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Issue 272 September 2019

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*Pages 2, 3, 4, 5, 8, 9*

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## NO REASON FOR UBER RELICENSING

Firstly, I would like to say I hope you all had a welcome break over the summer, recharged your batteries and are ready for what I believe will be a momentous end to 2019.

In this edition of the Badge we primarily focused on the issue of the upcoming Uber relicensing at the end of this month. As you can see from pages 3-4 and 8-9, we believe we have set out enough evidence to show that there should be no reason in the world that Uber gets relicensed this month. In fact, we think the evidence is so overwhelming that their Operator's licence should be revoked immediately.

### Meeting the Commissioner

Last month I attended on behalf of the Club our quarterly meeting with Commissioner Mike Brown - I was pleasantly surprised that the meeting was attended by the Deputy Mayor for Transport, Heidi Alexander. At the meeting many

issued were raised but one in particular that caught Mike Brown by surprise was when I told him the recently licensed ViaVan on demand service was in fact the same engine as the Euro6 Vito taxis that we have not been able to purchase since Jan 1st 2018.

Mike Brown informed me that he had been told that the ViaVan engines were not the same but were greener and cleaner. He then asked me to write to him with proof (which I did) - see page 11 for the full breakdown.

### Car Free Day

In case you are not aware, Sunday the 22nd September the Mayor has announced a car free day covering 12 miles of central London as his initiative to combat climate change. Whilst we all want cleaner air (especially us who sit in it all day long) one has to ask oneself just how relevant this is to solving the problem?

Grant Davis,  
LCDC Chairman





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# What does it take?

**Surely Transport for London can no longer allow Uber to operate.**

As every taxi driver is aware, we are fast approaching the date when UBER's probationary licence is up for renewal. In this edition of the Badge, we set unequivocal evidence as to why TFL should not in any way consider renewing Uber's Operating licence.

In fact, we believe that the evidence set out is so overwhelmingly damning that Uber's operating licence should be revoked immediately.

The latest abuse of their "Probationary" 15-month licence was as recent as three weeks ago where in Westminster Magistrates' Court, Uber was fined £28,000 for allowing its

drivers to pick up Londoners in vehicles without "PROPER INSURANCE" and "FAILING TO KEEP ADEQUATE RECORDS".

Uber were ordered to pay a fine

**In this edition of the Badge, we set unequivocal evidence as to why TFL should not in any way consider renewing Uber's Operating licence.**

of £14k for each count of allowing its drivers to accept bookings in vehicles without the required hire and reward insurance, and £400 for each

count of failing to keep adequate records. Uber were also ordered to pay a £22k court fee and a £170 victim surcharge... all this whilst still on probation.

that Uber are surely NOT fit and proper to hold an operator's licence in any way.

The LCDC has also instructed licensing lawyer, John Halford (see pages 8-9) partner from Bindman's LLP to further pressurise TFL to investigate the booking process to see whether Uber London Ltd is breaching the Local Government Act 1976 or is facilitating its systemic, unlawful evasion by Uber Britannia Ltd.

After receiving Mr Halford's initial letter, Transport for London refused to accept liability for any investigation, but we feel strongly that after the recent guilty verdicts delivered against Uber in Westminster Magistrates' Court, it is the duty as our Regulator to investigate our valid concerns.



# LCDC DEMANDS REVOCATION

Rt Hon Sadiq Khan  
Mayor of London  
City Hall  
The Queens Walk  
London SE1 2AA

5th August 2019

Dear Mayor Khan,

## Uber Probationary Licence

As I am sure you are aware on the 31st July 2019 at Westminster Magistrates Court, Uber London Ltd were found guilty of on two occasions allowing its drivers to accept bookings in vehicles without the required hire and reward insurance (penalty imposed £14,000 for each count) and for two offences of failing to keep adequate records (penalty imposed £400 for each count) plus Court costs and victim surcharge. It is clear with regard to the large fines imposed, how seriously the Court took these offences, noting (as is relevant) that had Uber London Ltd held a driving license upon conviction of 2 offences of not having in force the relevant insurance they would have been given a minimum of 6 points for each offence and thus would have been disqualified under the totting provisions.

It is understood that Ubers fifteen month probationary license expires on the 25th September 2019, following a refusal by TfL on the 22nd September 2017 by TfL to grant Uber London Ltd a license as they were not a "fit and proper" person within the meaning of the act to hold an operator's license.

The refusal to grant Uber a license although appealed by Uber London Ltd, was done so on the unusual ground of not opposing TfL's reasons for not renewing the license – in brief they accepted that at the time the license was refused that was the correct decision as they were not "fit and proper". Mr. de la Mare QC, for Uber London Ltd, even argued that TfL had made the right decision on the evidence at that time, arguing instead that the last 3 inspections showed a "perfect record of compliance" and promising "total compliance to the letter and spirit" of regulatory obligations. This appeared to be a persuasive argument.

In the Judgment of The Chief Magistrate, Emma Arbuthnot, recorded on the 26th June 2018, at para 15 she states:

"Nine months have passed, the changes set out in the skeleton arguments have taken place. The question for this court is whether ULL can be trusted when it says it has changed and whether it will maintain the changes when these proceedings drop away".

It is submitted that this recent conviction, relating to matters which directly affect the safety of Londoners, is evidence that Uber London Ltd cannot be trusted and establishes beyond all doubt that the changes which permitted Uber London Ltd to be granted a license have predictably not been maintained once legal proceedings dropped away.

Section 3(3) of The Private Hire Vehicles (London) Act 1998 sets out that TfL shall grant an operator's licence where it is satisfied that the applicant is a "fit and proper person" to hold such a licence. In granting a license to Uber London Ltd, Chief Magistrate Arbuthnot stated:

40. I have considered the evidence and submissions in the case. I have given particular weight to the conditions that have been agreed between the parties. Taking into account the new governance arrangements, I find that whilst ULL was not a fit and proper person at the time of the Decision Letter and in the months that followed, it has provided evidence to this court that it is now a fit and proper person within the meaning of the Act. I grant a licence to ULL.

41. The length of the licence has been the subject of discussion. The rapid and very recent changes undergone by ULL lead me to conclude that a shorter period would enable TfL to test out the new arrangements. A 15-month licence will enable Ms Chapman and her team to check the results obtained by the independent assurance procedure set out in condition number 4 whilst ensuring the public are kept safe.

Condition 4 is as follows:

4. Independent assurance procedure ULL shall maintain an independent assurance procedure designed to review and validate the effectiveness of its systems, policies, procedures and oversight mechanisms for promoting compliance with its obligations as a licensed operator in accordance with the 1998 Act as well as these conditions.

ULL shall provide TfL with details about all existing and new customer and/or driver safety and security initiatives, safety and security related products and services and the work of ULL's Safety Team, and the independent assurance procedure shall also include a review of these safety and security initiatives, safety and security related products and services and the work of ULL's Safety Team.

ULL shall provide the licensing authority with a copy of an independently verified assurance procedure report produced every six (6) months



**L.C.D.C LEADERS NOT FOLLOWERS**  
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# OF UBER'S OPERATOR'S LICENCE

from the date of any decision granting this Licence together with a summary of actions ULL proposes to take in response to that report.

We urge you to consider, for the purposes of section 3(3) of The Private Hire Vehicles (London) Act 1998 whether Uber London Ltd remains a "fit and proper person" to hold such a licence.

If, as accepted by all (including Uber London Ltd and The Chief Magistrate), the refusal by TFL to grant an operator's license to Uber London Ltd on the 22nd September 2017 was the correct decision surely now, having promised a "perfect record of compliance" and promising "total compliance to the letter and spirit" which Uber London Ltd have spectacularly failed to maintain, even for the 15 months of their probationary license, it is submitted that a decision must NOW be made to immediately revoke Uber London Ltd's operator's license.

The Chief Magistrate was clear of the importance of "ensuing the public are kept safe" which it is submitted can never be the case when an operator permits uninsured drivers onto the street of the capital to ferry around unsuspecting fee-paying passengers. Uber London Ltd are not fit to hold a driving license (nor would they if they were an individual) let alone an operator's license. Condition 4 has clearly been breached, the public are not being kept safe – Uber London Ltd are not complying with either the spirit or the letter of compliance and we respectfully demand that action must now be taken to protect the public and restore London's reputation as a safe city in which to travel.

I look forward to your urgent reply.

Yours sincerely,

Grant Davis  
Chairman  
London Cab Drivers Club



**SADIQ KHAN**



**GRANT DAVIS**

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# LCDC LEGAL TEAM DEMANDS TFL



John Halford  
Bindmans  
LLP

Transport for London  
Legal  
Petty France  
55 Broadway  
London  
SW1H 0BD

Dear Sir or Madam,

Proposed claim for judicial review by the London Cab Drivers Club Ltd

1. As you know, 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. On 5 June 2019, we wrote on the LCDC's behalf asking Transport for London ('TfL') to investigate what appears to be a widespread, serious and systemic problem involving both Uber London Ltd ('ULL') which, as you know, holds a London private hire vehicle ('PHV') operator's licence and its sister company, Uber Britannia Ltd ('UB').

3. The problem has two elements. First, UB holds PHV operators' licences granted by various local licensing authorities around the UK under s.55 of the Local Government (Miscellaneous Provisions) Act 1976 ('the 1976 Act'). However, the LCDC has learned that UB does not, in reality, make provision for the invitation or acceptance of bookings for Uber vehicle from many of the premises in respect of which those licenses 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). The LCDC understands that most of UB's s.55 licensed offices are ghost offices.

4. The second element of the problem is ULL's role in all of this. Instead of making

provision for the invitation or acceptance of bookings for Uber vehicles from the ghost offices either ULL or UB make that provision using a combination of the Uber App and staff and computer equipment located at ULL's operator premises in London.

