEZ will be confirmed when Heathrow submits its final Development Consent Order application for expansion after public consultation.

Heathrow will be consulting on proposals for its surface access strategy, including Heathrow ULEZ and Heathrow VAC, in a

statutory consultation on the preferred masterplan for expansion which will be launched on 18 June.

Val Shawcross, once a fierce critic of Heathrow expansion, will chair the "Heathrow Area Transport Forum".

Val was vehemently against the expansion of Heathrow. Last week she took up the job as chair of the "Heathrow Area Transport Forum". The Forum is an (allegedly) "independent" statutory body whose chair's salary is paid by Heathrow Airport. It does not have powers to penalise Heathrow if it misses its targets.

Part of Ms Shawcross's role will be to develop Heathrow's transport access strategy, and monitoring the Airport's performance against the strategy's targets. If they miss targets, then in theory the DfT (a huge supporter of Heathrow expansion) and the regulator, the CAA, are meant to "hold it to account." She knows full well that "If Heathrow expanded without tackling issues like air quality, public transport growth, active transport... it would be a disaster for London."

In January 2018, Ms Shawcross told parliament's Transport Select Committee that the NPS, "completely fails to show how you could expand Heathrow without worsening air quality, not just locally but with an impact across Central London as well". She says now she will "walk my talk" by challenging the Airport from a statutory role.

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What is it going to take?

These following statistics are calibrated from TFL's own licensing data over the weeks from 28/04/19 to 26/05/19.

During this period:

Licensed taxi driver numbers actually increased by 20
Taxi fleet shrunk by 310 cabs (481 vehicles came off and 171 ZECs were added). This ratio has worsened from last months 2:1. For every new cab 2.8 cabs are coming off the road.
Private hire drivers have reduced by 320 overall although out of the current 106,229 current Private Hire licenses during this period 1435 "new" drivers were added...supporting the data behind Uber's notorious churn rate of drivers and drivers realizing that perhaps this was not the best career choice they ever made.
Private Hire Vehicle numbers increased over all by 603 vehicles (or as I like to call it 2.05 miles of lost road space)
Out of the current PHV fleet of 89,052 cars 3,329 are new, fleet owners could be replenishing their stock to be ULEZ compliant.

On Monday whilst going under the Piccadilly underpass I noticed the massive Uber advert "By 2025 all of our journeys will be in electric cars",

By Sean Stockings...



FOIs coming (a few months ago via an FOI we found out 52% of all PHVs were diesels)

Scaling up these statistics over the remaining seven months of the year (7) by Christmas we will see our taxi fleet hovering just above 17,000 cabs, this number includes the new

LEVCS which should be sold during this period.

Garages be like...

Garages are businesses and with their cabs they want full time rather than part time drivers, more

continuity of earnings and less wear on a cab with fewer drivers, as cabs become more scarce part timers will become less lucrative as an option. Garages have to prioritize their fleets.

Drivers who have been cashing in their cabs for a short term payout thinking they can waltz into renting part time are in for a rude awakening, if you are not friendly with your proprietor I suggest you snuggle up pronto.

As an investor (think of Dhillon who went on to form OTTO and formally had a massive cab fleet) think of the return you would get on £68,000, do you buy one vehicle that you can rent for £320 a week or do you buy 3 Prius' (£23,449) that you can rent for £250 a week each?

It's a no brainer from an investor's point of view and clearly articulates what bad business this new cab actually is.

Podcasts..

Podcasts are free, I can do one, you can do one, if you had several million in the bank and you are trying to fight for something they shouldn't be the only card up your sleeve...

Keep doing those Freedom Of Information requests.
TFL hate it.

*Still no whistleblowing from the Fireman cabbies..

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Anthony Joshua vows to 'get belts back' after 'minor setback'



"From this moment on, everything is possible, man."

Andy Ruiz Jr had already shown just what was possible before giving his post-fight reaction to BBC Sport boxing correspondent Mike Costello.

His colossal upset of Anthony Joshua smashed the heavyweight division's status quo.

There is a new world IBF, WBO and WBA champion, one who exposed a lack of speed in Joshua, according to Costello.

BBC Radio 5 Live boxing analyst Steve Bunce thinks a Los Angeles rematch is likely, and Tyson Fury's promoter Frank Warren thinks Joshua could lose again. Here, with some extra analysis from Warren, the 5 Live boxing team unpick the fallout from the weekend's shock result and look to the future.

Where was AJ's anger?

