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Issue 271 July 2019

TfL DECOMMISSION THE CAB TRADE

**FULL FACTS
ON PAGE 3**

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TfL DROP 12 YEAR BOMBSHELL

So TfL finally confirmed what the club has been saying all along - that the 12-year age limit will be introduced later this year.

As reported back in the May edition of the Badge, James Farrar of the UPHD informed Chairman Grant Davis that he was told by Christina Calderato (Head of Delivery Planning TfL) before last Christmas 2019 that the 12-year age limit was definitely being implemented in the cab trade.

The LCDC subsequently made an official complaint regarding the behaviour of Ms Calderato...but the LTDA and Unite still met her in private. So, all this nonsense about drivers not replying to the consultation being one of the reasons why it was brought in is exactly that - NONSENSE. They'd already made up their minds last year, and this was a "tick the box" consultation.

Steve McNamara, along with Unite the union Rep Jim Kelly, had numerous private meetings with both Christina Calderato and Helen Chapman to discuss the age limit, excluding all other trade unions and orgs. Jim Kelly also arranged a private meeting for the pair

of them to meet Mayor Khan and Heidi Alexander. Surely all trade groups should have been involved, to know exactly what was being proposed?

In the latest edition of Taxi, Steve Mc claims that the LTDA have issued pre-action protocol letters as a precursor to a possible judicial review. The key word is "possible" - how many times have the LTDA threatened to JR, only to end up doing nothing?

In the recently published accounts of LTDA Enterprises it shows that it is now operating on a £2000 overdraft. The previous year they had £133,000 in the bank. The accounts also show that LTDA Enterprises still owe the Association £1.6m.

In the March edition of Taxi, the LTDA reported that they had sold Taxi House and were purchasing new premises in Great Suffolk St. However, it would appear that neither transactions have subsequently been recorded by HM Land Registry.

One has to ask whether the LTDA are in a financial position to fund any judicial review or legal action, in support of the trade.

Grant Davis, LCDC Chairman





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Grim figures tell the true story

Here are the stats below for the last 10 years on the numbers of new taxis licensed in London (calendar year). You can see the average annual number of taxis plated over the 10 years is 1,373. So, that's where you can clearly see that the decommissioning scheme has done nothing to increase the number of ZEC taxis on the road: all that is happening is that the London fleet is churning at the same rate as it always has.

| | First full year of sales Euro4 | | | Agility launched Jan 2012 | LTC resume in March | EPV route in September | Euro 5 run out through 188 | No Vito sales | Euro 6 Vito | | |
|----------------------------|--------------------------------|-------|-------|---------------------------|---------------------|------------------------|----------------------------|---------------|-------------|-------|------------------|
| London new plating history | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 10 years average |
| Total | 1,434 | 1,428 | 1,442 | 1,461 | 1,239 | 1,494 | 1,308 | 839 | 1,881 | 1,180 | 1,373 |
| TX4/TX eCity | 1,088 | 1,042 | 1,111 | 882 | 703 | 1,219 | 1,056 | 838 | 552 | 1,180 | 967 |
| Vito | 346 | 386 | 331 | 579 | 536 | 271 | 251 | 1 | 1,329 | 0 | 405 |
| Other | | | | | | 4 | 1 | 0 | 0 | 0 | |
| Vito Share % | 24% | 27% | 23% | 40% | 44% | 18% | 19% | 0% | 71% | 0% | 30% |

| | | | | | | | | | | | |
|---------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--|
| Taxis on road at year end | 22,445 | 22,558 | 23,099 | 22,168 | 22,810 | 22,500 | 21,759 | 21,300 | 21,026 | 20,087 | |
|---------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--|

Thus, if LEVC have only licensed 700 in 6 months, we can forecast they will sell c.1,400 in 12 months i.e. the standard churn rate. If you can ensure that the LEVC numbers are the actuals then you can use this argument that the decommissioning scheme has been a waste of taxpayers' money. TfL will argue that what the decommissioning scheme has successfully done is to get rid of dirty older cabs and the proportion of low emission Euro 6 and ZEC cabs has increased. But that's not what the Mayor's aim was (see below):

"I hope this fund helps deliver a new generation of zero-emission taxis on our roads and paves the way for the Government to offer a diesel scrappage scheme so all London motorists can ditch their dirty diesels"

Sadiq Khan
The Mayor of London



That was when the fund was first launched on 28th July 2017.

Instead, what has happened is that the decommissioning incentive has bribed drivers and smaller fleets of older vehicles to take the money and look for other cabs to rent. But, and this is where the club's argument comes in, there are no cabs available and the result is that drivers are being made redundant.

It's interesting looking at TfL stats on the relationship between drivers and vehicles. There have always been more drivers than taxis: doubled cabs and drivers on 'holiday' or semi-retired. Up until this year the average number of drivers more than taxis was 2,785 over the 9-year period 2009-2018. However, the decommissioning scheme has increased the excess of drivers to taxis by 37%, over 1,000 more drivers than vehicles.

These are the drivers that have effectively been made 'redundant'.

See table right – source TfL

| London taxi fleet trends | Vehicles | Drivers | | | Drivers vs vehicles | |
|--------------------------|----------|---------|--------|--------|---------------------|------|
| | | Green | Yellow | Total | | |
| 2009-10 | 22,445 | 21,334 | 3,580 | 24,914 | 2,469 | 111% |
| 2010-11 | 22,558 | 21,499 | 3,571 | 25,070 | 2,512 | 111% |
| 2011-12 | 23,099 | 21,690 | 3,646 | 25,336 | 2,237 | 110% |
| 2012-13 | 22,168 | 21,733 | 3,727 | 25,460 | 3,292 | 115% |
| 2013-14 | 22,810 | 21,876 | 3,662 | 25,538 | 2,728 | 112% |
| 2014-15 | 22,500 | 21,724 | 3,508 | 25,232 | 2,732 | 112% |
| 2015-16 | 21,759 | 21,500 | 3,370 | 24,870 | 3,111 | 114% |
| 2016-17 | 21,300 | 21,274 | 3,213 | 24,487 | 3,187 | 115% |
| 2017-18 | 21,026 | 20,803 | 3,023 | 23,826 | 2,800 | 113% |
| 30/06/2019 | 19,184 | | | 23,008 | 3,824 | 120% |



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

Once again TfL pass the buck

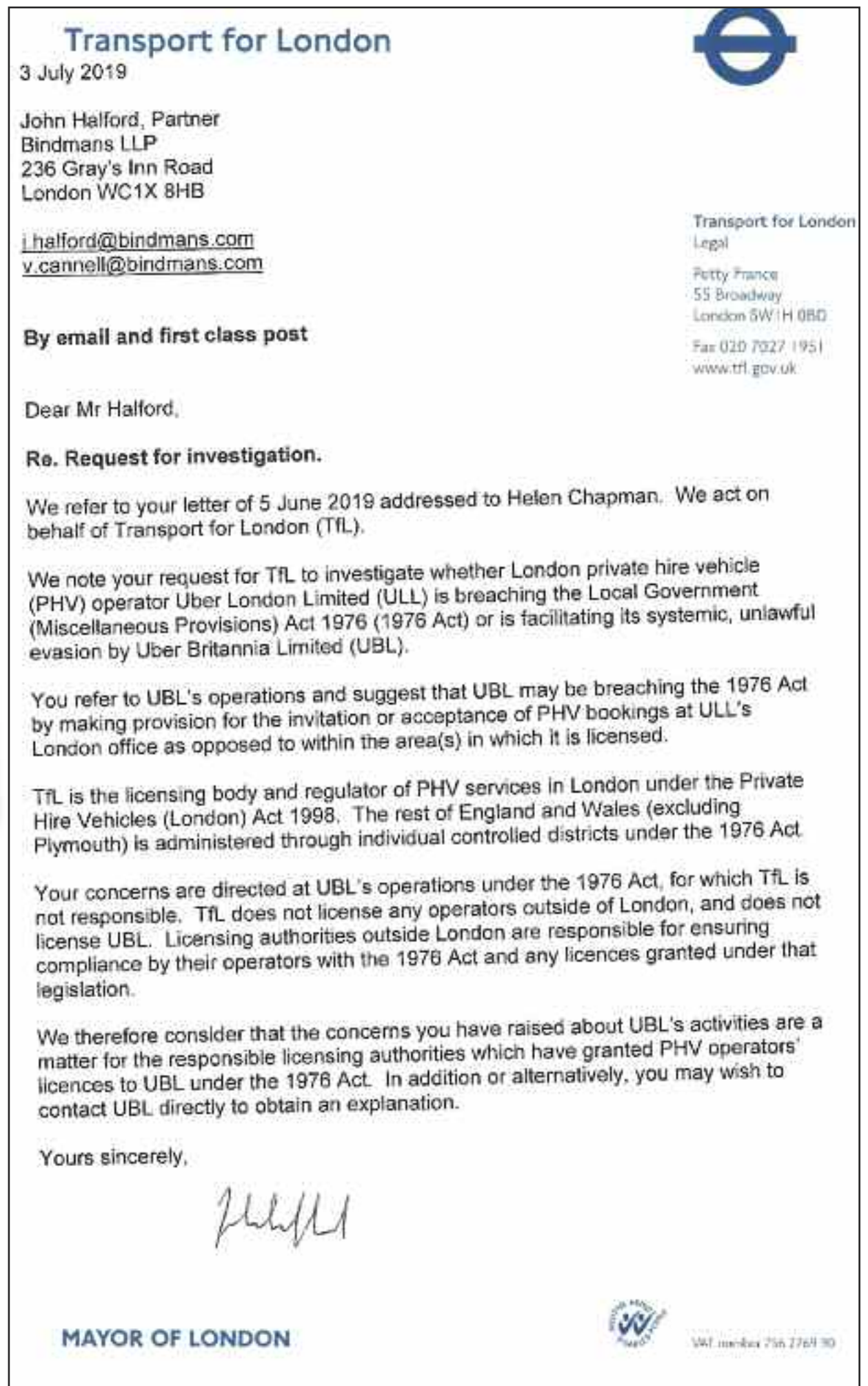


As Readers of The Badge would have seen from last month's edition, the LCDC has engaged top licensing lawyer John Halford from Bindmans LLP, questioning TfL over the legality of Uber Britannia's operating system.

Our legal team has now received a response from TfL, and you can see for yourselves that our licensing authority is once again refusing to uphold its responsibilities and to behave as a regulator.

We are currently in discussions with Mr. Halford as to what our next steps will be.

Uber's licence is up for renewal in September, and we really feel that this investigation, if it took place, would raise serious issues regarding their relicensing.



L.C.D.C LEADERS NOT FOLLOWERS

Stop talking about it and **JOIN!**

Uber passengers left in limbo

In 2015, following the London Assembly Future Proof report, TFL reviewed a number of the regulations governing the licensing of the private hire trade.

In March of that year, TFL conducted a consultation, Proposal 2. Within this original consultation was a requirement for operators to ensure that there was a time delay between a booking being accepted and the commencement of that journey; the proposed time interval being a specific 5 minutes.

At the time, many objectors to this proposal cited passenger safety. An example given, was lone females waiting in the early morning outside nighttime establishments etc; 73 per cent of customers responded no - the proposal was dropped.

Move forward 4 years. Any observer of the industry on social media will tell you of the numerous reports from customers complaining of drivers cancelling their bookings - Uber drivers working for the largest fleet being the main culprits. Whether this number is increasing due to Uber giving more leeway to drivers due to their current employment appeal remains to be seen, although I suspect that would be no comfort to those lone females.

Recently Uber changed their drivers' terms and conditions again, quite possibly in connection with the employment issue. Section 7(f) states:

"You will be given key information in the Driver App about a Ride request before you decide whether to enter into a contract with the Rider. This will include the Rider's requested destination, pick up location and rating."

The driver receives the first part of a postcode.