This is unlawful as our 5 June 2019 letter explained. The 1976 Act requires licenced operators such as UB 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 licenced 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 a non-London operator such as UB to accept non-London bookings in London, nor does it allow a London operator such as ULL to accept those bookings directly.

5. You responded to the 5 June 2019 letter on 4 July stating that our "concerns are directed at UBL's operations under the 1976 Act, for which TfL is not responsible... Licensing authorities outside London are responsible for ensuring compliance by their operators with the 1976 Act and any licenses granted under that legislation". You invited us to take up the LCDC's concerns with non-London licensing authorities, or direct with UB.

6. Your response was unlawful, as is TfL's ongoing failure to investigate ULL's role in respect of ghost offices. In summary, that is because TfL has a statutory responsibility to regulate ULL under the Private Hire Vehicles (London) Act 1998 ('the 1998 Act') and:

(1) if, as appears to be the case, ULL is making provision for the invitation or acceptance of bookings for Uber vehicles in respect of non-London bookings, then it is committing licensing 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 operators' licence for the purposes of s.3(3) of the 1998 Act;

(2) alternatively, if UB is evading local licencing regulation by making provision in London for the invitation or acceptance of bookings for Uber vehicles in respect of non-London bookings, that would also call into question ULL's fitness and propriety because:

(a) in deciding to refuse ULL a London operator's licence in September 2017, TfL correctly recognised that fitness and propriety under s.3(3) embraces matters such as the evasion of regulation in licencing jurisdictions regimes outside London (indeed aboard) and is not confined to the actions of ULL alone, especially given the corporate structure of the Uber group of companies; and

(b) TfL agreed special conditions with ULL as regards its 'probationary license' (granted as a result of the appeal determined by Senior District Judge and Chief Magistrate, Emma Arbuthnot on 26 June 2018 ('ULL's London Appeal')) which expressly cover evasion of regulation in other jurisdictions, including (but not limited to) evasion using ULL's software.

7. TfL is about to redetermine whether ULL is a fit and person to hold a PHV operator's licence because ULL's probationary licence expires next month. TfL must approach that decision properly taking into account relevant matters, which include those summarised above. Choosing, or failing, to do so is an unlawful abdication of TfL's regulatory functions.

8. The LCDC plans to challenge the decision which the 4 July 2019 letter communicates and the ongoing failure to investigate its concerns by means of a judicial review claim in the Administrative Court. This letter constitutes a letter before claim in accordance with the Pre-Action Protocol for Judicial Review. As such, it offers TfL the opportunity to reconsider and change its position on investigation so the planned claim becomes unnecessary.

9. Please confirm receipt by return and let us have your substantive response no later than 10 September 2019. Reference details and legal advisors

10. Please confirm the identity

of the solicitor handling this matter. The signature on the 4 July 2019 letter is illegible and the name underneath, "Mayor of London", is clearly not the signatory.

11. Correspondence should be directed to John Halford, Partner, who can be contacted on 020 7833 4433 or via email at j.halford@bindmans.com. Please mark all correspondence relating this matter with reference 264550/1/JHL.

## Details of the matter being challenged

12. The 4 July 2019 decision and/or ongoing failure to investigate the LCDC's concerns as set out in the 5 June 2019 letter. Interested parties to the proposed claim

13. The LCDC considers ULL and UB to be interested parties to the proposed claim and we will copy this correspondence to their solicitors, Hogan Lovells, Atlantic House Holborn Viaduct, London EC1A 2FG. If you consider there are other interested parties to this claim, please identify them in your response.

## Factual background to the claim

### 'Ghost offices'

14. Please see paragraph 5 above and paragraphs 2 to 4 and 25 to 31 of our 5 June 2019 letter.

15. Two points from that letter bear emphasising.

16. First, as discussed at paragraphs 13 to 16, a locally based operating centre model is an intrinsic part of the scheme established by the 1976 Act in order to facilitate regulation by local licensing authorities.

17. This is accepted by TfL. Ms Chapman's London Appeal evidence is useful in one other respect. At paragraph 13 of her she said this by way of an explanation of the structure of the current UK licensing regime:

"PHV operator's licence shall not in London accept a private hire booking other than at an operating centre specified in his licence. A London PHV operator that contravenes that provision is guilty of an offence

(section 4(5) [EX1/C/2/99]). I understand that the reason why only licensed operators can accept private hire bookings, and only at specified operating centres, is that Parliament considered it important that such bookings are accepted by persons who are fit and proper to fulfil the role. A fit and proper operator will (amongst other things) pay sufficient regard to public safety, keep proper records, handle complaints appropriately and be subject to inspection and regulation."

18. In this way, Ms Chapman correctly recognised the links between the means by which Uber group companies accept of bookings, acceptance at specified operating centres, ULL's fitness and propriety as an operator and TfL's regulation of ULL in the public interest.

19. Secondly, in her first statement at paragraphs 311 to 341, Ms Chapman also explains how ULL's bookings have been made since March 2018. On the face of things, the arrangements 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.

## ULL and other Uber group companies' evasion of regulatory regimes

20. As you are aware, on 22 September 2017, TfL took a decision that ULL was not a fit and proper person to hold a PHV operators' licence in London. It was based on three factors:

(1) ULL had misled TfL in 2014 as to the process by which Uber vehicle bookings are accepted through the Uber app;

(2) as regards a piece of software called 'Greyball' which is open to misuse by Uber group companies to avoid regulatory oversight:

"ULL had assured TfL that Greyball had not been used for the purposes of evading regulatory enforcement in London. However, TfL did not consider that ULL had been open and transparent about Greyball, despite having been given ample opportunity to state its position clearly. In particular, the extent to which



# INVESTIGATE UBER PROCESS



those responsible for Uber's operations in London were aware of or involved in decisions about the use of Greyball in other jurisdictions only became clear after repeated and persistent questioning from TfL."

(see paragraph 52(b) of the first statement of Helen Chapman for the London Appeal); and

(3) ULL had demonstrated a lack of corporate responsibility in relation to a number of other issues with potential public safety implications.

21. The second of these factors is important in the present context because it illustrates the proper scope of TfL's regulatory responsibilities under s.3(3) of the 1998 Act. Ms Chapman elaborated on this elsewhere in her evidence for the London Appeal: see, for example, paragraphs 122 to 162 of her first statement. Significantly, she rejects ULL's repeated argument that use of Greyball outside the UK by other Uber group companies had no relevance to ULL's fitness and propriety. For instance, at paragraph 134 of her first statement, she states (our emphasis):

"I consider that it is relevant to ULL's fitness to be a licence holder that its previous director holds directorships in other countries where there is a possibility that Greyball technology has been used for the purposes of interfering with or impeding regulatory enforcement. It has been admitted by ULL that Mr van der Woude had authority to authorise the use of Greyball technology in other jurisdictions by virtue of his position within the Uber group."

and at paragraph 248 to 263 noted that Greyball's use "in other jurisdictions" was a matter that remained of concern. This issue is also discussed in the judgment on the London appeal at paragraphs 11 and 24.

22. We also note that when the London Appeal was heard, ULL had accepted TfL was right to conclude it had not been a fit and proper person to hold a PHV operator's licence in September 2017. Its position was that it had reformed itself since then and adopted a different culture, including accepting the need for regulation, to the extent that TfL's concerns were historical. That was accepted in the London Appeal judgment (and recently endorsed by the Divisional Court). However, ULL also agreed that its future regulatory compliance in other jurisdictions was a matter for TfL to assess in relation to its fitness and propriety. That is clear from clauses 3, 7, 8, 9 and 13 of the probationary licence granted as a result of the appeal. For instance, clause 8.b. requires ULL to report to TfL any:

"... use or proposed use by ULL, UBL, Uber BV, UTI or any other affiliated Uber Group company ("an Uber Company")

in any jurisdiction where a Relevant Person is or has been employed or engaged by an Uber Company at the time of such use or proposed use of any software, tool or other mechanism (including Greyball and Ripley) (i) to interfere with or evade any regulatory enforcement action or (ii) for any improper purpose. For these purposes 'proposed use' means a use proposed or endorsed (whether implicitly or explicitly) by a Senior Manager or Director."

and clause 9 states:

"ULL shall not use any software, tool or any other mechanism to interfere with or evade any enforcement action by a regulatory or law enforcement authority, including the licensing authority." Legal framework

## Non-London operators' licenses

23. See paragraphs 10 to 20 of our 4 June 2019 letter. TfL's responsibilities as ULL's regulator

24. TfL was established by s. 154 of the Greater London Authority Act 1999. Its functions include licensing private hire operators, drivers and vehicles in London, under the 1998 Act.

25. Before it grants or renews a PHV operators' licence, TfL must be satisfied that the operator is a "fit and proper person" to hold a licence. In *McCool v Rushcliffe BC* 1998 WL 1043984, Lord Bingham CJ held that a licensing authority must have a good reason for determining that an applicant is not fit and proper, but may take into account any factor that a reasonable and fair-minded decision maker may rely on. At §25 he said this:

"What will be (or may be) a good reason will vary from case to case and vary according to the context in which those words appear... it is appropriate for the local authority or justices to regard as a good reason anything which a reasonable and fair-minded decision maker, acting in good faith and with proper regard to the interests both of the public and the applicant, could properly think it right to rely on."

26. Misconduct by a would-be licence holder, including in a different corporate guide will always be a relevant factor: see *R v Knightsbridge Crown Court*, ex parte *International Sporting Club* [1982] QB 304, 318.

27. Where, as here, a licence is granted on a 'probationary' basis expressly intended to allow an operator to demonstrate that past concerns about its fitness and propriety have been addressed, TfL will need take future decisions very carefully, on a fulling informed basis after appropriate investigations are concluded. The duty identified in *Secretary of State for Education and Science v Tameside*

*Metropolitan Borough Council* [1977] AC 1014 will be particularly onerous. The legal basis for the proposed claim for judicial review

28. As summarised above, the proposed claim has two linked bases. Both arise from TfL's statutory responsibility to regulate ULL under the 1998 Act which were correctly described by Ms Chapman in the London Appeal.