After seven rounds, a knockdown of his own and four from Ruiz, Joshua retired to his dressing room. In the ring he had been sportsmanlike, prompting 5 Live's ringside pundit Carl Frampton to call for a show of anger.

Bunce: "Joshua said 'what a great fight' in the ring afterwards, a bizarre statement on a night I still can't really believe.

"There are so many bits of it that are shocking, so many moments that there are no explanation for. I don't really know what happened in rounds four, five, six, when I will suggest Joshua had no idea where he was after being down twice in the third. He wouldn't be the first fighter to vanish in a fight."

Warren: "After the fight, he didn't seem very upset at losing his title. I was very disappointed. I'm not saying you should be a bad sportsman, but it was like he was relieved to get out of there."

Joshua pays for lack of speed

And get out of there he did. At first, his post-fight media duties were postponed under doctor's orders, only for Joshua to then insist he would carry them out following the first loss of his 23-fight career. Ringside, 5 Live pundit David Haye said the Briton's "invincibility" had now gone and others pointed to shortcomings.

Costello: "Something that struck me at the open workout on Tuesday was how slow Joshua looked. I thought it was just a case of his trainer Rob McCracken saying, 'do as little as you can for the cameras'. I overlooked it.

"When Ruiz lost to Joseph Parker in



2016, he would throw a flurry, calm down, slow down and lull Parker into a sense of safety. When he did attack, there were razor sharp punches. There was more here; speed was the absolute key."

Warren: "I was surprised it was Ruiz who did it. Joshua is easy to hit. His defence is pretty awful and it hasn't improved at all since he turned professional.

"When he was an amateur, I thought he was outstanding, but as a professional they have not really worked hard on his defence. He's wobbled in the past four or five fights and this guy - who's got fast hands - totally exposed him."

Anyone for Los Angeles?

It is now down to Joshua to take up his rematch option and it is almost certain he will, with a bout slated for late in the year. First he must get over the shock of losing to an opponent who took the bout at short notice. Bunce said Joshua could not hide his feelings when he interviewed the fighter outside his dressing room.

Bunce: "His face was fairly sad, to be honest with you. There were 30 people around us who were very unhappy. He was hurt and it will hit him. I wouldn't be at all surprised if he stays in a darkened room for a few days.

"Don't be at all surprised, if we got to the Staples Center in Los Angeles, for Ruiz's people to fill it - or Las Vegas. I'm convinced it's a rematch in LA or Las

and put him down twice.

"I think this fella will be better with a bit more preparation and it's going to be a different proposition."

Respond by being visible

Before the seventh and final round played out, Joshua asked his trainer "why do I feel like this?" There have been whispers he was unwell, though he made no reference to that himself. His promoter Eddie Hearn emphasised a rematch is "must-win" for his career, so how does the former champion respond?

Bunce: "The key is to get out there to the coalface early. Get back on TV soon, get out and about, sit down with people and be accessible with a charm offensive.

"He won't make excuses and he can meet and face his critics and put his case for a rematch. He will come out of it with more grannies who love him than he has now. If he vanishes, that, I think, could hurt him."

Warren: "He will go on a charm offensive. Where he's been corporate and inaccessible to the public, suddenly you'll find he's a very accessible person and they will try to do a repackaging job. "He doesn't look in good condition.

When you think Anthony Joshua has been training with Navy Seals, he's in the ring with a guy who looks like a beached whale and did an absolute job on him."

Costello: "I always said Joshua was the type who could ride the tackle when he lost, that he could handle it. But I said that not figuring it would be Ruiz. I figured it would be Fury or maybe Deontay Wilder and he would make a story of redeeming himself in a rematch."

Ruiz shows 'special' quality

Ruiz overcame the 1-25 favourite in convincing fashion and pointed to back-to-back training camps as a key factor given he fought as recently as 20 April. In one night, his profile has been transformed from being an overweight easy touch for Joshua to a dangerous champion.

Bunce: "If he went on a six-month regime, he will still not look like the worst version of Joshua. That's just the body attached to Ruiz.

"But here he came in heavier again.

Maybe that's why previous trainers parted ways with him. Maybe they were exasperated."

Warren: "I don't think he'd be a problem for Tyson Fury. He's got built-in endurance and fast hands but he's not carved out of marble. Muscles don't make you a great fighter."

Costello: "Ruiz has now been trained by Freddie Roach, Abel Sanchez and Manny Robles. Big names. They wouldn't work with a waste of time.

"It was a special performance and justice was done as the referee massively gave Joshua the benefit of the doubt at the end of the third round. "We have seen another special night, this time with Joshua on the receiving end."