Putting aside another possible safety implication that a driver might receive, this customer request in a

moving vehicle, reading the destination text on their smartphone application before deciding whether to accept that request, what are the implications for those lone females?

As a taxi driver, I am more than happy to take the rough with the smooth, the good jobs and not so good jobs. I would never refer to any job as "bad" and it is my belief there is no such a thing. This aside, the fact

is, in the vast majority of hirings, I have absolutely no choice, it is a legal requirement.

So what are those implications for those lone females? The current process of ordering an Uber PHV is first opening the app; the customer then enters the destination details; the Uber system then searches for 'potential' drivers and then supplies the customer with a fare

estimate and ETA. The customer decides and requests, immediately the customer receives notification that the booking has been 'accepted' by Uber London, the system then searches for that 'potential' driver.

Questions:

- What if that destination is a relatively short distance and the driver decides it is not

financially viable?

- What if that destination is in an area with a bad reputation and the driver decides not to accept?

- What if the driver doesn't like the customer rating?

Those lone females are kept waiting while the system searches for another driver and the process is repeated.

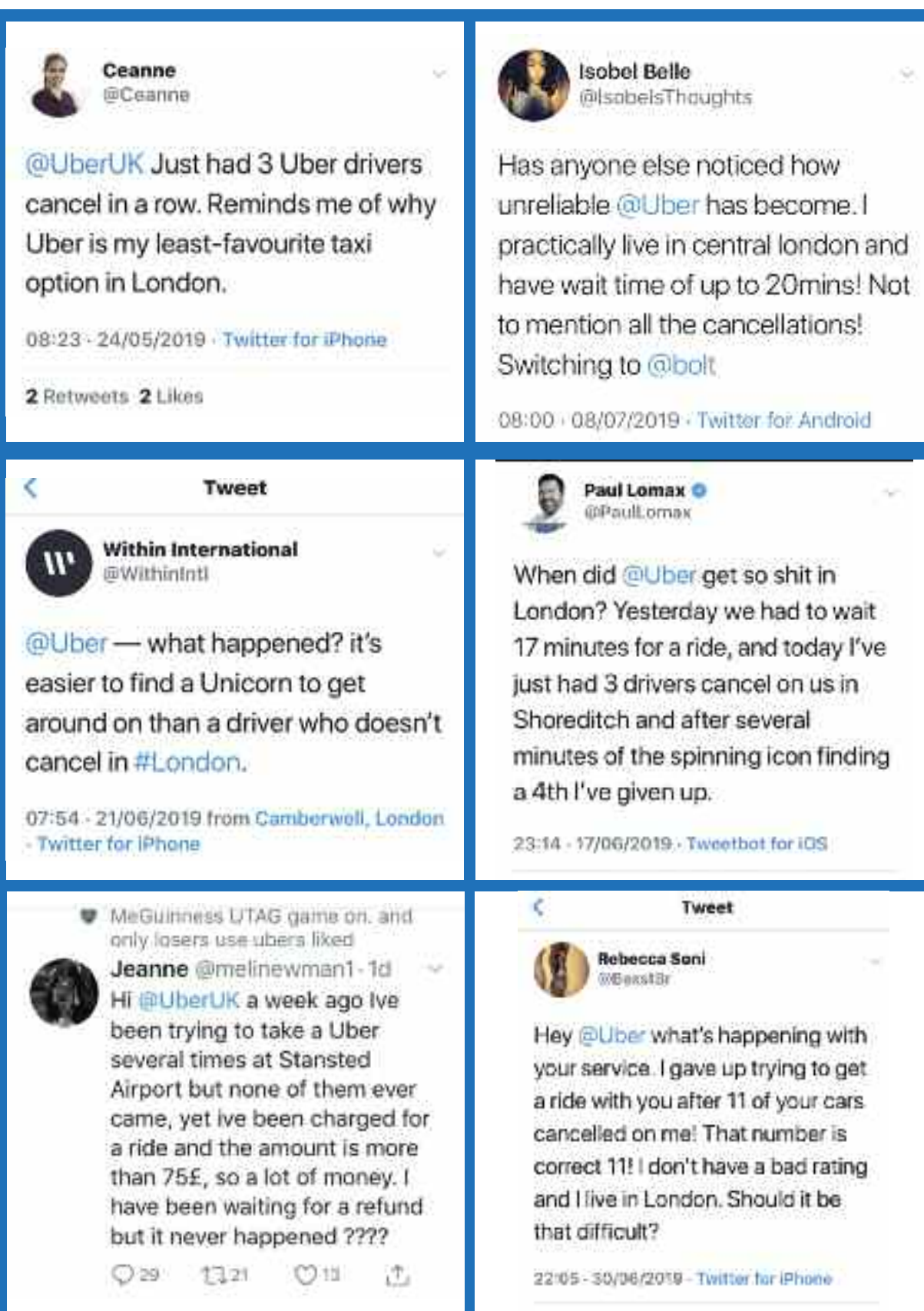
Under legislation it is the Private Hire operator that makes provisions for the invitation and acceptance of a private hire booking. It is the operator that accepts that booking regardless of the Uber driver Terms which state: "When you confirm you want to take a Ride request sent to you through the Driver App, your agreement is communicated to the Rider by Uber UK (as disclosed agent). This will give rise to a direct contract between you and the Rider".

Questions must be asked how is it permissible that an operator can accept a private hire booking and then confirm to that customer acceptance without the knowledge a driver is available and 'willing' to complete that trip request.

Obviously an operator, in certain circumstances, will not know the driver availability, an example if the booking request is for the following day, but when a customer requests an ASAP booking?

Presently TFL are analysing responses to the long awaited Improving Safety in PHVs consultation. In publicising they stated: "It is essential that standards set by TFL ensure passenger safety and provide appropriate levels of service".

If TFL were serious in improving the safety and appropriate levels of service for passengers, including those lone females, they would urgently introduce a condition on operators requiring knowledge of availability and 'willingness' of registered drivers prior to acceptance!



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How safe ARE women alone in an Uber?

After a night out celebrating her 30th birthday in Leeds city centre, Ellie Dolby, 33, did what so many young women do and called an Uber cab.

Seen as a safe option by many, the appeal is that they're quick to arrive and reassuringly easy to track with the app's GPS technology — the driver's name and photograph are even displayed on your mobile phone screen before the cab arrives.

The reality was terrifyingly different. Ellie was sexually assaulted by the driver in a horrific attack in December 2015, which has left her deeply traumatised.

Yet worse was to come. Despite this attack being reported to Uber and the police, the driver remained free to keep working — and attacked another woman just a week later.

It's a deeply concerning situation that should raise alarm bells for any woman who chooses to travel by Uber — even more so because no criminal charges have ever been brought against the driver, Naveed Iqbal, 41.

Indeed, an out-of-court settlement from Uber last week, amounting to a 'five-figure sum', is the sole recognition of their terrible ordeal that Ellie, and the second victim, Rosie Winston, now 22, have received.

As Ellie says of her initial report of the attack: 'Uber made all the right noises and convinced me it was taking it seriously. But it wasn't backed up by action because days later he was in a position to attack another woman. What happened to Rosie could, and should, have been prevented.'

West Yorkshire police investigated, but no charges were brought because the cabbie who was named on the app when the women booked their taxis happened to be out of the country at the time.

However, an inquiry by taxi licensing authority Leeds City Council, which had been alerted to the allegations, concluded Naveed Iqbal had used his brother's Uber log-in while he was in Pakistan, and had picked up Ellie in the early hours of December 6 and Rosie on December 13. There is no suggestion that his brother knew about his actions.

Naveed Iqbal finally lost his private hire licence in November 2017, at Leeds crown court, after Judge Simon Batiste ruled that 'on the balance of probabilities' he had carried out the attacks.

The judge said: 'We are satisfied that he is not a fit and proper person to hold a licence. He's extremely fortunate that criminal charges have not been brought against him.'

As he has no criminal record for these assaults, Mr Iqbal is, of course, free to do as he pleases, other than drive taxis.

Mr Iqbal shared the people carrier with his brother, working at night while his sibling did the

I'd had a busy night and, with CFS, the need to sleep is impossible to fight.'

Four minutes from home, Ellie woke again to the sensation of a hand on her right breast. 'This time he made no attempt to remove it, so I shouted: 'What are you doing, you dirty b****d? Get off!'

'I had to push him away. He said: 'What, love? I'm a man, I need sex.' Horrified at the

When West Yorkshire police investigated Ellie's report, no charges were brought — because it wasn't Naveed Iqbal's name on the cab-booking log. Police remain insistent that this fact means no case could be proven beyond all reasonable doubt.

The spokesman for West Yorkshire police said that the force received two separate reports of women having been

was in the middle of a nightmare.

'I was too terrified to scream because I didn't know what he might subject me to next. He asked if I had a boyfriend, what I'd drunk, then the questions became more sexual. I can't repeat them, they were personal, horrible.' Terrified, Rosie blacked out.

She has no recollection of getting out of the taxi and into her home. In fact, her next memory is of waking up in her bed the following day.

When a notification appeared on Rosie's phone asking her to rate her Uber trip, a chill ran down her spine and the knowledge that something terrible had happened began to come back to her.

The psychology graduate reported the assault to Uber and the police that afternoon. But neither she nor Ellie were told if he had been suspended from his job.

Months later, they learnt there would be no criminal prosecution, as either investigating police officers, or the Crown Prosecution Service, believed discrepancies about who was driving meant the case 'would not stand up in court'.

Rosie, who sat in the front of the taxi after the back door failed to open — perhaps, she now thinks, having been intentionally locked by the driver — has suffered crippling panic attacks, depression and even post-traumatic stress disorder.

Too anxious to attend her university lectures, let alone socialise with friends, in the months that followed Rosie came close to dropping out of her course.

On the rare occasions she did go out, major panic attacks were brought on by any taxi ride — something she has avoided at all costs when alone.

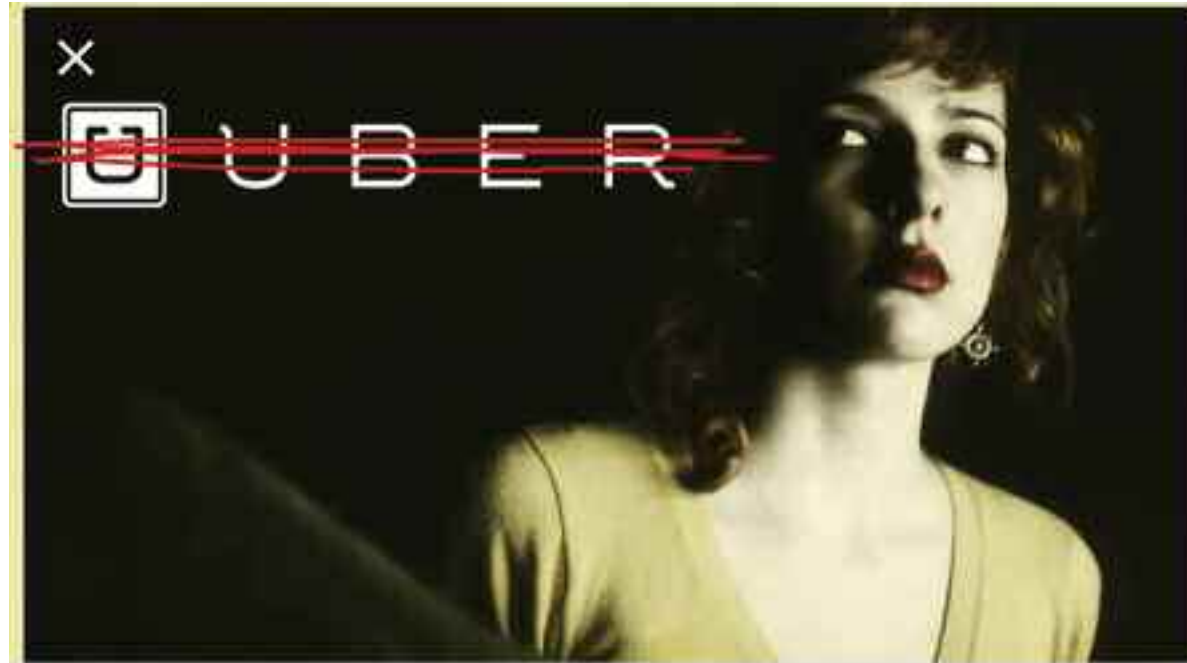
In a statement issued after the settlement was agreed, an Uber spokesman said: 'There is no place for this kind of behaviour in the Uber community. We take all reports very seriously and investigate thoroughly.'