## ULL's conduct

29. TfL must satisfy itself of ULL's fitness and propriety, having regard to a broad range of factors including, but not limited to, those listed in its policy. "[A]nything which a reasonable and fair-minded decision maker, acting in good faith and with proper regard to the interests both of the public and the applicant, could properly think it right to rely on" is relevant: see *McCool*, paragraph 23 above.

30. Misconduct by ULL or another Uber group company will certainly be relevant: see *International Sporting Club*, paragraph 24 above. On any view, misconduct would embrace large scale, systemic breaches of licensing law, i.e. the 1976 Act directly by ULL in other jurisdictions.

31. Our 5 June 2019 letter set out a credible, evidence-based prima facie case that ULL is using software to make provision for the invitation or acceptance of bookings for Uber vehicles in respect of non-London bookings. Some of the evidence comes from TfL's principal witness in the London Appeal, Ms Chapman. If ULL is doing so, it is committing offences contrary to s.46(1)(d) and (2) of the 1976 Act many times each day. That a matter that is directly relevant to ULL's fitness and propriety as a London PHV operator and TfL has accepted as much in the past. This is put beyond doubt by the terms of ULL's probationary licence: see paragraphs 22 and 27 above.

32. It is not lawfully open to TfL to abdicate its investigatory and regulatory functions in respect of these matters on the basis that local authorities could investigate them. Only TfL can determine whether ULL is a fit and proper person to hold a London operator's licence given ULL's role in making provision for the invitation or acceptance of bookings for Uber vehicles in respect of non-London bookings.

## UB's conduct

33. Alternatively, if UB 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 sub-contracting exception. UB would need to also be 'accepting' those

bookings itself under s.55A(1), which is not what Ms Chapman describes as happening in her first statement. Only then would UB be permitted to sub-contract with ULL to provide vehicles to carry out those bookings.

34. Evasion of regulation by Uber companies in other jurisdictions will be relevant to ULL's fitness and propriety, as Ms Chapman's own evidence in the London Appeal repeatedly says: see paragraphs 16 to 19 above. Even more specifically, misuse of any software by ULL or UB to evade regulatory oversight in other jurisdictions will be relevant to ULL's fitness and propriety: see paragraph 22 above.

35. It is no answer to say that a local authority in which UB holds a PHV operators' licence can take action against UB if it is breaching the 1976 Act. That does not change TfL's responsibilities to regulate ULL generally and in line with the terms of its probationary licence. The action that TfL, as proposed Defendant, is asked to take

36. TfL is asked to confirm it will:

(1) promptly and fully investigate the LCDC's concerns as set out in the 5 June 2019 letter; and

(2) reach and communicate (including to the LCDC) an evidence-based conclusion on them;

before determining any future ULL PHV operators licence application. Alternative Dispute Resolution ('ADR') proposal

37. The LCDC is willing to engage in ADR in the form of a confidential roundtable discussion of this claim with TfL's representatives, provided that can happen expeditiously. We remind you of your obligation to give meaningful and clear reasons if you decide to decline such an ADR offer: see *PGF II SA v OMFS Company Ltd* [2013] EWCA Civ 1288.

## Information and documents sought

Please provide the documented analysis of ULL's software undertaken in 2018 and any other documents held by TfL that have a bearing on ULL's role in making provision for the invitation or acceptance of bookings for Uber vehicles in respect of non-London bookings directly or in any way that assists UB.

## Concluding remarks

Please acknowledge safe receipt of this letter promptly and provide a substantive response by no later than close on 10 September 2019, as requested above.

**Yours faithfully**  
**Bindmans LLP**



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## Figures show Via Van claim is incorrect



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**BNI7 JFV**

**YT67 FSK**

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✗ Untaxed Tax due: 11 July 2019	MOT No details held by DVLA
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Vehicle details		DVLA services	
Vehicle make:	MERCEDES-BENZ	<a href="#">Tax your vehicle</a>	
Date of first registration:	March 2017	<a href="#">Register your vehicle as off the road (SORN)</a>	
Year of manufacture:	2017	<a href="#">Tell DVLA you've sold, transferred or bought a vehicle</a>	
Cylinder capacity (cc):	2143 cc		

Vehicle details		DVLA services	
Vehicle make:	MERCEDES-BENZ	<a href="#">Tax your vehicle</a>	
Date of first registration:	December 2017	<a href="#">Register your vehicle as off the road (SORN)</a>	
Year of manufacture:	2017	<a href="#">Tell DVLA you've sold, transferred or bought a vehicle</a>	
Cylinder capacity (cc):	2143 cc		

Vehicle Details - Mercedes Benz

Model:	Description:	
Sprinter Crew Van	516 CDI RWD L2	
Transmission:	Engine Capacity (cc):	Fuel Type:
Automatic	2143	Diesel
Vehicle Power (kw):	Vehicle Load Length (Metres):	Gross Weight (kg):
120 (161 bhp - approximate)	2.3	5000
Gross Train Weight (kg):	Vehicle Categories:	
7000	Large Van	
Urban (mpg):	Extra Urban (mpg):	Combined (mpg):
29.7	41.5	36.2
Urban (l/100km):	Extra Urban (l/100km):	Combined (l/100km):
9.5	6.8	7.8
CO <sub>2</sub> (g/km):	Euro Standard:	
205	6	

Vehicle Details - Mercedes Benz

Model:	Description:	
Vito Compact	114 Panel Van	
Transmission:	Engine Capacity (cc):	Fuel Type:
Automatic	2143	Diesel
Vehicle Power (kw):	Vehicle Load Length (Metres):	Gross Weight (kg):
100 (134 bhp - approximate)	2.8	2800
Gross Train Weight (kg):	Vehicle Categories:	
4800	Medium Van	
Urban (mpg):	Extra Urban (mpg):	Combined (mpg):
38.7	49.6	45.6
Urban (l/100km):	Extra Urban (l/100km):	Combined (l/100km):
7.3	5.7	6.2
CO <sub>2</sub> (g/km):	Euro Standard:	
163	6	

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# Dutch minister: I did not have contact with Uber on tax plan

**AMSTERDAM (Reuters) -** The top Dutch tax politician has denied meeting representatives of Uber Technologies, in answer to questions from parliament about why the company has been allowed to claim a provisional \$6.1 billion tax write-off in the Netherlands.

The remarks by State Secretary of Finance Menno Snel come as the Dutch government has embarked on a campaign to reform its reputation as an enabler of tax avoidance by multinationals.

"We do not systematically track contacts between (tax) officials and ... companies, but in general it is true that such contacts take place," Snel said in a letter to parliament published on Friday.

"For myself, I can say that I have not had contact with an Uber representative."

In an Aug. 9 SEC filing, Uber said it had moved a Bermuda subsidiary that owns intellectual property to the Netherlands, "primarily to align its structure to its evolving operations."

San Francisco-based Uber headquarters its international operations in Amsterdam, where it now has more than 1,000 employees.

The company said the intellectual property move led to an increase of \$6.1 billion in "foreign tax assets" - that is, investment costs that can be deducted from eventual profits. On Aug. 8, Uber reported a core operating loss of \$656 million.

Uber disclosed in June that its 2013-2014 tax filings are being audited by the U.S. Internal Revenue Service, and its taxes for 2010-2019 remain unresolved in multiple jurisdictions including the Netherlands.

Snel said in answer to questions from lawmaker Pieter Omtzigt that "in general" intangible assets could be amortized in the Netherlands, offsetting profits earned there.

But he declined to comment on any specific case.

Omtzigt said on Monday there had been a rush of companies in the first half of 2019 seeking advance approval from Dutch tax authorities for tax plans before a set of loopholes closed on July 1.

"It definitely appears that the tax service has been very helpful to companies," he said. "If only they would be so helpful to low-income individuals, who have great



difficulty in even finding somebody to communicate with."

Oxfam tax expert Francis Weyzig said Snel's comments were remarkable, as they suggest that not only can companies seek formal advice from the government in the form of "advance tax

rulings", but they can also seek informal advice, as Uber appears to have done.

"It would surprise me if Uber were the only one doing this," Weyzig said.

The finance ministry could not immediately be reached for comment.

An Uber spokeswoman said on Monday the company is "committed to openness and transparency with tax authorities around the world."

Uber is "faithful to both the letter and intent of the laws in the many jurisdictions where we operate," she said.

## Parents warned not to allow children to use Uber alone

**Parents have been warned not to allow their children to travel in Uber cars as drivers complain that they are under pressure to pick up unaccompanied children even though it's against the rules of the app.**

The taxi app has a worldwide policy which bars under-18s from setting up accounts or riding alone. Drivers are told to check ages by asking for ID, but many are concerned about offending their passengers or losing out on earnings if they have to decline an underage customer.

The Sunday Telegraph spoke to multiple parents who admitted allowing their underage children to travel in the cars alone using a parent's account, something which is against the terms and conditions of the app.

James Farrar, the chair of United Private Hire Drivers branch of the IWGB union, said: "Drivers in the UK are increasingly worried about minors using ride share services.

"As it stands, they face an unwinnable dilemma - they are often pressured into accepting minors out of fear of being penalised for

journey cancellations and refusals."

A Transport for London spokesman said its regulations require drivers to undergo enhanced background checks, which would allow them in theory to transport unaccompanied children.

Uber said that despite this, it does not allow minors because they cannot enter contracts or use a credit card. Its policies state that drivers should not be penalised for refusing to pick up an unaccompanied child.

Show more

The company policies have come under scrutiny in recent months after a 12-year-old girl from Florida travelled alone in an Uber to a multi-storey car park using her mother's phone and paid for it using a gift card, before jumping to her death. Many parents said they were concerned about letting their teenage children drive at night in busy cities, or take unreliable public transport, and saw Uber as a safer alternative. Neither Uber nor its biggest US rival Lyft ask for proof of age when signing up new customers.