Vegas and I would be stunned if the people advising Ruiz advise him not to take it."

Costello: "It sounded as if he was putting a brave face on it when he spoke to Steve. Just to paint a picture of the scene for people, I was at a door at one end of his dressing room, Steve at the other. In the time we were there, one of the Matchroom Boxing staff came along carrying his belts, which of course he now no longer owns."

Warren: "The problem is that once he gets in the ring and the bell goes, that chin of his is exposed.

"I've got to be honest, I would be very surprised if the outcome was any different. Ruiz will take a lot of confidence from the way he won the fight. He showed that he is a true warrior himself. AJ caught him with a real good shot when he went down, but he got up

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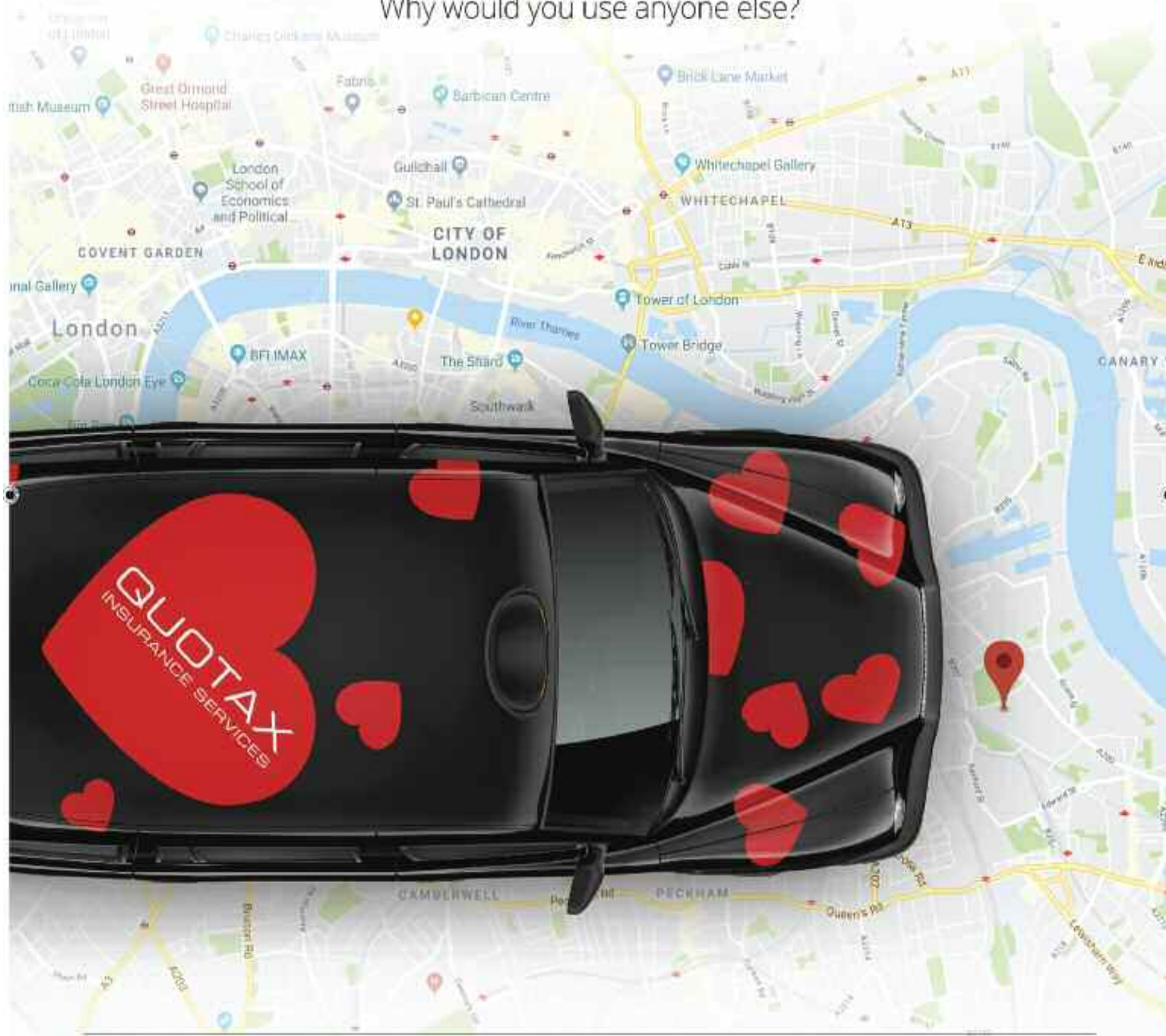
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