'We typically waitlist drivers during investigations and, if the allegations prove true, an individual would likely face permanent deactivation.'

This is cold comfort for Rosie and Ellie, whose ordeals are certain to leave women everywhere even more wary when they find themselves alone in a cab at night.

Both women's names have been changed.

Courtesy of The Daily Mail



day shift.

He denied assaulting the two women and using his sibling's log-in, which is not permitted by Uber. He blamed a 'technical fault' on the phone or app.

However, lawyers specialising in abuse cases for legal firm Irwin Mitchell, who represented both victims, argued that Uber was liable for what had happened to them because it had a 'duty of care to protect passengers', as its drivers are employees. After initially contesting the claims, the taxi firm agreed to the landmark out-of-court settlement.

On the night in question, Ellie was travelling home alone, and sat in the front of the taxi as always, because she gets travel sickness.

Having had several celebratory cocktails, and as a sufferer of chronic fatigue syndrome (CFS), Ellie fell asleep minutes into the 15-minute journey — only to wake with a start, feeling a hand on her right breast.

'Out of the corner of my right eye, I saw his left hand go back to the steering wheel, and said: 'What the hell are you doing?' she recalls. 'He said: 'You were dreaming, love.'

'I was sure I wasn't dreaming, so tried really hard to stay awake to be on my guard, but

thought of what he might do next, I told him: 'Well, you're not getting it from me!'

With her heart pounding, Ellie jumped out and ran the three-minute journey home, convinced he would try to follow and grab her. Once inside, she bolted her door.

Two old university friends, who had bowed out of the celebrations earlier in the evening, were staying over. When Ellie ran in, she shouted angrily at one of them, recounting what the driver had done to her before breaking down in tears.

The following day, she made reports to both Uber and the police, fully expecting her assailant to be suspended from work and charged with sexual assault.

'I'm haunted by the thought that if I hadn't instinctively fought back, he could have grabbed me by the throat and raped me,' says Ellie.

'I was so relieved to have escaped, but that didn't stop him haunting my every waking moment for a very long time afterwards.' So how on earth, despite being reported to the authorities by Ellie, did Iqbal escape detection, allowing him to commit the same crime against Rosie?

sexually assaulted by a taxi driver in Leeds on December 6 and December 13, 2015.

'Investigations were conducted into both reports and a man was interviewed after voluntarily attending. There were evidential difficulties, some in relation to the identity of the suspect, and both cases had to be finalised on that basis,' the spokesman added.

Despite being victims of a serious crime, the women claim they were not kept in the loop by police, with calls for updates going unanswered until, around six months later, they were told there would be no criminal charges brought against their attacker.

Rosie had been out at the theatre with friends on December 13, then had gone for a few drinks with them. When the girls finally said their goodbyes, it was 1.30am.

Not far from her home the driver parked up in a dark street. He forced his right hand up her shirt, touching her right breast. His genitals were on display, as he first tried to kiss her, and then force her to engage in a sex act.

'I was frozen with fear, unable to move or speak,' says Rosie, who remains so traumatised that tears constantly brim in her eyes as she speaks. 'It was like I

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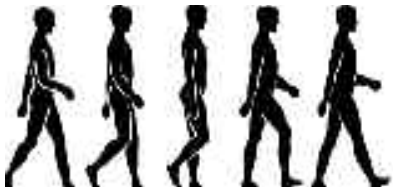
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Walker on the March...

LET'S ALL PLAY "IT'S A RIP-OFF"

Would anybody like to drive an electric taxi but can't afford silly prices? Well, Nissan have an all-electric NV200 taxi operating. It will do 106 miles and re-charge in less than 30 minutes.

If you want one and you operate in Cornwall, the price after the plug-in grant is £17,855. Yep, you heard right - £17,855.

Calm down though. When the NV200 eventually comes to London, complete with turning circle and wheelchair ramp, it's gonna be a little more expensive. What shall we say – perhaps £10,000 for the turning circle and ramp? Seems fair that the NV200 might come into London at somewhere around £28,000.

Nah, the projected price is £47,000! That's getting on towards 3 times the price of the same basic vehicle operating in Cornwall.

Somebody needs to tell these manufacturers that driving a London taxi is no longer a pot of gold that they can dip into to their hearts content. The well is almost dry and if they help us go to the wall with their prices, they go to the wall with us.

They've had a good run but the trade no longer has the ability to keep paying these rip-off prices. TFL could cut the cab life from 15 to 5 years and they still wouldn't sell enough cabs; it would just force drivers out of the trade, on a bigger scale than it is currently doing.

TFL – HELLO!

While we're about it, TFL also need educating. Currently, there is a bit of crisis talking going on with the Taxicard scheme.

Basically, the customers can't afford the meter prices and the drivers can't afford to charge as low as the scheme need to be charged. My own son is rejecting 60-100 Taxicard fares on a daily basis on the day shift.

If Taxicard needs cheaper fares, then there is a need to reduce the cost of operating a taxi. TFL could start with ditching the turning circle; that must surely take at least £10000 off the price of a new cab.

TFL could also get together with Taxicard and disabled organizations to lobby government to treat accessible taxis the same as cars bought under the Motability scheme i.e. no VAT. That's another 20% off the price of a new cab.

Even allowing for a London hike, this would surely reduce the price of a new cab by around 30%. That would make the NV200 around £33,000. That's enough to lower the tariff without reducing driver

margins.

Next, listen to trade protests about "taxis go where busses go". That wouldn't reduce our tariff but it would reduce many fares.

Or we could go the whole hog and rip up the bike lanes. I know it ain't gonna happen but the result of the squeeze on road space over the last few years mean that around 40% of daytime fares are for the time spent sitting in traffic.

Alternately, TFL could just keep doing what they are doing now – squeeze the life out of the taxi trade until it disappears.

OLD CAB DRIVERS DON'T DIE, THEY JUST FADE AWAY

Our trade has always depended on part-timers. The system

BUY, LEASE, RENT?

Currently, almost 25% of drivers are at least 60 years old and these are under even greater threat of full retirement from the trade.

A new TXe is almost £60,000 even after grants. Is somebody of retirement age going to risk spending that much money?

Even if they are willing, how can that kind of money allow part-time working? It's all very well to say there is savings on fuel but even if the savings cover the vehicle cost (doubtful) those savings are only made when the cab is working; the capital costs are still there when the cab is parked up.

A 5 year lease deal plus insurance (very expensive for the over 70s), plate, etc will top up around £300 per week.

A THIRD WAY

We all just seem to believe the problem is simply that older drivers that want to semi-retire will be left with the only other choice of retiring altogether.

We don't seem to be considering a third alternative.

I know its sacrilege to say this but another choice is to drive a ride-hail taxi. Sooner or later, a driver that cannot afford to retire or rent/buy a taxi to work part-time is going to swallow his pride and sign up to Uber or something similar.

Apart from the moral implications, why wouldn't this make sense? No need for a purpose-built vehicle – just use the family car. Insurance costs come down as Hire and reward can be on-off. Choose your own hours without cost penalties.

OK, the driver would have to work



means that supply cannot be managed to match a demand that varies between days and hours.

This is where the part-timer came in because they tended to work hours outside of normal working hours i.e. nights and weekends in the main.

The part-time workforce came generally from specific industries and the semi-retired. Industries that supplied us when I first started cabbings, such as print and docking, have more or less disappeared. Of the rest, such as postal workers, fireman, police, etc, their number has declined.

This makes the semi-retired a much more important sector of the part-timers. However, this section is under threat. These were affected when the 15 year limit on cabs rule was brought in.

So, somebody only working weekends needs £150 a shift before earning a penny. Would you do it?

Renting could be an answer but where are they going to rent from? Garages are currently queuing to collect the grants for scrapping their old s**tcarts and not replacing them.

Some are getting rid of their fleets altogether and quitting the business.

That is creating a shortage of cabs for rent while increasing the number of drivers doing the same thing and/or looking to rent rather than risk a £60,000 investment.

So the chances of an old boy finding a cab for rent at weekends are slim but even if they do, the rates are bound to be pretty hefty.

for App prices and pay a hefty commission on work but this would still allow a driver to semi-retire and earn some money without the risk of a high investment or high variable costs.

As we all know, once one does it, many will follow. This could be more bad news for the trade. It could mean that some ride-hail drivers would be of the same quality as taxi drivers – because they are taxi drivers. And there is the potential for 25% of taxi drivers to opt for this.

So, the predicament of taxi drivers that are near or past retirement age is not just their own problem – it's all our problem. We, as a trade, need to fight for a way to keep the ability for semi-retired drivers to continue working in the trade.



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“I’m not upset that you lied to me, I’m upset that from now on I cannot believe you”

At no point did the cab trade have any choice in the vehicle we drive, this decision rests solely with TFL. TFL told us which vehicle to buy with the promise that we could use it for 15 years, so to turn around and suddenly tell us that it is no longer suitable is incredibly unfair and possibly illegal, as we are being discriminated against.

TFL has taken away our access to vital roads whilst flooding our market with an almost identical cheaper variant that has none of our regulatory burden but all of our hard earned benefits. Whilst doing this it has increased the price of the only vehicle we can buy by over 50% - neither has the promised charging infrastructure been provided. They have created the perfect environment for Uber and now Ola to thrive, minimal “streamlined” medicals, background checks and topographical tests, any talk of raising standards is kicked into the long grass (language test being a perfect example), literally opening the recruitment pool as wide as possible whilst driving down standards and invariably safety.

I still don’t understand the difference between watching a youtube video or the uber App, both are a distraction. The Mayor’s office and TFL love talking about how wonderful they have been to the cab trade, remember the initial promise of £42 million in 2017 and then only after initially being disappeared away for it to be reinstated and cut to £24 million in February this year? This is not TFL doing us all a favour... it is to buy off the trade and dissuade us from suing them.

TFL is very aware that the number of Taxis available to our trade is now at a critical level. Despite this information they have decided to go ahead with the age limit reduction and deplete our numbers further. They’ve thrown everything at us, taken away roads and are now literally pulling the wheels out from under our feet.

All this policy is fallout from Steve McNamara’s bogus 9000 in 3 year sales projections.

The LTDA is at the moment very flush... having just apparently sold its



premises for £21 million and without consulting its members. 50% of cabdrivers rent, that means 5000 of the LTDA’s members are now experiencing “cab insecurity”, rents are rising and now there are waiting lists for Cabs at virtually every garage. If you break down or have an accident is there back up for you, is there a replacement, does a minor incident mean you being unemployed?

Steve McNamara has the money to challenge the age limit reduction and it has a very high probability of succeeding, but doesn’t seem to want to...

Yet again his members seem to be asleep at the wheel and “just want the cover”, Steve literally congratulating Heidi Alexander and the mayor recently “for doing a fantastic job” was embarrassing to say the least, his priorities seem to be pleasing TFL before his own struggling members. TFL hasn’t been straight with us about getting 15 years out of the cab they previously sold to us, why would this ZEC cab be any different? What is to stop TFL from making London “Zero Emission” only in a few years’ time or reducing Euro 6

vehicles age limits, LTDA is not fighting this now, why would they fight it in the future?

“Proposals” and letters to the Mayor are not legal action and don’t require any funding.

Mass Plying For Hire?