Harry Campbell, an Uber driver and blogger, founder of the website the Rideshare Guy and author of The Rideshare Guide, said: "It's an issue that Uber and Lyft are keenly aware about, but obviously, they make a lot of money off these rides.

"So they sort of sweep it under the rug and shift a lot of the risk and liability onto drivers."

He said Uber should require passengers to provide ID when signing up for the app, something it already does for users of its Jump bicycle and scooter programme in some cities.

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# The Anderson Shelter's TAXI LEAKS

## WILL UBER BE PLYING FOR TRADE... OR PLYING FOR HIRE, WITH THEIR NEW KIOSKS?

Either way, plying for trade/plying for hire are both considered in legislation to be illegal to Private Hire vehicles.

For the first 10 years of its existence, Uber was useless to anyone without a smartphone as the concept could only be operated as an app.

Now they have contemporaries, who have adopted exactly the same technology, in the form of Ola, Kapten, Bolt and ViaVan.

But this is all about to change.

Earlier this month, Uber rolled out a kiosk at Toronto's Pearson International Airport that allows passengers to actually book a ride without a smartphone.

The company says its new idea has been designed to create greater access for travellers who might have a difficult time using the app, because of language or technical problems such as; no battery, no signal and even no smart phone.

One of the systems designers said on Twitter:

"Much of the technology in the kiosk is similar to what's used in 'green light' hubs, where the company on-boards drivers."

The same kiosks are also being used in shopping malls in the San Francisco area.

Anurag Agarwalla, head of Uber's innovation team for its technology services group, said in a blog post:

"One influence for the Uber kiosk came from arcade games, which, compared to a PC at home, creates a social environment inviting others to help the primary user.

"That attribute, along with a live support representative, brings in a human element we wanted to highlight."



There's no word yet on where the next locations might be next, but the company says it hopes to use them to increase access at high-volume venues like airports, mainline rail and coach stations and even in busy hotels with a smaller Concierge foyer version.

The equipment looks like an ATM machine and uses a 32 inch top monitor. Below is a 10.5 inch iPad Air. To the side is a swipe/chip and Pin CC reader to make payments.

Make no mistake, this is coming and sooner than you would think. Even if Uber are refused a licence, other companies are already looking at this system.

### TAXI LEAKS EXTRA BIT:

We have already seen a

similar less complicated version 10 years ago in the city, where a lamppost style beacon was erected.

Potential customers only had to press a red button and this was said to be enough to be classed as a one booking.

Unfortunately for that company, some one kept putting super glue on the button rendering the beacon useless.

In the end, the company gave up.

More up to date systems (on a slightly smaller scale) are already being used by hotels and clubs to summon private hire vehicles for their guests.

Even Credit Card clearance company CMT have concierge equipment in hotels and hospitals which dispatch jobs to their Taxi drivers.

### Hakkasan Mayfair, In Desperate Need Of Same Taxi Rank Markings As Novikovs

11pm Tuesday night (27/08/19), saw the five Taxi rank at Hakkasan completely occupied by three Private hire vehicles, two of which are pictured above, and also two high end customer cars.

This has now become a regular sight throughout the West End and Mayfair.

August has seen the normal influx of tourists from the Middle East. Any form of regulation seems to be shut down at this time of year, as the West End is overrun with illegal parking and hoards of illegal electrical powered Rickshaw bikes.

If you complain to the police, they just say "this is low priority offence and they have no officers available to attend any incidents that may arise from these issues".

What's become even more apparent, is the complete lack of enforcement from both TfL and Westminster Traffic Marshals.

I took it upon myself again on Tuesday night, to inform the three Private Hire cars parked on the rank that they were in contravention of their licence, by parking on a licensed Taxi rank. Their response was the same I always get, a mixture of laughs and profanity. No help from the door staff who say (rightly so), it's not their job to police the rank.

The MiniCab drivers don't even get upset anymore, even when you take photos and threaten to report them to TfL, which points to a possibility (what we've always suspected) that our complaints about this type of problem at Taxi Ranks, are falling on deaf ears.

Luckily enough, while I was parked on the bus stop, waiting for the Minicabs to move....along came a Westminster traffic marshal on a moped. He parked at the front of the rank and as soon as he produced his ticket book the three Minicabs decided they weren't brave enough to stick it out and proceeded to move off. I pulled forward onto the rank and was joined by another driver in a Vito.

As other taxis were just driving by, we had to spread out a bit, to make sure no other minicabs could occupy the rank. The warden ticketed the two private cars at the front of the rank but it's a shame he failed to take the numbers of the three Minicabs as it's a straight away offence with no time period, which means that PCNs can be issued straight away. I did offer the Marshal the registration numbers and photographic evidence...but he wasn't interested and declined my offer.

It's about time this rank was marked out properly as is Sketch (finally), Nobu and Novikov. I remember members of the joint ranks committee telling me it was a waste of time trying to get a rank at Novikov's

Most of the aggregation at Hakkasan comes from the fact, the drivers committing these contraventions don't realise it's actually a working rank as the tiny signage on the lamppost is confusing and easily missed. This rank needs marking out, not once a week untrained marshals from a certain org that take it more as a coffee break than a marshalling job.

While we are on about Mayfair Ranks, surely it's time we had a proper rank outside Annabel's. There is a definite need and Taxis are forced to form a pop up rank most nights.

Where are the Joint Ranks Committee with their chairperson Richard Massett on these important issues? Are they waiting and seeing in the fashion of their mentors at W9?

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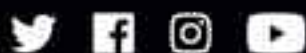


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# London Taxi PR announces the launch of 'All Hail the Street Hail' advertising campaign

London Taxi PR (LTPR), an organisation which represents the interests of the Licensed London Taxi profession, has announced the launch of its new advertising and promotional campaign, celebrating 365 years of hailing a London Taxi, 'All Hail the Street Hail', which has now gone live across major billboard advertisement locations throughout London.

The campaign, which is being displayed initially for one month at 24 prime central London digital billboard location sites, with the assistance of digital media out of home advertising company, London Lites, will also include the usage and display of the advertisement on some rooftop signage display boards of London Taxis.

Carrying the main message, 'All Hail the Street Hail', the new campaign celebrates 365 years of the traditional hailing of London Taxi from the street,

and will also include some subtle messaging such as, 'Mobile Data not Required', and includes a reminder that ALL London Taxis accept all major credit cards as well.

With the increased usage and licensing of Apps to hail Taxis, it was felt that the general public needed a reminder of not only how long the traditional London Taxi has been serving and transporting customers in London, but also just how easy and simple it is to hail a London Taxi rather than using your mobile phone.

Since their formation, London Taxi PR has undertaken a series of targeted media campaigns, which are being used by London Taxi PR to promote the benefits, advantages and safety of using the iconic London Taxi to a wide audience.

All the campaigns and publicity that has so far been generated by the company has been

funded by fellow London Taxi drivers as well as supportive companies and organisations, many of whom have signed up to donate to the cause on a monthly basis, indicating how passionate they all are about their industry and the cause. London Taxi PR. Passionate about promoting and preserving the iconic London Taxi trade and funded by London Taxi drivers who care about their industry.

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



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Head of Sales Daniel Severin CII answers your questions about My Licence Protection

### What is My Licence Protection?

This cover is designed for drivers who rely on the ability to drive to earn a living. Driving is a cabbie's livelihood, which is why we have decided to team up with My Licence Protection to offer this cover.

### What does My Licence Protection cover?

With this cover, you can get protection for:

- Up to 65% of your occupational income up to £100,000.
- Accidental Death Benefit (a capital sum of £10,000 in the event of your accidental death)
- Alternative Transport: the reimbursement for alternative transport up to £10,000 a year
- Legal Costs: cover for up to £500 of Magistrates' Court fees in case of successful appeal against the suspension of a licence.

### Who can purchase this licence protection cover?

You must be aged between 21-62, have held a driving licence for a minimum of two years and have no more than eight points on your licence.

### I have previous convictions, can I still get this policy?

Absolutely, as long as you have no more than 8 points (current or pending). Please note that penalty points received as a result of careless, dangerous or inconsiderate driving or as a result of a drink or drug related driving offence are not covered.

### How much does the licence protection cost?

You can customise your cover and tailor it to your requirements. Bronze cover starts at £15/month and Gold, the highest level of cover is £35 a month.

### How can I benefit from your special offer?

For a limited time only (until the 26th September), we are able to offer a 3 months free trial. This means that, if eligible, you'll be able to get your cover, without paying anything for 3 months. At the end of this three-month period, you'll be able to either stop the cover or purchase it for the following 12 months. To benefit from this offer and find out more, please call the My Licence Protection team at 0207 846 1380 and quote **PLG15for12**.



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

### ■ CAB TRADE ADVICE

All members can call the office for any information or up to the date news on any trade related subject.

### ■ TRADE'S FUTURE

The Club worked tirelessly in bringing in the green & yellow identifiers to the taxi trade.  
And are always working hard to protect our future.

### ■ CAB TRADE REPRESENTATION

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

### ■ VEHICLE MANUFACTURERS

The Club works alongside LTC and Mercedes to deliver a vehicle that meets

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

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# SIMPLE AS FAT WITH JOHN GAUNT

## Why is it called Simple As Fat?

It's called that because we don't believe in counting calories or portion size. We believe the best way to eat, is eating good animal fat, saturated fat, low carbs, high fat and NO sugar.

## Isn't that bad and something that should be feared?

No! We have been told for the last 50 years or so, that saturated fat that you will find in animal fat for example is bad for us and leads to all sorts of diseases, including heart attacks and type 2 diabetes.

We don't agree with this and nor do some eminent scientists. What has also happened is, they have confused the fats. For example, the type of fats that we are saying are good, are the fats you get from meat, fish, dairy (Eggs, Cheese, double cream) avocados and nuts (Not peanuts, those are peas - clue is in the title).