We are licensed to Ply for Hire. If we all happened to do this in one area (lights on and willing to accept jobs) we are only doing our jobs, calling it a demo invokes a series of limitations and potential liabilities... Section 12 etc. Mass Ply for Hire would be virtually un-policeable”, as a swarm we would be able to move around London causing maximum impact over a shorter period of time and using fewer demos. In terms of demos I am not sure how many I have left in me and whilst “demoing” I want my efforts to be as effective as possible and I believe the best way to capture TFL and the Mayor’s attention is via the policing budget. It has never been done and I believe we need to start thinking differently.

LTDA still refuses to lay any blame at TFL’s door and keeps pretending that nothing is wrong.

Previously they were deployed to smooth the way and keep us as a trade from being critical about the various policies that are undermining our jobs and our mental wellbeing. This same org undermines its own members pre meetings by labelling them “loonies” (let’s not even get into the mental health ramifications), has secret un-minuted meetings arranged last minute with TFL designed to keep critical voices out of the room and even at this eleventh hour still maintains that “it’s all Uber’s fault” and that Mike Brown is still “onside”.

*I appreciate all the tremendous work and efforts that the ITA has done and is doing.

TFL Licensing Statistics

These following statistics are calibrated from TFL’s own licensing data over the weeks from 02/06/19 to 30/06/19.

During this period:
Licensed taxi driver numbers decreased by 66
42 New drivers passed out.
23,008 cabbies in total.

Taxi fleet shrunk by 290 cabs.
LEVC sold 218 vehicles.
Total fleet is now 19,184 Taxis.

Private hire drivers decreased by 69
Private hire Vehicles increased by 321
There are now 106,160 private hire drivers in London working 89,947 PHVs.

*Each vehicle occupies 18ft, 321 x 18ft = 5778 ft or 1.09 miles of lost London road space.

Veriphone be like...

Veriphone is now trying to get drivers (even if they rent) to sign a three year contract. Three drivers have contacted me this week and I verified this by phoning up - not only does Veriphone charge an eye watering 3.95% on transactions, if you take less than £500 a month they will also charge you £19.75 per month. If you take your rental to Veriphone and they try to make you sign anything, refuse and contact your org.

Green Hut Rumours be like..

There is no doubt that the cycle lanes in Midland Road are excessive to say the least. So why were the RNIB’s cycle lanes concerns in Judd St ignored?

Several reports of cyclists filming cabbies are coming in now, I personally saw one standing casually by the rank in Pancras Rd zooming in on drivers interacting with their phones last Friday, be careful out there.



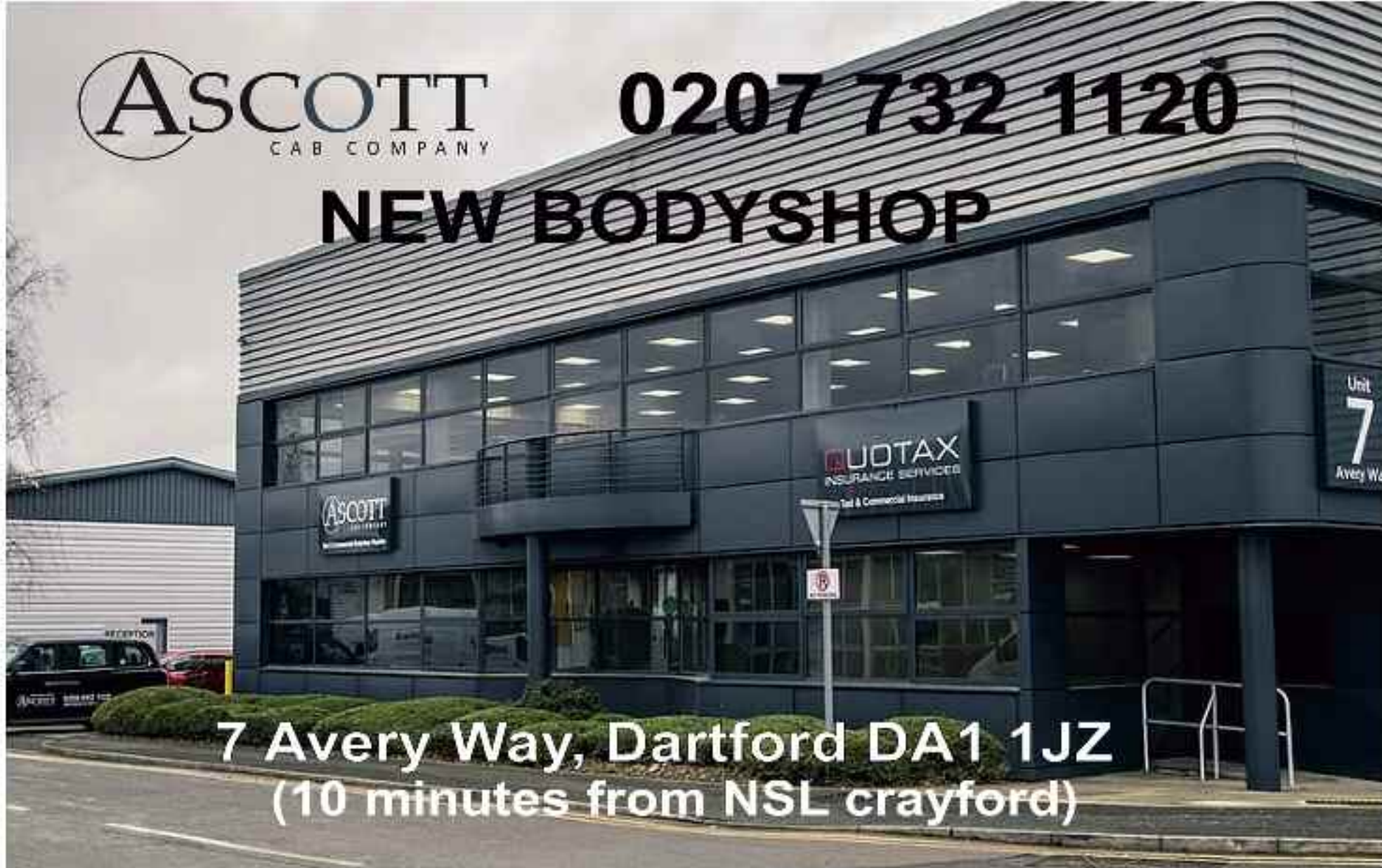
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Alan's Angle



Harrods we have a problem - or do we?

Over the last couple of years I have sat in on many meetings with Kensington & Chelsea council, TFL, TPH, Met Police and Harrods.

I felt like I was sitting down for a cabinet meeting, so many people sitting down to try and sort out the congestion in and around Harrods. Guess who is getting the blame for most of it, yep you've guessed it, us. Kensington & Chelsea are seen as not a great supporter of the Taxi Trade. They do not like giving us ranks in their borough at all and will come up with major opposition to all ranks put forward and at the moment are not very open to Electric Rapid Chargers on their borough roads.

I don't really need to tell drivers what their main objections are but you can guess it, it's the amount of Taxis trying to get on to the ranks, mainly the one in Basil Street causing congestion in roads like Hans Road and Walton Place. K&C are getting loads of complaints from local residents about the congestion outside their homes. At these meetings many people will come up with different ideas on how to get rid of the congestion problem, ranging from reversing the traffic flow again like they did in 2012 to

maybe pedestrianising Basil Street round the back of Harrods.

Harrods themselves seem to get the idea and understand why we're trying to service their store. We bring and take away a lot of customers to their store with jobs into the hundreds daily being taken off the ranks that service Harrods. But K&C are getting a bit twitchy now I feel because with every new scheme they put in the problem in their eyes isn't going away. Now from a neutral's perspective they might say the taxi drivers don't help themselves hanging it up around the back I would say, stuck in traffic whilst waiting to get on the rank. But what K&C find it hard to grasp is we are trying to do a job and that means picking people up and taking them to their destination of choice. That is why Harrods is the destination of choice once you head west. Once on the rank you don't do long before you're off.

Now over the last 8 months K&C have given us a feeder rank in Basil Street which was working well, but residents complained about loss of parking and the restaurant complained about taxis right outside their venue. Then they put in a box junction in Hans Road



(pictured) and now they've put in a no right turn in Hans Road to stop you accessing the rank in Basil St. They've already been complaining about Taxi drivers not adhering to the banned turn, but when I was down there it was motorists too. So maybe

drivers weren't seeing the new signs and that will change when drivers start hearing about it. If this doesn't work I feel they will probably go for their last throw of the dice and try and get approval to pave off Basil Street, which will get

approval of all the residents I feel. So maybe to stop K&C going nuclear and going for our worst case scenario we should play it careful when trying to access the rank - but who am I to tell 22k self employed drivers what to do? I'm just the messenger.

Westminster update

Westminster Council have always been one of the only councils in London to be proactive with the taxi trade and I know you might find that hard to believe.

They have given us more ranks than any other borough and in the next few weeks we will be seeing a few more ranks coming in at locations on Old Park Lane outside the playboy casino. Bruton Lane's two spaces for Sexy Fish are not a ideal location you might be saying, but it's the closest we can get to the door because of a planned cycle lane going in Berkeley Sq. Lulus in Hertford St will be getting a one cab rank. The loading bay in Shaftesbury Av by the Queen Theatre will become

a rank in the evening but will be marked as a rank. There will also be a rest rank being put in on Horseferry Road near Saporis ahead of the bus stop. The rank in Fitzmaurice Pl will be pulled back to be in line with the door of the Lansdowne club and finally the split rank outside the Holiday Inn in Welbeck St will be joined up. So that's what should be coming in the next couple of weeks. So you know the old saying, beware of council's offering gifts.

I have been sitting down recently with WCC and going through their proposals for the new Oxford St scheme after WCC said no to TFL's scheme. These are just proposals at

the moment and WCC said they will be ready to show us what they plan to send out for consultation later in the year. All I can say at this present time is some bits look ok and some parts we are not going to accept at all. With all the road changes we might have to do a mini Knowledge refresher if it comes in. We've just seen some new signage going up on Oxford Street saying buses taxis and cycle heading east by Selfridges - this is good news for the congestion but the only problem I can see is they need to enforce it as it will be a waste of time. Anyways I will keep you update on the new Oxford Street scheme as and when they start forming up their plans.

We have been informed by TFL of planned works that are going to be taking place on Westminster Bridge and Bridge Street.

STOP PRESS

The works will be taking place from 21:00 Sunday 11 August to 5 November 2019. During this period Westminster Bridge will be closed to westbound traffic and Bridge Street will be closed in both directions.

However, taxis (along with buses and cyclists) will continue to have access over Westminster Bridge westbound while the works take place.

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Taxi Charity takes veterans to Worthing

Every year since 1948, the Taxi Charity has been taking veterans to Worthing for the day, to spend time with their friends and enjoy seaside favourites, fish and chips and ice cream.

This year's outing was only a week after many of the veterans spent a week in Normandy with The Taxi Charity for D Day 75, remembering the friends they lost.

60 Kind-hearted volunteer London cabbies picked up 120 veterans and their carers from their homes across the South East on Tuesday 18 June to take them for a much-loved day trip to Worthing.

After a pit stop at South Holmwood Village near Dorking in Surrey, for home-made sandwiches, cakes and refreshments the taxis travelled in convoy along the A24 to Worthing. Once in Worthing, the veterans enjoyed a fish and chip lunch with the Mayor of Worthing, Councillor Hazel Thorpe on Worthing Pier. The Mayor, veterans, cabbies and invited guests heard from guest speaker Major (retired) Paul Raisen from the Parachute Regiment Association and enjoyed musical entertainment as well as having the opportunity to catch up with old friends, take in the sea views and grab an ice cream.

Graham Pike, one of the London cabbies taking part, and a committee member of the Taxi Charity, said: "Our annual Worthing trip is something we look forward to all year. It's a pleasure to treat these ladies and gents to a trip to the seaside as a way of saying 'thank you' for all they've done for us."

About the Taxi Charity

The Taxi Charity for Military Veterans was formed in Fulham in 1948, to work for the benefit, comfort and enjoyment of military veterans and arranges many trips every year for veterans from all conflicts.



The charity offers international trips to Holland, Belgium and France, day trips to concerts or museums, transport to attend fundraising events, as well

as special days out to catch up with friends and comrades.

To fund and facilitate these outings, the charity is wholly reliant on generous donations from members of



the public, businesses and trusts and the amazing group of London licensed taxi drivers who offer their time and vehicles for free.

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Dale's Diaries

The voice of a female cabbie

Hi welcome back to Dale's Diaries. I hope you're all well and had a great month I'd like to introduce my special guest as promised, Dr Mahesh Shah.

Dale "Dr Shah, how are you and thank you for joining us today to talk about the benefits of a plant-based diet"

Dr Shah "No problem, my absolute pleasure. I'm really well thank you"

Dale "Great, as you know I am a vegan and a taxi driver and it would be really good to hear from a doctor's point of you as to how our taxi drivers can improve their health and switch to a plant-based diet, as in our trade we do need to have regular medicals to drive our taxi's after the age of 50 years. So it's very important. Can I just ask first how long have you been a GP for?"

Dr Shah "It's been nearly 4 years now"

Dale "Well, you do look very young. If you don't mind me asking how old are you? Ha ha"

Dr Shah "I'm 32 years old"

Dale "Gosh that is so good. And how long have you been vegan for?"

Dr Shah "Around 4 years now"

Dale: "Brilliant just like me! So I've heard something about the Blue Zones, you briefly mentioned them before. Would you mind elaborating on them for us please?"

Dr Shah: "The Blue Zones are areas around the world with the longest and healthiest living populations with the most number of centenarians as well, those living over 100 years of age. These areas are: 1) Sardinia, Italy; 2) Ikaria, Greece; 3) Okinawa, Japan; 4) Loma Linda, California, USA; 5) Nicoya, Costa Rica. These populations all have certain things in common which ensure long, happy and healthy lives. They all consume a plant-based diet, have regular moderate exercise, don't smoke, relax and reduce stress, and have a sense of togetherness and belonging. On the whole, this is very much the opposite to what we are

experiencing here."

Dale "That's a very important point about how our lifestyles can impact our health and well-being. Could you give us a few pointers about how our lifestyle here is affecting us?"

Dr Shah: "We all have fast paced lives here in order to earn a living, and that means we are always on the go. We tend not to think about the importance of nourishing our bodies with great food, maintaining the body through good exercise and rest, and quality time with our loved ones. Instead we are doing very much the opposite, leading to many of the health problems that we are seeing today, such as diabetes, high blood pressure, heart disease, cancer. The healthcare system is really stretched in trying to control these diseases. A plant based diet is a diet that centres on healthy whole plant foods. These include whole fruits, vegetables, wholegrains, beans, lentils, and small amounts of nuts, seeds and spices. They provide a high number of nutrients which help to protect the body from disease and inflammation. One thing I really want to mention is a fascinating area of scientific research known as the Gut Microbiome. Is this something you've heard of?"

Dale "No I haven't heard of it could you explain please"

Dr Shah "The gut microbiome is about all the bugs that are living in our gut. These are mostly bacteria, but there others too. We normally think of bacteria as being bad, and there are some which can cause infections. But by in large they are actually vitally important to our health and well-being. To put it into context there are far more bugs in us than there are human cells! And there's a lot more bug DNA than there is human DNA in us!"

Dale "We are just a big bug!"

Dr Shah "ha ha ha that's right we are more bug than we are human! So whatever we are feeding ourselves we are also feeding those bugs."

Dale "So basically whatever we eat, it goes straight into the gut where the bugs are, which then

do what...?"

Dr Shah "What we do today is we tend to eat to quench the hunger, but what we don't realise is that we're actually putting something down into our gut which could be nourishing or damaging the gut. How this happens is when you eat the good food and have a good lifestyle, you are able to nourish the good bugs in your gut. All the fibre rich foods that a plant-based diet can provide feeds those bugs, and the products they make out of that fibre are really good for us. They are anti-inflammatory and they can protect us from diseases like heart disease, diabetes, obesity and cancer. That's the importance of the gut microbiome. If we don't put the right food in our gut then we start harbouring harmful bugs."

Dale "So everything that goes into our mouth is either going to be good or bad, so really think about it."

Dr sure "Exactly. Food is very important, but other aspects can also affect what kind of bugs we harbour in our gut - stress levels, sleep and exercise can all have an effect on the microbiome."

Dale "And when people are stressed they drink and smoke which is very bad for you."

Dr Shah: Drinking and smoking have a huge negative impact. Alcohol is used by doctors to kill bacteria on their hands. Imagine what we're doing to the gut bugs by drinking it! Another very important point to bring in here is the lining of the gut. It separates the food in the gut from your immune system and bloodstream on the other side. If you're eating all the inflammatory types of foods, if you're always stressed and not getting enough sleep, that lining can actually weaken. And when that lining weakens, you give direct access to all the stuff coming into your gut to your bloodstream and immune system. So now suddenly things that shouldn't be in contact with your bloodstream are going straight into your bloodstream and that's causing a massive response in your body that'll cause your immune system to overact, causing inflammation in



the body, thus leading to disease."

Dale "Oh well that's fascinating thank you, so how can we bring a little bit of the Blue Zones into our lives?"

Dr Shah "Right yeah so wouldn't it be great to actually go to one of the Blue Zones and just live out there..."

Dale "Yeah just like live in a tent in the woods somewhere!"

Dr Shah "Or a sunny beach with palm trees! But that's not really possible. We are where we are and we are living the life that we are. So what we need to understand is that it's really important to look after ourselves. If we don't look after ourselves, then everything within us and around us is going to seem like it's crumbling. So we must ensure that we bring some of the concepts of the Blue Zones into our life, by eating healthy wholesome plant based foods, moving, sleeping and doing things that bring us happiness."

Dale "Yeah I think we sit down too much as well don't we. I mean as taxi drivers we sit down for hours and amongst all this pollution, I sometimes wear a mask, but I think we should get out of our taxi's like every hour or so and go for a walk."

Dr Shah: "It would be amazing if you could just get out to stretch your legs and go for a short walk. Something like that would be great because it would just change the environment and

going to an area where there is fresh air."

Dale "Yes we are close to all of these beautiful parks in London. We should get out of our taxis and enjoy them. So how many of these plant-based foods are there?"

Dr Shah "So as mentioned earlier, the groups for these foods are fruits, vegetables whole-grains, legumes (which are beans and lentils), nuts, seeds and spices. The key is to eat them in their whole and intact form. So rather than going for that fruit juices, it's better to go for the fruit bowl and the whole fruit and enjoy that. And rather than going for these refined grains like white rice, white bread, white flour, we want to go for brown rice, oats, wholemeal pasta, quinoa for example. Remember, whole plant foods have all the fibres, vitamins, minerals and other nutrients that are so healthy for you and your gut. Also, enjoy cooking and make as many meals as you can, minimising the use of sugars, oils and salts. This is what will keep you happy, healthy, strong and alive!"

Dale "Well that's great thank you so much that's such a lot of good information for us."

You can also check out my YouTube channel Dale Forwood for plant based food options. I am also on Facebook, Twitter and Instagram for Taxi and food related info. Thanks everyone, be lucky and take care out there.

Dale

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hard on the trade's behalf for a fairer, and more safer future at Heathrow.

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The LCDCC attend the Joint Ranks committee, working hard for more ranks and more access for the taxi trade in London.

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■ CAB TRADE REPRESENTATION

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THE ALBANY TAXI CHARITY FUND ANNUAL OUTING TO MARGATE

Monday 1st July saw The Albany Taxi Charity Fund return to the seaside town of Margate for its second outing of 2019.

This year Taxis left from various locations with the vast majority meeting at a school in Oprington where they decorated their taxis with balloons and Yellow Ribbons which has now become somewhat of a signature thing for the Albany.

25 of us met in the Medway Village of Upnor where we were treated to a slap up Full English Breakfast in the Tudor Rose pub after which 5 of the Taxis left to pick up Children from Chernobyl and the remaining 20 went onto to Rainham to collect children from the Step and Learn Centre in Rainham.

Once all of the Taxis had been allocated their children who all suffer from a range of disabilities, we set off to all meet up at the Moto Services on the M2 for which is used as a meeting place for the trip and a short comfort break for those that have travelled further.

At 11:00 am it was all back into the Taxis and the convoy formed up bound for Margate escorted



by the Unity Support Riders and assisted by the Police who helped with the departure from the services.

The convoy of brightly decorated Taxis arrived in the Seaside town of Margate at around noon where the drivers dropped their exited children and carers at Dreamland before going off to park up their Taxis for the afternoon.

Once in Dreamland the drivers were treated to a lunch of chicken and chips while the children enjoyed free entrance to the ride's courtesy of Dreamland. After the children had enjoyed the afternoon in Dreamland they were then treated to chicken and chips and a disco before heading back to their taxis tired and ready for the journey home. On leaving Margate we were

informed that the M2 was closed due to a lorry fire so alternative routes were required which was fine for those heading back to London but the fire was very close to where we needed to drop our children in Rainham. After negotiating many Country lanes and getting stuck in quite a few we managed to drop some extremely tired children off at 7:45pm, nearly 2 hours later than expected, the journey home was very testing on all of the drivers so a big well done to you all.

The committee of the Albany would like to thank Dreamland, The Unity Support Riders and of course all of the drivers who gave the use of their taxis and their time for free as without the drivers the trip would not be possible.





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Decommissioned Taxi Cover

Back in December, TfL announced a scheme to encourage owners of diesel Black Cabs less than 15 years old to surrender their taxi vehicle licence and plate in exchange for a grant.

Once a taxi vehicle licence has been surrendered and the vehicle delicensed, it cannot be licensed in London again.

Drivers who have taken up this grant offer may like to keep their old taxi and drive it solely for social use. But some have struggled to get insured as most car insurance companies aren't offering cover for these vehicles.

This is why we have partnered with our insurers to offer this new product and enable taxi drivers to still drive their old beloved cabs for social use, even if they have been decommissioned.

Call our Taxi insurance experts at 0333 003 0063* if you would like to find out if we can cover your decommissioned vehicle.

Does Taxi Insurance cover food and parcel deliveries?

Over the last decade, the food and parcel delivery industries have been revolutionised by the gig economy. Anyone who holds a valid driving licence may find this an attractive way to earn more money, taking on extra work as and when needed.

We've been getting enquiries recently from our taxi clients asking if their hire and reward insurance covers them to deliver parcels.

We're also aware of several apps set to be introduced to the market that will allow taxi drivers to take bookings for carrying parcels and packages as a courier driver. While this is certainly an appealing way for drivers to earn more money, most taxi policies won't provide protection for this form of work.

Most Taxi Insurance Certificates will state that you are covered for the carriage of goods, packages and other miscellaneous objects, but only in connection with your occupation as a taxi driver.

Once you begin to deliver parcels for a fee to third parties organised or booked by someone else, you are no longer working in accordance with your role as a taxi driver, and subsequently are no longer covered.

For this type of work, a courier policy is needed. This form of cover is typically more expensive because of the increased liability risk presented by fulfilling multiple, time critical deliveries in a high pressure environment.

Our team and the GMB Union still await a response from TfL as to whether it is legally compliant for taxis to be used as courier vehicles as part of their licensing conditions.

In the meantime, drivers interested in delivering parcels can look into the options available, but we would suggest that they don't start courier activities until the licensing authorities have confirmed that doing so wouldn't breach any vehicle licensing conditions.

Thank you for taking the time to read this column. For more information, feel free to tweet us any questions you may have @PlanInsurance on Twitter.