We say you should cook with olive oil, pure butter (Not Low fat or Lite), Lard, and Coconut oil, the pure way and avoid the bad fats like mass produced vegetable oil, rape seed oil, Mazola, Etc which have been promoted instead, which are not good types of fat. I say we have been conned over the last fifty years by being given bad advice and it's this bad advice that has made us fat and lead to other diseases. It's about eating the right types of fat and that is why we have kept it simple and called it As Simple As Fat.

## But we have been told eating fat is bad and should be feared?

That is exactly the problem. Harvard university in the USA over 50 years ago, came out with a study that demonized good animal fat in favour of agriculture and sugar, which has since been found was sponsored by the sugar industry! Bottom line, good fat does not kill you, it's excess sugar and the big food companies' processed foods that are cheaper to produce with a higher profit margin and longer shelf life that they want on the food shelves.



## Conspiracy?

Maybe but I don't think so, Bottom line is, this fat does not end up in your veins and we have got top scientists on our website saying this, including the eminent cardiologist Dr. Asem Malhotra, Zoe Harcombe and Professor Tim Noakes saying this.

In fact if you go to our website, you can see a free podcast there by Zoe Harcombe dispelling the myth about Cholesterol. We have been deliberately confused about the types of fats.

Every time you see Low fat or Lite on the label, avoid! This is because, they are instead loaded with sugar to make it taste good. We say Sugar is bad, not the good saturated fats. I learnt from professor Tim Noakes you can't outrun a bad diet and if you really want to lose weight, it's about what we put in our mouths.

I learnt after doing some research that it's not about starving or denying yourself and really discovered that low

carb, high fat was the way to go. Let me make it clear, this is based on Ketogenics which has been around since the 1920s and the Banting diet which has been around for over a century which is based on low carbs.

Carbs turn to glucose in your body almost immediately, so Potatoes, Bread, Pasta, Rice and beer (Liquid bread) must be avoided. They all turn to glucose which is in turn stored around your midriff. Our way is that your body gets used to the saturated fat



and runs on that and when that runs out it starts burning through your stored body fat.

## Exercise?

Simply walking! You don't need to join a gym or go jogging but just go for a walk. I know that is the one thing you lot don't do very much of, because let's face it, you are sitting on your lardy backside all day and probably not eating the right things. In fact you should come down to Russell Square shelter on Tuesday October 1st in the afternoon where we show you cabbies a healthier way of eating and you can go for a walk around Russell Square as well and I will have all the answers to your excuses, I mean questions. And let's face it your job depends on your health, so do yourself a favour, come down to the Cab shelter in Russell Square on the 1st of October in the afternoon sometime and we will show you how to eat the Simple As Fat Way.

We are giving a year's subscription to Simple As Fat for a year by way of a competition by answering your simple question which is

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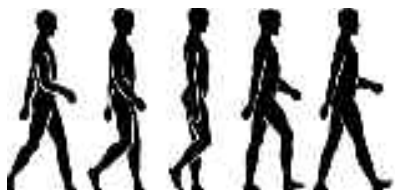
## Tell us about your website

I have a load of diet books that just end up sitting on the shelf and it was my daughter that said we should be on social media

Our website is [www.simpleasfat.com](http://www.simpleasfat.com)

There you can look and listen to some articles for free, but once you sign up, you will have access to over 100 podcasts, recipes and of course access to our closed facebook group page on which I do 2 live T.V. shows a week answering your questions live and unscripted

Thank you Gaunt and I look forward to seeing you October 1st in the afternoon down at the Russell Square Cab shelter with Katie



# Walker on the March...

## FROM ROWING BOATS TO ELECTRIC; THE HISTORY OF THE CAB

London Bridge was the only dry crossing over the Thames until the early 1600s. This was in no small part due to the objections of the watermen against the building of new bridges. The watermen were the forerunners of the hackney carriage trade.

The lack of bridges gave plenty of work to the wherries (or ferries) and the 2,000 or so wherries operating on the water gave work to 3,000 boatmen.

Carriages never really got going in London until the mid 1500s due to the terrible state of the roads.

Although there are records of ferrymen operating as far back as medieval times, Henry VIII first regulated them and their fares in a 1514 statute. At the same time Trinity House was given authorization to give sailors between voyages temporary licences to ply the water. This caused upset to the regular watermen and brawls often ensued.

The company of Watermen was established in 1514 and then in 1555 it received a royal charter and began a one year apprenticeship (the first incarnation of The Knowledge). This apprenticeship was increased to seven years after an Act passed in 1603 as a result of too many lives being lost, people injured or property lost as a result of poor watercraft by the boatmen. There is no record of sexual assaults or rape but there was no Uber back then.

On "passing out" a boatman became a freeman of the company and even received a retirement pension if they were poor enough to qualify.

The Company of Watermen is still at St Mary at Hill but although still a City Guild is no longer recognised as a livery company.

In 1715, Thomas Doggett, an actor and theatre manager – and he of Doggett's Coat and Badge fame at Blackfriars Bridge – founded a sculling race to be contested by six watermen. The race took place between Swan Stairs by London Bridge to The Sawn Tavern, Chelsea. This race is said to be the world's oldest continuous sporting event.

Nowadays, we seem to have a regular race between a PHV, Taxi and Taxibike.

### HACKNEY CARRIAGES

The Hackney Carriage eventually overtook the ferries and by the mid 1700s there were more than a 1000 of these "hell-carts" plying London's streets.

This led to the need for regulation and in 1636, Charles I licenced 50 plates.

By 1654, Ollie Cromwell completed the job and introduced the licensing system that all current licensing stems from.

The Hackney cab was replaced by the Hansom Cab around 1835. The Hansom soon made the Hackney redundant as it was much cheaper to run, only requiring one horse. It was also a lot nippier in traffic and could dodge around the various carts and wagons that clogged London's roads.

This was also about the time that the Home secretary took charge of licensing

the trade (1838). He then delegated the job to The met police in 1850 and subsequently the PCO was established in 1869.

Next on the scene were the Hummingbirds. This was an electric cab and was introduced in 1987. In the same year the Daimler Victoria came on the scene – a petrol alternative to the horse. The poor old horse had no chance with these motorized cabs. Not only were motor cabs quicker, they were cheaper to feed and stable than a horse.

shillings (£2.50 in new money).

Mann & Overton first came on the cab scene in 1904. This was the firm that sold London Taxis. They were still the monopoly supplier of cabs, made by Carbodies, when I appeared on the scene at the very end of the 70s.

They were then taken over by a conglomerate, Rio Tinto Zinc, I think around the end of the 80s. A subsidiary of RTZ – Manganese Bronze - then took over. Later this became London Taxis International. The firm was in deep doo

General were getting them passed before this amendment. There were favours for the boys even then.

### TURN OF THE 20TH CENTURY

There followed too many different makers of cabs to mention but none gained ascendancy until the Beardmore came on scene in 1915 at a price of £795 but this was quickly reduced to £405 because a Unic could still be had for £405.

If only we had that sort of competition today. A Citroen cab could be had for £395 in 1921. M&O brought out the Unic Gate in the mid 20s for £625. The Yellow Cab followed at £590 in 1923.

In the period between the Great Depression and the onset of World War II, M&O took an unassailable lead in the



The PCO then came up with the "conditions of fitness" pretty much as we know them today. Only two body types were allowed in 1903. The first was basically the hansom cab Prunell, with an engine instead of a horse. The second was the Brougham, known to all as "The Growler". The Prunell was the first cab to have the driver sitting in front of the passengers rather than on top of the vehicle.

This gave the Carriage Officers (CO's), serving policemen, a bit of a problem. They knew all about the welfare of horses but sod all about motor engines when the Prunell (Hansom) was licensed in 1904.

The London Motor Cab Co was the first petrol fleet, operating out of Manor St in Chelsea in 1905. This was a six vehicle fleet of "Rationals".

Vauxhall produced a version of the Hansom in 1905, for the princely sum of £375. Roof racks were extra at £2 10

doo by the turn of the 21st century. Losing money hand over fist, they began selling the family silver and even ended up selling their based in Holloway road but could not stop the rot.

To get out of trouble, they sold 45% of the company to Geely. When they had to go back to the well again, they found it dry. Geely wouldn't put up any more loans and eventually bought the company for buttons.

However, the Overton's remained involved in the company until quite recent times. I digress.

Next up was the Renault Unic. This was a 12 horsepower cab and the newly formed General Cab Company ordered 500 of these cabs. The Unic caused a kerfuffle re the CoF. The CoF required the width of the side members of the chassis to be 81cm but the Unic's were only 66cm.

Although the CoF were amended to accommodate the Unic in 1906, the

market when they introduced the Austin taxi. It went on sale in 1929 and was a ¾ Landau and in looks, obviously influenced the look of the FX3 much later. This cab could be bought outright for £377 or on HP for £465 including interest. The deposit was £50 and weekly payments of £2.10 shillings (£2.50 in new money) for four years. As usual with M&O (LTC, LTI, LEVC) as soon as they started shifting the droshky they raised the price 5% to £395.

By 1932 there were 3 cabs on the market, all struggling a bit. Some would say as a result of manufacturers' need to sell more cabs, the PCO set an age limit on cabs for the first time. This was 15 years, with a rider in "exceptional condition" that cabs older than 15 years may be granted further licences.

M&O moved to their premises in Wandsworth bridge Rd, that cab drivers as old as me still remember visiting. This was just before the war but as war came closer, cab sales dropped off a cliff and

they only sold just over 200 cabs that year.

## ROUND TWO OF THE CONNAUGHTS

If the Hackney carriages were the first usurpers of the trade from the watermen, PH reared its ugly head for the first time in 1938. This was a mob called "streamliners" that operated cars with meters in the suburbs.