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East London cabbies' outing to Maldon

This year's trip was almost cancelled due to the Metropolitan Police stating they did not have the resources to escort the Convoy to Maldon and due to the different pickup locations and the uniqueness of this outing it would not have been possible to go ahead.

But we some quick reorganising by those on the committee and a new meeting point on the A12 and a change in the way that all the Taxis arrived at the meeting point it was decided to go ahead with the trip.

Most of the Taxis formed up at Here East at the Olympic Park, around 60 Taxis lined up with rest collecting their children directly from schools in East London.

After the children were excitedly loaded the Taxis were dispatched 10 at a time and then headed off for the meeting point escorted by the Blue Knight motorcyclists.

Once at the meeting point drivers were given a voucher



for Boss Hoggs Burger Van to get a Tea or Coffee and then back to the Taxis for the short drive into Maldon supported by the Essex Police who did a fantastic job of keeping the convoy moving right through to the Plumes Academy School.

The Maldon outing is a little different to most as all of the town come out to support it and line the streets waving energetically at the passing

taxis, they even call it "Taxi Day" it is quite emotional and does send a tingle down the back of your spine to see so many people welcoming the convoy of London Taxis filled with children with various disabilities.

Once at the Plume Academy the drivers and children are treated to lunch, and the food at the school never disappoints and there is always enough for seconds for

those who are hungry.

Once lunch is over it is time to load up again and say goodbye to the Plume Academy to head over to the Promenade Park where the children are entertained with a disco and various other activities.

At 5pm it was time to leave Maldon for another year so we loaded up our taxis with some very tired children who mostly slept for the journey back to their respective schools.

The committee would like to thank all of the sponsors, the Plume Academy, Essex Police, The Town of Maldon, the David Randall Foundation and of course, last but not least, all of the drivers who give up their day to take the children to Maldon, without the drivers this trip would not be possible.

Next years outing date is already set for Wednesday 1st May 2020 so please put it in your diary.

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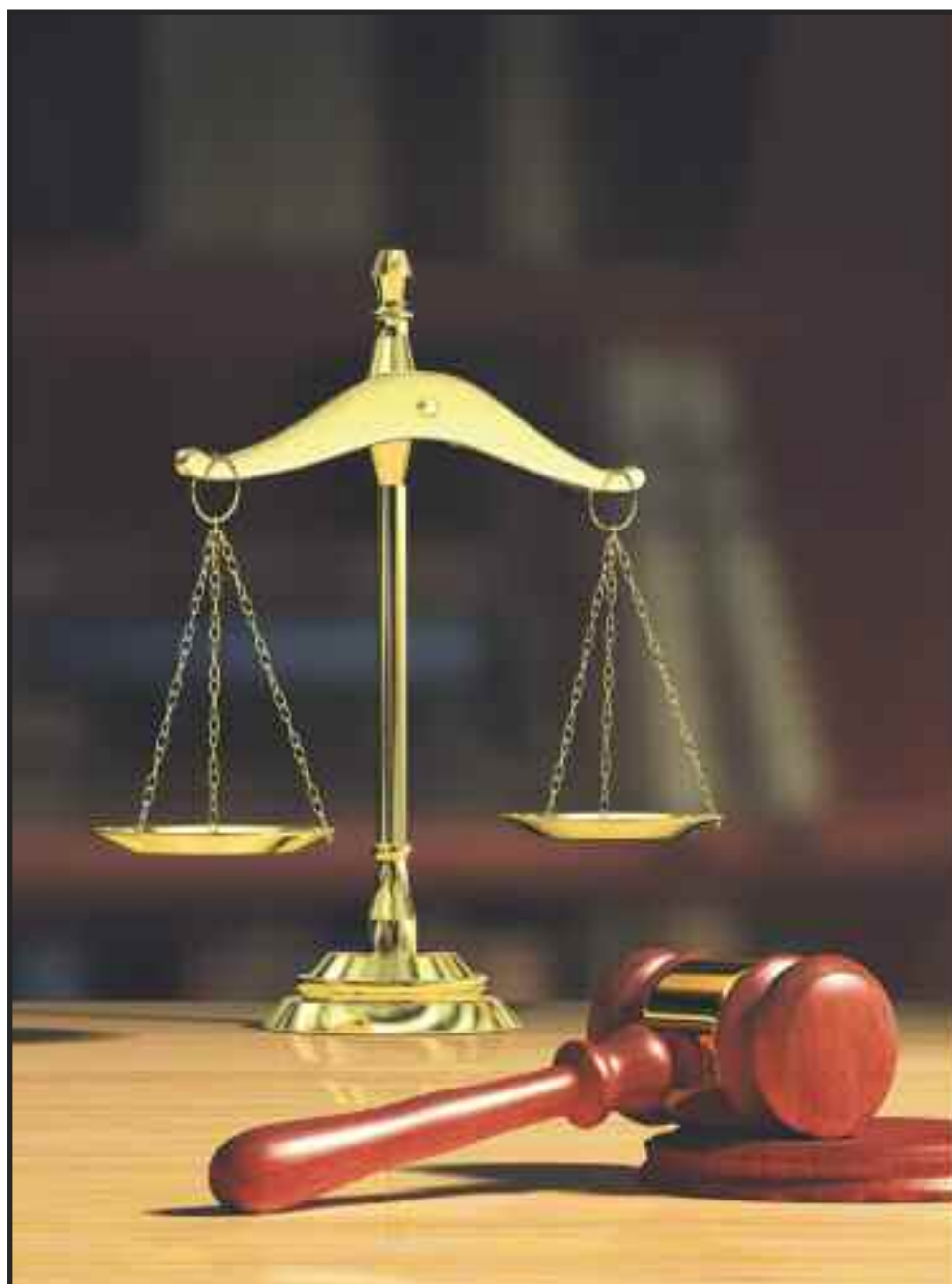
We at the LCDC don't often bang our own drum when it comes to helping our members with their legal troubles. A lot of the cases which come our way with members are quite sensitive and we respect their wishes to keep things in house and out of the paper which I can fully appreciate.

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.

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- Grant Davis, LCDC Chairman

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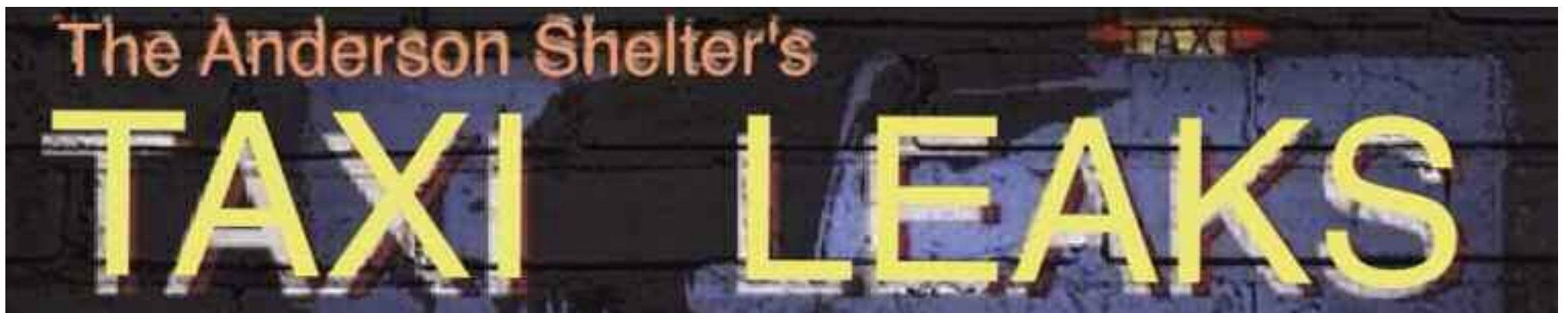
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THE TAXI CHARITY TO TAKE VETERANS TO EXPLORE THE FATE OF THE WATERLOO WOUNDED

The Taxi Charity will be taking six veterans to Belgium, in six London licensed taxis, on 11 July, to join a team of military veterans and serving personnel, to experience excavating at the site of Wellington's Field Hospital on the world-famous battlefield of Waterloo.

Waterloo Uncovered 2018

Led by professional archaeologists, the excavation, organised by the charity Waterloo Uncovered, will explore the farm buildings of Mont St Jean, where thousands of wounded soldiers received primitive first aid during the battle of 1815, which ended in the crushing defeat of Napoleon.

Frances Wyhowska, Vice President, The Taxi Charity, comments "This is the second time that The Taxi Charity for Military Veterans will be supporting Waterloo Uncovered by escorting veterans from London to Belgium and involving them in the archaeological dig. It is an amazing experience for both the veterans and the cab drivers, and we are always inundated with cabbies who want to volunteer their time to accompany a veteran to the battlefield excavation and join them on the dig."

Danny Shelton, London Licensed Taxi Driver, says "I volunteered my time last year for the Taxi Charity to support Waterloo Uncovered and thoroughly enjoyed it. As a proud London cabbie, it makes me realise how lucky I am to be able to give something back to these lads and lasses who do so much for us."

About Waterloo Uncovered
Waterloo Uncovered combines world-class archaeology with a programme of care and recovery.



Many of the military personnel involved have experienced service-related wounds and injuries or suffer from Post-Traumatic Stress Disorder (PTSD). Taking part on the Dig can help people rebuild health and confidence, learn new skills and interests and give them the chance to mix with people from a variety of backgrounds.

Waterloo Uncovered has been excavating areas of the battlefield since 2015 and have made important new discoveries about the intense and bloody fighting and the men who took part in the battle.

This year's dig is sponsored by Annington, one of the UK's largest providers of privately rented property and a specialist in providing property for the Ministry of Defence.

Waterloo Uncovered will be excavating at Waterloo from July 9 -19th.

www.waterloouncovered.com

About the Taxi Charity for Military Veterans

The Taxi Charity for Military Veterans was formed in Fulham in 1948, to work for the benefit, comfort and enjoyment of military veterans and arranges many trips every year for veterans from all conflicts. The charity offers international trips to Holland, Belgium and France, UK day trips to concerts or museums, transport to attend fundraising events, as well as special days out to catch up with friends and comrades.

To fund and facilitate these outings, the charity is wholly reliant on generous donations from members of the public, businesses and trusts and the amazing group of London licensed taxi drivers who offer their time and vehicles free.

To find out more about the charity or to donate visit the website www.taxicharity.org
Twitter @TaxiCharity
Facebook www.facebook.com/TaxiCharityUK

WAS TRAFFIC BAN AT BANK FOR PUBLIC SAFETY? £25M IN FINES LAST YEAR... FOLLOW THE MONEY

The Taxi Trade were told by the City Of London, we were banned from the Bank Junction Over Safety concerns (although there are no recorded licence Taxi related serious incidents at this junction. We were also told this would see an increase in clean air in the city (looking at the surrounding gridlock, this hasn't happened).

What we do know for certain is that this junction has become part of the cash cow for the CoL raising a massive £25m last year alone.

(Source : The Evening Standard)

Motorists driving through the Square Mile were fined a record £25 million last year for flouting traffic rules, like going the wrong way up a one-way street.

A ticket a minute was issued at peak times in the City as fines leapt 17-fold on the previous year after a safety crackdown at a notorious interchange by the Bank of England.

It brought the number of penalties issued in the capital, including TfL-run main routes, to 1,439,942 — or 3,945 a day — which is 30 per cent up on 2017. The figure does not include parking tickets.

In total, smart cameras trained on the Square Mile helped issue 192,841 moving traffic tickets last year, increasing from almost 10,939 in 2017.

Restrictions at Bank, which allow only buses and bicycles on weekdays between 7am and 7pm, were brought in following the death of cyclist Ying Tao, 26, who was crushed by a left-turning lorry as she rode to work in 2015.



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Dubois' day of reckoning



In the heavyweight storm of myths, tears, excuses and shattered illusions there is increasingly less need for men to do the right thing, go against the wishes of their handlers and just fight each other.