Yellow Badges (YBs) had just been licensed for the first time but it was the PH operators who got angry at the licensing of YBs rather than the other way around. This caused an investigation into licensing PH at the start of 1939. PH Licensing was recommended. This investigation also questioned the need for cabs such as the Austin, when a private car from the same maker was 25% cheaper at £300. However, WWII delayed the process and then it fell by the wayside.

It next reared its head in the 1960s with Gotla and Welbeck motors and, sadly, this time they never went away again.

## POST WWII

This was the age of diesel. While available in petrol, all post WWII taxis were predominantly diesel as standard. This shift was made concrete by the 1956 Suez Crisis that sent the price of petrol through the roof.

WWII had a profound effect on the cab trade. Inflation had gone through the roof as a new purchase tax of 33.33% was levied on new cabs, among other goods, and steel was scarce. Bearing in mind the pre-war Austin price of £395, Beardmore's Oxford taxi came in at close to £1,000 in 1949.

Meanwhile, M&O were producing the FXII chassis for the FX3, the archetypal taxi. This went on sale in 1948 at an equally eye-watering price of £936 and if you were prepared to pay extra, it was now available in colours. Other vehicles came and went but the FX3 was king.

By 1955, the taxi fleet was in dire trouble. The multiple effects of WWII, Suez, inflation and taxes had reduced the fleet to less than 7,000 cabs by 1955.

## THE LIVING MEMORY ERA

In 1958, M&O produced what to my mind was the ultimate cab – the FX4. This was a complete dog – the driver froze in winter and cooked in summer. The damn things were addicted to "eazi-start" but they ran – and – ran – and ran. They were like Trigger's Broom. Every part was changed but they kept going and 500,000 milers were not unusual. An idiot could fix most problems with a couple of screw-drivers and spanners and, especially, a hammer. The price of this loveable yet hateful machine was the princely sum of £1,198. M&O became the trade's monopoly supplier as Beardmore had given up trying to conform to PCO CoFs.

This monopoly turned into a duopoly in the early 60s with the introduction of first the Winchester and then the Metro but no manufacturer ever gained a true foothold against M&O until Mercedes came on scene.

The FX4 came to an end in the early 1980s and the engine platform was sold

to India. This was replaced with the ill-fated FX4R. This cab was a joke. It didn't have enough poke to get up Highgate Hill unless you got a run at it and with a four-hander it wasn't getting up there no matter how good a run you got at it.

The crowning glory was the power assisted braking system. Talk about exciting! It was driven by a small belt that had a habit of breaking regularly. When



the belt broke, the brakes wouldn't actually stop you but if you stood up on the brake and headed for the nearest kerb, it would usually stop before you hit anything.

The FX4R was introduced in late 1982 and the basic price was just under £10,000 so the price of a cab had risen from £1,000 in 1949 to £10,000 in 1982; a 1000% increase in 33 years.

I had the personal misfortune of being one of the first to buy an FX4R. I was a butterboy at the time and I took the scars and learned my lesson. I have never bought a new model since until it was bedded in and everybody knew what it was.

The FX4R was so bad that the manufacturer had to offer an alternative. This was the FX4Q and was basically a completely reconditioned FX4 from the chassis up with new FX4 engine re-imported from India.

Clearly the FX4R was doomed from the start and by 1985 it was already replaced by the FX4S at a price of £11,239 for the basic model. The unfortunate owners of FX4Rs were offered a replacement of their 2.2lt engines with the new FX4S engine for £2,400. All of this no doubt helped the new Metrocab that came out in 1987.

However, the FX4S was not without its own problems and was quickly replaced by the FX4S – Plus after two years in 1987. The Plus was not offered with a wheelchair ramp as standard. But this could be added for £998.

Two years later the manufacturer finally started getting things right with the introduction of what is probably rated by drivers as the best cab ever – the Fairway. This had the workhorse Nissan engine, possibly the most reliable engine we have ever had.

The Fairway was improved when the Fairway Driver was introduced in 1993 at a cost of £21,300 for the basic model that

included the wheelchair ramp as standard. I bought my last Fairway Gold in 1996 for just under £29,000. I suspect most of us would have been happy to carry on with the Driver but EU and UK law meant that neither the body nor the engine re suitable.

## THE TX ERA

So, it was 1998 when the TX1 was

the engine.

This was made worse by the manufacturer often making the cheapest repair rather than the correct one with cabs under warranty. In my own case, an insufficient repair led to a disastrous second chain break that wrecked half the engine. Luckily this was with a couple of 100 miles left on the warranty. However, the cab was off the road for two months due to an argument with LTI as they only wanted to replace the cam shaft.

The TX2 was followed by the TX4 in 2007 at a basic price of £33,000. That was when the real fun started as cabs began bursting into flames a year later. There were 600 cabs went up in smoke and as far as I am aware, drivers are still waiting to be compensated for lost earnings.

On top of that the early models gained something of a reputation for blown engines after about 120,000 – 130,000 miles.

By the time I bought my 65 plate euro 5, it cost just shy of £40,000, although it has to be said that this current cab has been a very good runner. It has nearly 160,000 (doubled) on the clock with no horror stories.

The TX4 Euro 6 came on the market at the end of 2015 with a basic price of a shade over £40,000.

So here we are with the TXe that so far looks like it is up to the job. The only problem is the price. A Vista Comfort Plus weighs in at a shade over £60,000 net of the grants. It would otherwise cost just over £67,500. However, call me a cynic but I can't help thinking that if there were no grants available, the price to the driver would have been the same as the net price after grants.

After all, the manufacturer knew the grant amount before they ever listed the price so why wouldn't they have appropriated some or all of the grant when they fixed the price?

So, in terms of actual price, the price rose 1,000% in the 33 year period 1949 - 82. In the 37 years since the price has risen again by 675%.

The price of a £1000, for a cab in 1949 has risen 6,750% to £67,500 in 2019. However, to get this into perspective, I bought my current house in 1080 and my FX4R in 1982. The value of the house has risen considerably faster than the price of a cab.



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# Paul Weller - Woking. Class. Hero

**I once said that I'd like to thank Paul Weller for an education I didn't get at school. Through reading interviews with him in the music papers (ask your dad kids...) I found myself being tipped off onto films, books, music and art that fuelled my curious mind at the time.**

I suppose he was like an older brother in some respects, one who would steer you towards things that you should be aware of. Well, that is how it was for me, and judging by the people I talk to now, who are of the same vintage, it is a similar tale for them too. Then when you throw in my start on the life long journey of all things mod round the same time, you can see how important he has been to what I do for a living now.

It is of course no secret that all aspects of the world of Mod have influenced Paul Weller throughout his adult life. Its lifestyle can be tracked and traced in his songs from the early Jam days to his present-day highly successful solo career.

Mod is simply in the fabric of his soul.

'Its like a religion. Its my code, it gives something to my life, I'm still a mod, I'll always be a mod, you can bury me a mod' he told TV host Jonathan Ross in 1991.

John William Weller was born in Woking, Surrey on 25th May 1958. He was unofficially re-named Paul by his family whilst still a baby. He came from a solid working class background, with dad John working as a mini cab driver and builder and mum Ann as a cleaner. A sister Nicky, was born five years later. During his formative years, Weller discovered early twin loves that have remained constant in his life – music and clothes.

His love of 1960s pop music came from hearing the hits of the day on the family radiogram whilst a small boy, and listening to the chart singles his young mum had bought. His first musical love was The Beatles. By the age of eleven, he had also developed a passion for clothes, following all trends of the day at first, and then becoming a Suedehead, complete with Sta-Prest and Crombie. Ann would take him to London's Petticoat Lane market to get him all the gear.

He was given his first guitar one Christmas around the same time. He then paired up with school friend, Steve Brookes, and soon they began learning the popular tunes of the time, before writing songs of their own.

In 1972 they began performing in pubs and working men's clubs in Woking. Weller and

a very tasty dress sense. His influence on the generation that made up the mod revival movement cannot be underestimated.

But Weller is a modernist in its purist form. He has an enquiring mind that is forever seeking out new music and experiences. By 1982, he had had enough of The Jam. The three-piece line-up of the band was too

shows through its use of clothes, photo pin ups, books and general ephemera, a tantalising glimpse into the mind and interests of Paul and Mick. Of course, the Weller trainspotters picked over every detail looking for clues on what to investigate next.

Completing the TSC line up were teenage drumming sensation Steve White and

himself without a record contract for the first time in many years. After a short break to take stock, he re-appears in The Paul Weller Movement, playing smaller venues to even smaller crowds on the comeback trail in 1991. The song 'Into Tomorrow' signal's a strong return to form and his solo career begins picking up pace. Steve White re-joins him and the touring line-up is completed by Steve Cradock and Damon Minchella from the band Ocean Colour Scene. The crowds begin flocking back. Cited as a major influence by the likes of Oasis, Weller is once again flavour of the month being dubbed The Modfather by many among the Brit-Pop generation. The 1995 album 'Stanley Road', with its cover designed by pop art master Sir Peter Blake, and named after the street in Woking where he lived as a teenager, saw Weller back at the top of the charts once again.

He picks up a Lifetime Achievement Brit Award in 2006, and is offered a CBE in the same year, which he turned down.

Fair to say, Weller was now achieving major critical acclaim as well as once again, real commercial success.

Sadly, John Weller, his manager for his entire career, died aged 77 in 2009.

Over the last few years, his albums have included 'Wake Up The Nation' 'Sonik Kicks' 'Saturns Pattern' and last year his first soundtrack for the film 'Jawbone' as well as the highly acclaimed 'A Kind Revolution'

As he reaches the age of 60, there is no real sign of him slowing down. In fact, the opposite may be true.

He told journalist Miranda Sawyer a few years back ... 'obviously I'm conscious of how old I am, but if I don't think about it, then I don't feel any sort of age, really. I don't feel like an old person, and I don't feel like a young person. I just feel... I'm just me.'

You just know he will go on, zipping and zagging, forever forward.

Just like all good modernists should.