On Saturday at the O2 one of the rarest beasts on the boxing reservation will be under the neon spotlight when two young, untested, unbeaten and ambitious boxers turn their backs on easy fights to meet for the vacant British heavyweight title.

Nathan Gorman is just 23, Daniel Dubois only 21 and they enter the rich history of British heavyweight title fights, where the finest boxers in the sport have won, lost, vanished forever and secured their futures; they are also the youngest pairing to ever meet for the ancient title. Their fight is yet another welcome link to a fading tradition, a tradition in peril, of boxers moving from early knock-over jobs to regional tests and then to British level. "It was ordered by the Board (British Boxing Board of Control). I didn't want them to take the fight - they wanted to take the fight," said Frank Warren, who promotes the pair and could have easily guided them side-by-side in different ways, moving ever closer to the day when we all find out if either will reach the boxing promised land. A British heavyweight title fight at this stage, at this age and in this time of seemingly unlimited glory for a big man that can fight, is a bold move. It is also a terrific fight, even if against a landscape of increasingly damned ambitions, hope and hype it remains a clash for salty purists; Gorman and Dubois refuse to swear, spit, toss furniture or curse the wombs of mothers.

"It's just a fight - it's what we both do. We are not circus acts," said Gorman.

However, they also refuse to

shake hands, a break in protocol that reveals a hidden intensity in both. It's odd being in their company because they dislike each other immensely, but have no need to state the obvious and can share a table, a taxi or a lift without the threat of a hands-on scene. Gorman and Dubois could have very easily missed this opportunity, secured equally remunerative fights, kept circling each other and then been thrown together in a year or after a loss or after one, in a sanctioned slaughter, had easily won the title.

It is often the awful invisible toll boxers pay in early showdowns, especially the baby giants in the ring, that makes Gorman and Dubois so fascinating. Dubois has stopped or knocked out 10 of the 11 men he has beaten and Gorman has done the same to 11 of his 16 opponents; Dubois has been ten rounds once, winning every round and not having to think, and Gorman has been the full twelve, also in a fight he dominated, dropping just one round.

They can both fight, box, move and punch, but can they do any combination of those essential heavyweight assets in a fight where they are not coasting to victory? They have fought 27 times, lost a total of two rounds, dropped anybody they have hit clean above the navel and on Saturday night they will suddenly be in a real fight. That is what makes this so special.

Last week I sat with the two boxers, a personal adjudicator to their simmering hate and told the pair that because they had no idea how to lose, had never needed to think defensively, the fight had real dangers for their futures. They each shrugged. "We will find out," said Dubois, more of a warning than a statement. On Saturday night we will find out.



Another title for Team Wilkey

The newest member of Team Wilkey, Flavius Biea, was fighting for the vacant Super Welterweight IBA Intercontinental Title on Friday 28th June 2019 in The Sala Olympia Stadium in Timisoara, Romania.

Flavius was up against a tough and very experienced Jesus Gurrola from Mexico. The first couple of rounds were even, from the third round onwards Flavius took control of the fight behind some good long jabs which did not allow Gurrola to work. In the eighth round Gurrola came out fighting and upping his work rate knowing he had to catch the judges' eyes. That proved to be his best round of the fight but unfortunately all too late as Flavius won by a unanimous decision on all three score cards. Club member Alec told The Badge that he was "Over the moon with his new charge, he'd listened to instructions and executed them well, he'll be boxing again in September or October".

Also appearing on the bill was the well travelled former British



Super Lightweight Champion and World Title contender, Ashley Theophane. Theophane was fighting Ferenc Haener, hailing from Hungary. Ashley stopped him in the third round as he proved to be far too experienced for Haener.

London based Catalin Paraschiveanu, originally from Timisoara, who is trained by Tony Pill in his Mill Hill gym, boxed Polish Lonut Trandafir Ilie. Catlin proved to be far too strong for Ilie and stopped him in the second round with a great body shot.

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Cab Chat Corner

The Cab Chat Show

The shows have been a little sporadic of late and for that I apologise, this was due to me being away on holiday and various other things getting in the way, Charity outings and life...lol But we should now be back on track and bringing you at least one show every week.

We have a few interviews lined up that will be coming out soon which I am sure you will all enjoy so please keep an eye out for when they are released.

Most of the Cab Chat Team took part in the Albany Outing to Margate again this year, which we always enjoy doing, but the journey back was extremely testing due to a lorry fire on the M2 which saw the motorway closed, you can hear the fun we had getting back in this week's show.

We are in the process of ordering Cab Chat Car stickers which should be available some time in July, we will be giving these away free, so if you want one please listen to the show and we will get one to you.

The Cab Chat Parody CDs are still available for a donation of £5 all of which we are giving to UTAG until the current batch of CDs have run out, so please stop one of us and buy one, it all goes to a very good cause.

The 12 year age limit was announced last week and we did a podcast trying to explain what it means for drivers in simple terms with the information that we had to hand, please have a listen, we will update you as soon as some points have been



clarified as some of the info from TFL some a little contradictory. We are still running our Pie & Mash club and all are welcome to come and join us for some traditional London Grub, please listen to the show for future dates and locations. Kabbieoke has been put on the back burner for the last couple of months due in the main to me being of the road and being a bit out of touch with things, but we have committed to getting the Kabbieoke Website up and running over the summer so that all drivers can have a go and also encourage their passengers to

have a little sing song. Our sponsors Plan Insurance had Plan Fest this past Saturday for the staff to celebrate 30 years of Plan Insurance, we hope they all had a good time and I am sure that our invitation got lost in the post! If you listen to Cab Chat and like what we do, please spread the word and let your friends know about the show, we could always do with a few more listeners. SuperCabby recently did his first periscope video about the 12 year age limit, if you haven't seen it please have a look, we are sure you will agree that he definitely has a voice for radio rather than TV! Here's hoping that the work levels remain good over the summer months and please keep listening to Cab Chat, until next month that's all from us and thank you for downloading Cab Chat.


 cabchat.london

Cab Chat Radio Show

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Hosted by @SuperCabby and the Team

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**Heathrow Update
London Cab Drivers
Club
The Badge
July 2019**

The Heathrow Liaison Meeting, on July 4th, started with Colin Fox, the man who looks after 'Regulated Costs' (or the costs associated with the Feeder Park, including Electric Vehicle Infrastructure) apologising for not being able to tell us what the Entry Fee would be in January 2020.

He's still looking at some issues, including EV charging, which he said HAL wanted to encourage and were very sympathetic towards Drivers of new taxis. Electric charging units are currently 25.5p + 20% per Kw or in old school, around £8-10 for full charge (24kw).

Reps have said no one will use the chargers at this price as Petrol is better value.

Again, HAL said the prices are set as other regulated charges and it's not HAL but that it would be looked at. This is an area where TfL ought to step in and take some responsibility...but then they've just done their usual and set daft policies with very little forethought or follow up.

Colin listened to suggestions from LCDC's Reps and Brian Nayar, who is the spokesperson for the Electric Taxi Drivers Group and said he would take them away and try to find a workable solution that would make everyone happy. The Minutes from the meeting on the 2nd May were then revisited.

Review of Actions

An Emergency exit lane in the Feeder Park (South) was discussed and a new layout is being planned. Charanjit 'Chinny' Brar Singh, the Taxi Operations Manager, was eager to point out that the new hatched area must be kept clear following advice from the Fire Brigade and Drivers who failed to comply would be punished with a ban or a fine.

Hand dryers were mentioned...yet again...HAL Engineering said that they would take away as an action to investigate so that they operated at a reasonable temperature. An inordinate amount of time has been



by Mark White

wasted on this issue when, to be quite honest, the facilities in general are tired and not good enough for the demands put on them. Instead of looking at the minutiae, the Trade should be pushing for better buildings which take into account the greater diversity of the drivers using them. Unfortunately, it's the specialist subject for one Rep and it makes him feel like he has achieved something by continually raising it.

With regard to the Offices, HAL say they are waiting

more details from property. It's currently sitting with legal, with contracts waiting to be drawn up. The LCDC originally asked to be able to use the empty HALT Office, in order to be able to have somewhere to discuss and write emails on behalf of Drivers; a quiet corner to think, but also a facility with electricity for powering laptop/iPads and phones with air con, rather than having to try and conduct business sitting in a Cab with the engine running. Unite, who had turned the office into a Library and held the

access code, then refused to allow anyone to use it. At first they suggested that anyone could enter the room, use the Internet and borrow a book, but when we asked for the code, Unite's Secretary changed his mind. The Library was then closed and Unite claimed they needed the office as a postal address....as back up for their learning centre...as a storage facility....a place to discuss sensitive issues....or even to consider the issue of 'Trade Unity'.

HALT's Unite and LTDA

members have had exclusive rent-free office space for over 20 years. From what was originally one office, it was partitioned with Unite members of HALT running one office and the LTDA sat in the other. Trade Unity, eh? Over a period of time, Unite took over the running of HALT, with Colin Evans as an unelected 'de-facto' Chairman. Meanwhile, the LTDA dropped out and turned a blind eye to what was going on. However, in 2013, HALT lost the contract for the Taxi Desks after HAL tired of complaints about their activities and without the Gate money of £500,000/annum, HALT folded and the taxi trade lost the desks in all the Terminals. There are now 5 Trade Orgs at Heathrow and Unite's Secretary likes to think of himself as the unelected spokesman of the Heathrow United Trade Group (HUTG) which represents Unite, LTDA, UCG, RMT and allegedly the LCDC....until anyone points out that it's not a legal entity and some members are more equal than others....just like in George Orwell's 'Animal Farm'.

After the recent meeting at Taxi House, Mr Hope said that he rejected the idea of a properly constituted body being formed as he didn't want to be sued....so,



taking responsibility for matters without actually being responsible?

Instead of an HUTG office which could be shared by ALL the groups, Unite have decided that they have more need to retain the old HALT Office and the Unite Learning Centre despite having a multi-million pound office complex, across the road by the Marriott Hotel, where they can offer extra curricular activities with conference and meeting rooms. A little bit greedy, especially when their membership amongst Heathrow Cabbies is negligible?

LCDC Reps have continually asked for access to the empty 'Library' so that ALL Groups could use it on a pre-booked or ad hoc basis. This would allow the UCG, RMT, Charities, Marshals, Wardens and the LCDC a place to hold meetings with their constituent parts or members and so that Drivers are better served by ALL. To our minds, that is 'uniting' the Trade and treating ALL Reps as equals. However, Unite (how ironic is that?) have constantly frustrated the many in favour of the few and have even gained support from one or two Reps who would rather cut off their nose to spite their faces, most notably the RMT's Senior Rep, Paul Walsh who cannot see beyond his antipathy and hatred for the LCDC. Mr Walsh, who has been a Rep for the RMT for a decade, has asked HAL for his own exclusive port-a-cabin on top of the Unite one (a sort of TUC Tower) which he wanted to be funded by an extra pound on the Gate entry fee to be paid by ALL drivers. HAL dismissed this out of hand, just as they have done to ALL schemes put forward since the HALT fee was cancelled. The LCDC did try to meet him halfway by suggesting that a port-a-cabin be put next to the Unite one and funded by RMT/UCG/LCDC but he failed to reply and later said that he had no desire to share with Club Reps.

By now most Drivers would be aware of the problems of an over supply of taxis at Heathrow since HAL opened a facility for PH. This was to try and reduce the

complaints from local residents after some PH Drivers were found to be using the local streets as waiting areas and toilets. This has been a problem since PH were fully licensed. The Operators had Drivers clustered around the Airport waiting for pre-booked work at prices so low that they refused to use Official Car Parks to save on time and fees. The lack of



enforcement by Heathrow Police and TfL (8 visits in 6 years) saw the Terminals full of cars picking up fares. When Uber got licensed and started to operate on-demand (unlawfully in the eyes of our Trade) this saw an explosion of complaints to local Councils and Heathrow.