*The Mumper of SE5*



Mark Baxter. Photo: Tony Briggs

Brookes are joined by drummer Rick Buckler and then guitarist Bruce Foxton. Weller's Dad John, became their manager, getting them gigs locally.

In the mid- 70s Weller discovers the 1965 song 'My Generation' by The Who and a new world opens up for him. Before long he is pouring over photos of Townsend and Daltrey along with those of Steve Marriott and the rest of The Small Faces, checking out what they are wearing. Soon, he is wearing the same clothes too, for he has been well and truly bitten by the mod bug

Brookes leaves the band in 1976. Foxton picks up the bass duties and Weller takes over as singer and lead guitar. The Jam as we know it today are born.

They would go on to become one of the most influential bands of their day. Singles like 'That's Entertainment' 'Down in the Tube Station' and 'Eton Rifles' show the lyrical skill that set Weller apart from his contemporaries. From the get-go, Weller had the whole package. Exciting music, lyrics that 'spoke' to his followers and

restricting and he wanted to break out. This was a massive shock to his fans, but most of all to his band mates and his dad. He was breaking up one of the most successful UK bands of recent times, for fear of them becoming stale and losing their meaning.

Paul Weller was aged just 24.

Never one to waste too much time, he soon formed The Style Council with the keyboard player Mick Talbot, once of the mod outfit The Merton Parkas. It became evident quite quickly, that a lot of new and different influences were going into the mix of this new line up. Blue Note jazz, Euro chic fashions, and a general sense of 'fun', wrong footed many of The Jam fans who had idolised Weller and the band. A lot of them couldn't keep up and drifted away

Many others though, stayed loyal and followed the new group as they got off to a great start with a diverse selection of singles and a couple of fine albums. The cover of 'Our Favourite Shop' from 1985 designed by long time collaborator Simon Halfon,

singer Dee C Lee. From the outset, Weller had used many of the new songs to get across his own political viewpoint and the group become involved in the miner's strike of 1984, Band Aid in 1985 and then Red Wedge, a group of like-minded musicians, which offered support to the Labour Party.

Style Council record sales however were in decline. The band continued to tour, but audiences and fans were often left confused by the direction Weller was taking the band in. With Polydor refusing to release their 'Garage' influenced new album 'Modernism: A New Decade' in 1989, Weller decides to call time on the band.

However, songs of the calibre of 'Ever Changing Moods', 'You're The Best Thing' and 'Long Hot Summer' and my favourite album 'Confessions of a Pop Group, among many other fine moments, ensure the band have a very healthy legacy and they are still fondly remembered by many today.

Then in his thirties, and now married to Dee C Lee and soon to be a father, Weller finds

# Q&A Plan Insurance Brokers'

## Head of Sales Daniel Severin CII



### 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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# Veterans guests at charity lunch



Three veterans were guests of the Taxi Charity for Military Veterans at a lunch on 15 August to celebrate their 100th birthdays

On 15 August, the 74th anniversary of V-J day, three veterans Ray Whitwell, Jeffrey Hayward and Chelsea Pensioner, George Parsons assembled with a group of heroes for a lunch at the Union Jack Club in London to celebrate their 100th birthdays.

The lunch at 1pm saw a group of veterans celebrate with the birthday boys, who were joined by 101-year-old, Albert Gardner who served with the Royal Engineers and West African Frontier Force.

Jeffrey Haward, recipient of the Military Medal is the subject of the book "Fighting Hitler From Dunkirk to D Day"



### 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, 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 proud 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](http://www.taxicharity.org)

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Ray Whitwell



Royal Army Service Corps,  
1<sup>st</sup> Airborne Division

19-03-1919

Jeffrey Haward MM



17<sup>th</sup> Battalion, Middlesex Regiment,  
51<sup>st</sup> Highland Division

28-07-1919

George Parsons



9<sup>th</sup> (City of London) Royal Fusiliers  
N<sup>o</sup> 2 Commando

10-08-1919



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**These are the Notes & Actions supplied by Unite's Heathrow Branch Secretary Stuart Hope from the HEATHROW COMPLIANCE MEETING held on Monday 22nd July, 2019 at Unite House, Heathrow.**

Our Rep was at the meeting was Heather Rawlinson, as Unite's Secretary persists with his ban on the LCDC Senior Representative, despite having previously accepted that his reasons for doing so were nonsense.

From Unite's own rule book: "A member must not knowingly, recklessly or in bad faith provide the Union with false or misleading information relating to a member or any aspect of the Union's activities."

This resulted in the LCDC withdrawing from the second Joint Trade meeting at Woodfield Road (another can kicking contest) and saw Mark White excluded from the subsequent meeting on Local Journeys and Fair Fares despite Club Reps having initially requested the meeting to discuss the issue in the first place and having attended an Airport Tariff Meeting with TfL at Woodfield Road.

Whether the HUTG (Unite/LTDA/RMT/UCG) actually do anything regarding the Heathrow Expansion Consultation and the In/Out Policy remains to be seen. The LCDC will not be party to meetings about holding a meeting to have a meeting. At the first meeting there was unanimous agreement to produce a joint response to HAL, however, subsequent events meant that the LCDC declined to participate.

The other Trade Groups continue to condone the actions of Mr Hope by their own inaction.

The other attendees were: Stuart Hope, Unite/Chair Danny Murphy, Unite Steve Jones, UCG PaulWalsh, RMT Sam Houston, LTDA Sean Taylor, APCOA Charanjit Singh Brar HAL Ben Ellis/Roger Rowe, Marshals

Andrew Antoni, TfL Edgerton Rodgers, TfL Cliff Llewellyn, TfL

Noted was the absence of police and/or security team working with marshals on terminals,

The Notes below were supplied by Unite's Heathrow Secretary, who despite warnings from TfL that this was not the appropriate forum for these issues, persisted in trying to raise subjects that are discussed at the Taxi OperationalPerformance



# Airport matters

by Mark White

Seminar (TOPS) in the meeting with TfL Licensing Officers.

"TfL still uncomfortable with engagement from a business perspective. Wary that only Heathrow specifics should be on agenda. This is different from other engagement policies that are used as information gathering exercises. HUTG perspective is that any item on the agenda that affects drivers at Heathrow should be discussed.

## NSL Passing Centres

As previously discussed there seems to be many reasons why only taxis go up on ramps. These include chassis number recognition. Various equipment on the rear end of taxis that are only accessible by putting on ramps.

## PHV identifiers

PHV identifiers are allowed to be hidden because there are no legal requirements due to DVSA page stating that "there are no rules for tinting the rear windscreen or passenger windows." Taxis do have to show their identifiers and plates.

## Change of destination

The legal requirement of a passenger's destination is not endorsed by a legal verbal contract. Therefore, if a passenger changes their mind they can do so. Returning a passenger against their will is "kidnap" and a driver can only do so with the passenger's consent.

TfL are saying that HAL have to solve this issue as it is private land.

## Fitness of character

TfL can revoke a license without a criminal conviction/prosecution, due to the fitness of a driver. Or the licensing authority having a duty



of care in protecting the public. Heathrow police do inform TfL if a driver has been convicted of touting.

## Social media

TfL have dedicated staff to monitor all social media. Once again this is being described as fitness of character.

## Charging point success

TfL state that they do monitor usage of charging points in London but not at Heathrow. This gives them a map of where chargers may be needed in the future. Government websites are available for all greener fuels for taxis.

## Credit cards

TfL made aware that certain credit cards from Asia do not match or are accepted with most card machines in taxis. TfL again to take this away with solution.

## Marshals

Marshals made attendees aware that they are not informed by police if there is an exercise in the terminals against touts. Marshals given dedicated contact point for reporting touts to TfL."

Very little was achieved at the Compliance due to the Chair

supplied information to the Police that has not been acted on for quite some time and the arrest rates for touts is negligible.

How many TPCSO's are there at Heathrow?

How many tickets are issued annually on the Forecourts by the Police at Heathrow?

HAL take no action against PH Drivers who do not go through the Official Car Parks after leaving the AVA (the figure given previously was 25% of cars) but will take action against Taxi Drivers who use the Feeder Park. This is inequitable and PH Drivers who fail to comply with HAL's AVA system should be reported to TfL. However, TfL have not taken any action against PHV's who fail to comply as HAL fail to report. What are TfL/HAL and the Police going to do to stop the abuses on Terminal Forecourts?

LCDC would also like to know what the local authorities (Hillingdon/Spelthorne/Hounslow etc) are doing about parking enforcement on local streets as residents are still complaining? TfL say that it's not part of their remit, HAL will point out that they have the AVA Car Park and the Police will say that it's not a priority. Who is responsible for Enforcement and what is the current strategy?

The Heathrow Police have provided a number of Officers to attend meetings over the years. PC's Hooley, Hughes, James and White. Who is the current contact?

Who is the Senior Officer at Heathrow?

Who is responsible for Taxis and PH at the local authorities? Who has ultimate responsibility for Taxis, PH & Touting?

'The Badge' goes to print before the next TOP Seminar at TfL and the next Liaison Meeting at Heathrow, where we are waiting to hear if HAL will stop Unite Reps abusing the signing in process and whether the LCDC will be given permission to site an Office in the Feeder Park. We have yet to hear from TfL on the Agenda, the Presentation or even receive the amended notes from the previous TOP Seminar in May. This is unacceptable given that we were promised that they would be published on TfL's website a month before the next meeting.

We will be making a formal complaint to TfL and the Transport Committee of the London Assembly.

trying to turn it into a Heathrow version of TOPS. It is not helped that the Police continually fail to attend. TfL take no action against PH Operators or Drivers unless the Police inform them. Hardly any touts have been prosecuted in the past 5 years.

Heather Rawlinson had more relevant questions related to Compliance at the Airport, but was unable to ask them as the meeting turned into a farce with TfL refusing to answer questions that were not appropriate for Compliance Officers.