The LCDC did the responsible thing, and in 2015, escorted the GLA Transport Chair Valerie Shawcross AM MBE around the Airport to highlight the issues. A report was written that criticised HAL, the Police, Local Councils and TfL. However, lobbying by the GMB and Uber saw an Authorised Vehicle Area (AVA) opened for PHV's and out of town Taxis. However, this was not enough for PH: Addison Lee still refuse to use the Car Park; PHV's still litter the streets locally and we now learn, via the Expansion Consultation document, that Uber have been working with HAL to 'backfill' trips and 'We know London' have been doing similar via Hotel desks at Heathrow and Paddington Station.

This has also led to pressure on Parking at the Feeder Park. The Trade responded to longer waiting times with

Feeder Park Wardens and more Signage. However, the use of apps and websites has led to some drivers parking on the perimeter of the Feeder Park and this has been exacerbated by local Cab garages dropping taxis there for Drivers to pick up. So much so, that even the Wardens who monitor and assist drivers to park, can't park! This has resulted in HAL saying they are now

looking to introduce Parking Permits which will result in fines of £65 & the towing away of offenders. Chinny has tasked the Trade to provide a solution or HAL will.

The Club have updated their list of Reps at the Airport with both HAL & APCOA after it seemed that we were excluded from official lists. A meeting with Kap Jhuti, who is in charge of Terminal Operations for Heathrow's Landside Department, and Chinny also led to HAL looking at the Log's of Reps signing in/out. Chinny informed the Reps present at the Liaison meeting that he was unhappy with what has been happening in the past, singling out mainly Unite Reps.

He queried what work was being done by Reps, some of whom sign in at 9-10pm and then sign out at 6-8am and book rides for the rest of the day. He also queried the type of work that was being done in general by ALL Reps. Ironically, Unite have their own signing in book and Stuart Hope offered the Car Park Wardens a solution saying that they could park their Cabs in Unite's spaces by the Learning Centre port-a-cabin.

Steve Jones, the UCG Airport Rep, could best be described as 'flabbergasted' when asked why he needed to sign in....and when he had managed to recompose himself, and 'regasted' his 'flabber', explained that like LCDC Reps, he only signed in for Official Airport Meetings and that, like us, he went through the Taxi Feeder Park on all other

occasions.

The LTDA's Rep, Sam Houston, said that he did likewise and he and his Reps would only avoid going through the TFP if a member needed assistance that meant they could potentially hold up the Park or block a lane by being delayed. Chinny then explained that only Unite and an RMT Rep had been signing in and that he thought they were abusing the system. He tasked the HUTG to go away and report back on what was considered 'Airport Business' in order to make a final decision. The LCDC have already responded saying: "Club Reps only book in to attend meetings....Official Airport Meetings. If we need to book in for any other reason we will email in advance (pre-booked) unless there is an emergency with a member or the Feeder Park needs assistance. If APCOA or Chinny check the logs, you will see that our Reps rarely sign in and virtually everyone goes through the Park. Any Rep abusing the system would be suspended by Grant...which is why you have his details."

Wardens are still needed at different times and contact details for those interested

can be found on the Notice Board in the Canteen lobby along with their SLA (Service Level Agreement) and those of Marshals. It was agreed that the issue of the 'One in/One out' Policy was postponed for another time and the HUTG (inc LCDC) asked for a separate meeting to discuss that issue alone. Another meeting is also needed to look at the Local Journey System and Fair Fares.

However, there was not enough time to discuss the need for an induction session and guidebook that may have helped alleviate the need for the In/Out Policy had Peter Rose from Unite not objected over two years ago.

Another meeting has been called for the HUTG to discuss the issue of the 'In/Out' Policy and the Heathrow Expansion Consultation on the 17th of July. However, a post-meeting discussion has resulted in LCDC Reps declining the invitation. The Trade desperately needs to operate with a Taxi Board made up of constituent parts all speaking with one voice and pulling in the same direction. But the actions and words of some often outweigh the platitudes they offer. We cannot, in all good conscience, sit and work with others who would take advantage of our good nature.

For several years, the Club have been saying that ALL Reps/Orgs must sit around the table as equals in a properly constituted body that represents EVERY Driver at the Airport. For over 2 years, Unite have frustrated our attempts to work on behalf of the Trade at Heathrow, suggesting that it is the LCDC who are at odds with the majority of drivers, when in fact, it has been Unite Reps who have continually been abusing the systems and forging an Empire to benefit the few against the many.

Rather than be party to that, we would rather be absent and work alone. If Airport Drivers want to be taken advantage of then, then the 'status quo' will prevail. If they want a brighter future in the face of growing competition, then there must be change.

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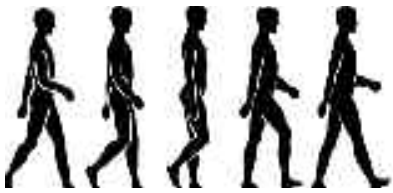
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Walker on the March...

TfL have reduced our rightful tariff increases for five years in a row.

In 2015, they calculated the increase before reducing Rate 3 by an hour.

In 2016, they calculated the increase before extending rate 4 from a notional point of six miles to an actual point of six miles in distance.

In 2017, the increase was held back from April to June, reducing the increase by 25%.

In 2018, they held back the increase until October, reducing the increase by 40%.

In 2019, we have yet to receive this April's increase but hopefully this will now be in late November, reducing this year's increase by 50%.

In every one of these years, trade requests for compensation have been rejected out of hand with the excuse that there is no legal obligation to adjust the tariff annually. This flies in the face of the April date being observed for more than thirty years. The

HOLDING BACK TARIFF INCREASES BY STEALTH

Finance Committee give ultimate approval and as recently as the first of this month, they concurred that the tariff adjustment usually takes place in April.

Going forward, the 2020 tariff adjustment will be another three months late at best.

THE ADJUSTMENT SCHEDULE

The timetable of the annual tariff adjustment is set out below:

- 1/ TPH sign-off.
- 2/ Directors sign-off.
- 3/ Preparation of public consultation.
- 4/ Consultation launch (open for six weeks).
- 5/ Analysis of consultation responses (approx two weeks).
- 6/ Preparation of recommendations (approx two weeks).
- 7/ Finance Committee



approval of recommendations.

8/ Implementation of tariff adjustment (six weeks).

9/ Tariff adjustment goes live.

Before the above process begins, the trade meets with TFL to discuss the tariff adjustment. The amount of change is automatic and based on changes in the Taxi Cost Index. Discussions follow on

how to implement the adjustment across the various tariff rates, etc.

Steps 3 – 9 above are also virtually automatic and should cause no delay, other than the deadline of the relevant Finance Committee meeting, scheduled every three months.

WHERE THE PROBLEM LIES

After the level of tariff adjustment and method of implementation are agreed, this goes forward and gets lost somewhere in the bowels of Palestra House and reappears for the TPH directors sign – off (1 above).

This year's adjustment was agreed with the trade in NOVEMBER 2018. It didn't reappear until JUNE 2019. Basically, it got lost somewhere for seven months when it should not take even seven weeks.

Either this demonstrates the level of incompetence within Palestra or the total disregard and contempt that TfL hold for the taxi trade or the adjustments are being deliberately held back to reduce the rightful tariff increases that are a fair reflection of our cost increases.



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Snap election looks likely with PM Boris

After last night's debate all the papers indicate that BJ is comfortably ahead in the race to become the New Prime Minister.

Did you see the debate?
Did you hear him talking about being optimistic?

I can't help but wonder what "flag-waving piccaninnies" with "watermelon smiles" or "tank-topped bumboys" or women who go around looking like letter boxes or bank robbers, think about that being optimistic.

I haven't met anyone with any brain cells who believes that we will have

left the EU by October 31st

As that is the promise that BJ is making I'm slightly confused.

The only way it works in my head is BJ is elected as leader of the Conservative party, ergo Prime Minister.

He tries to convince the EU to renegotiate.

He fails

He tried to convince parliament to back a No Deal Brexit.

He fails

He calls a snap general election before the end of the year, making it a de facto referendum on Europe.

The rest is up to you...

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Dumb & Dumber

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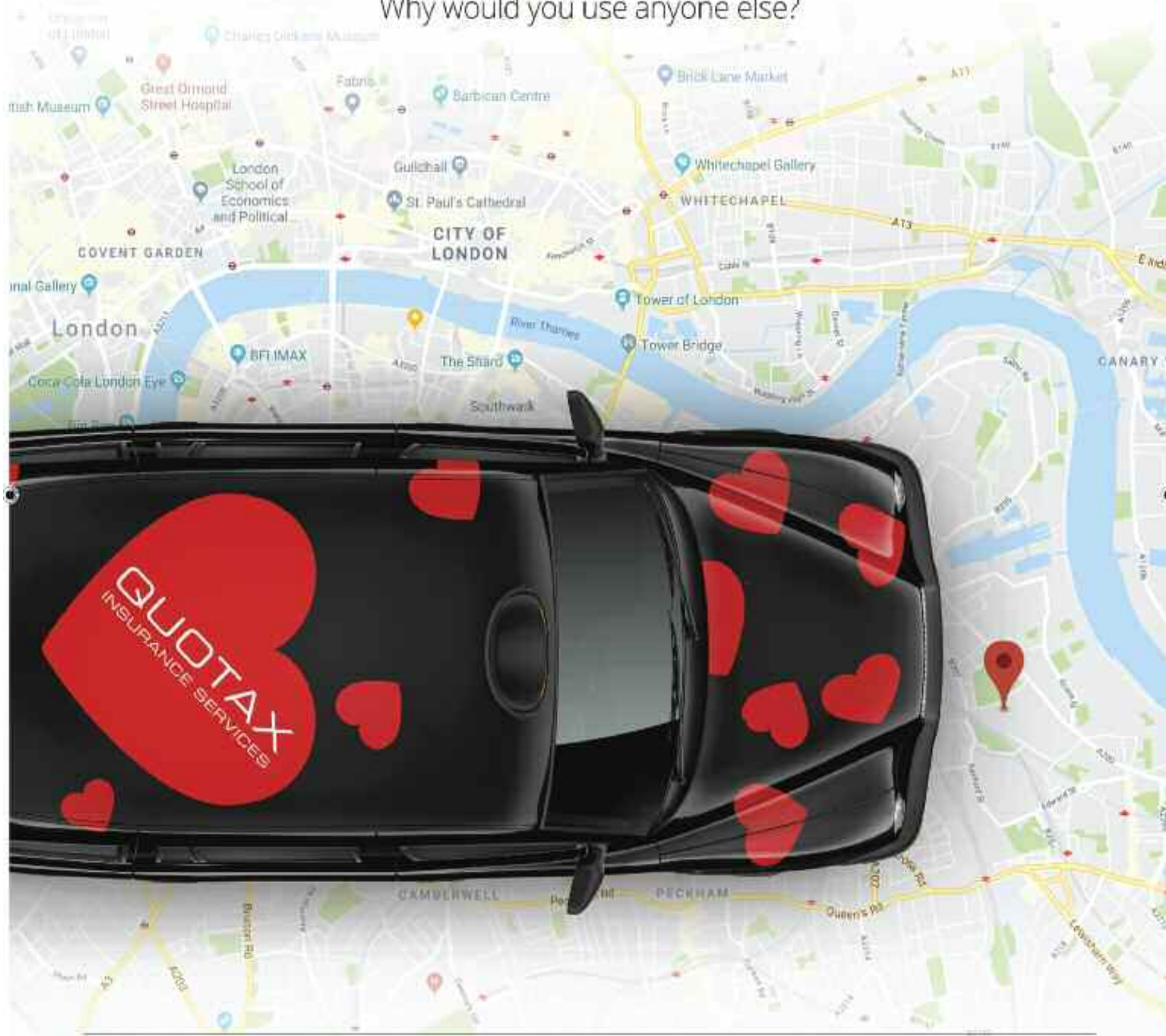
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