These were the questions that the LCDC wanted answers to: LCDC would like to put the issue of 'Enforcement on Terminal Forecourts' on the agenda.

LCDC would like TfL to revisit 'The Day of Action' that was held in conjunction with Hillingdon Council and the other Agencies. What were the results and how soon will it be carried out again?

HAL have said that they cannot carry out civil enforcement on the Terminals and it is the responsibility of the Police. The Police, who are funded by HAL, say that they do not have enough resources and parking enforcement is bottom of their priorities. The Marshals have

**Daniel Dubois will bid to add another title to his collection when he takes on Ebenezer Tetteh next month.**

The hard-hitting heavyweight returns to action following his win over domestic rival Nathan Gorman.

And the Commonwealth title will be on the line at the Royal Albert Hall in London on September 27, assuming Tetteh comes through a scheduled fight next weekend. Tickets to the event can be bought from [www.ticketmaster.co.uk](http://www.ticketmaster.co.uk).

The Ghanaian has won all 19 of his professional fights but has never boxed outside of his homeland. The combined record of his previous opponents reads a dispiriting 119-185-3.

But Dubois said: "This is a natural progression for me because I want to win every title available to me on my way to becoming a world champion."

"I have won the Southern Area, English and British titles already, so I am heading down what people call the traditional route, while also gaining international experience



# Dubois bids to add title with Tetteh fight

and rankings by winning the WBC Youth, WBO European and Global titles. "So I believe this is the ideal next step for me against an unbeaten fighter with a lot of KOs to his name.

"It should make for an exciting fight at the Royal Albert Hall and I cannot wait to get back there and do my thing."

Nicola Adams, who was recently elevated to world champion, will also appear on the show.

Promoter Frank Warren also has a tentative agreement for Adams to face the winner of the clash between IBF champion Leonela Paola Yudica and Mexican Isabel Millan, providing the winner comes through unscathed.

Double Olympic champion Adams was upgraded to WBO world champion last month by virtue of her Interim title holding status, following the removal of Arely Mucino.

The show will also feature super featherweight Archie Sharp, middleweight banger Denzel Bentley, heavyweight Jonathan Palata and bantamweight talent Dennis McCann.

# Noakes signs four year deal with Frank Warren

**Maidstone boxer Sam Noakes is targeting a world title after signing a four-year contract with legendary promoter Frank Warren.**

The deal sees Noakes turn professional under one of the biggest names in the sport after a successful amateur career at Westree ABC.

He won the national light-welterweight title in April, claimed gold on his England debut in the Tri Nations tournament a month later and is set to make his pro debut at the iconic Albert Hall.

Warren manages heavyweight star Tyson Fury and WBO super-middleweight champion Billy Joe Saunders and has also worked with the likes of Frank Bruno, Nigel Benn, Joe Calzaghe, Naseem Hamed, Amir Khan and Ricky Hatton over the years.

"Just before I went to the Tri Nations he invited me along to the Billy Joe Saunders fight and I met his son, Francis, who's now my manager. "I was invited up to the offices, he said all the right things and I wanted to sign with him. "It's



nice that they've approached me. I didn't have to go looking for it or anything." It's like the hard work's paying off when

you're getting noticed and it makes you feel like you're wanted.

"Frank Warren is one of the

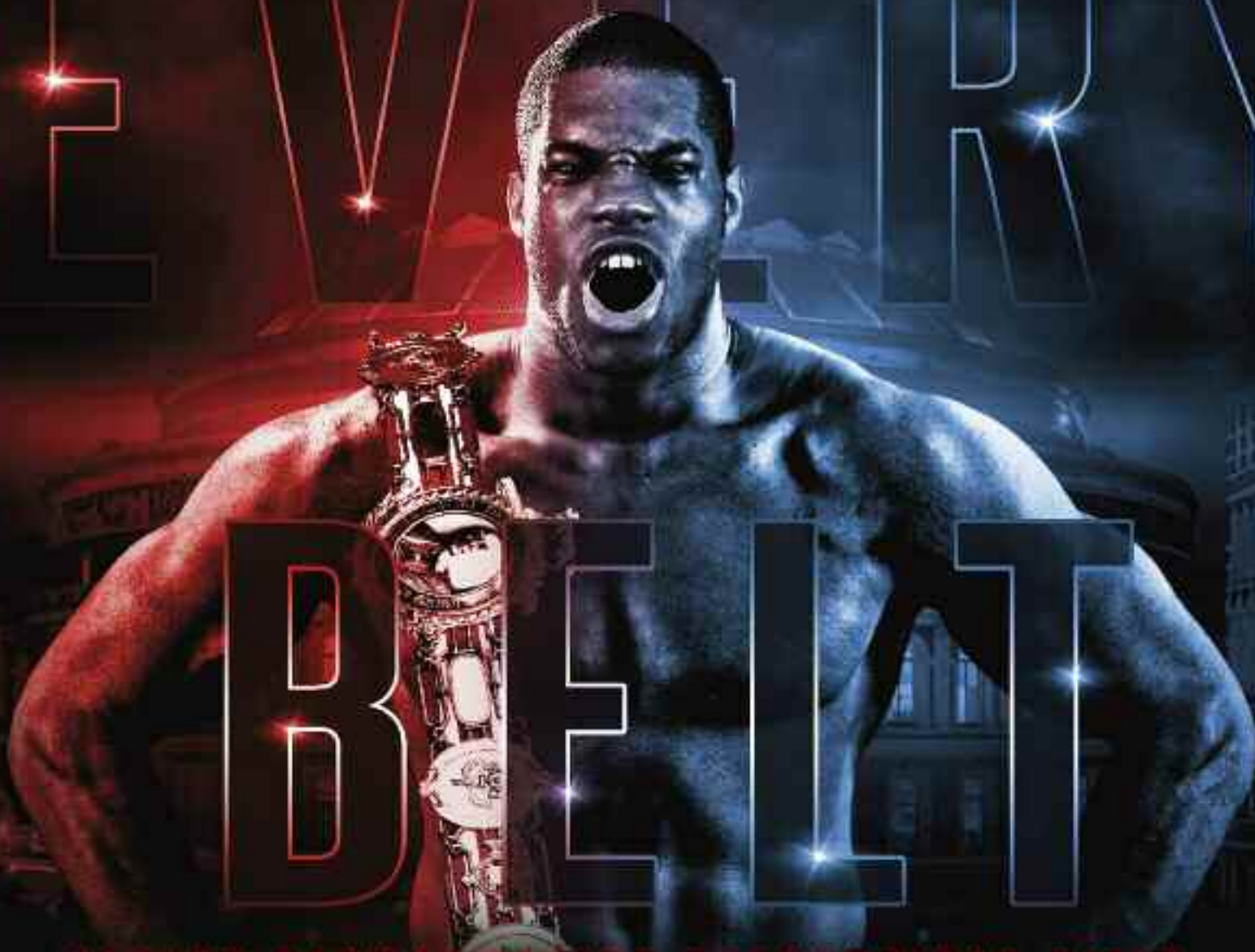
top promoters in the country and I jumped at the chance to work with him. "It's perfect timing for me. "I'm still fresh

where I've not been in the amateurs for too long, and my mind's still fresh, so I'll be able to learn more.



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WATFORD

ARCHIE SHARP  
WELLING

NICOLA ADAMS  
WBO WORLD FLYWEIGHT CHAMPION

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# Dynamo fully electric taxi finally plated in London



**Hello to everyone great news today about the Dynamo fully electric Taxi for London**

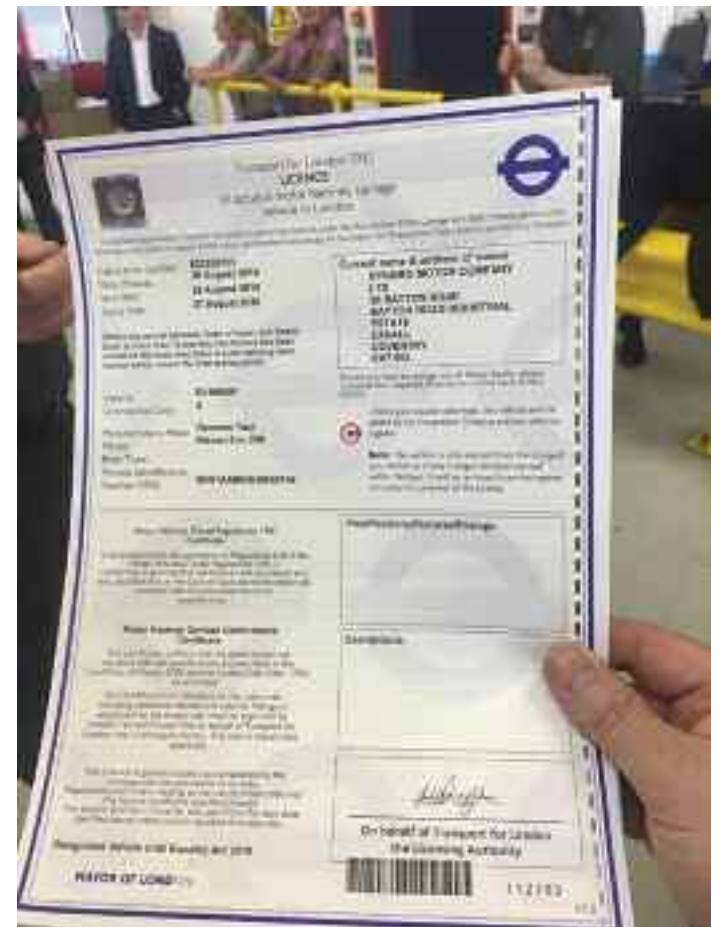
As MD and founder of Dynamo I would like to personally thank you all, for your patience waiting for

our fully electric taxi to pass certification and to be plated.

We have kept quiet, as I only like to deal in facts, as you can see from the pictures, the new Dynamo fully electric Taxi is now

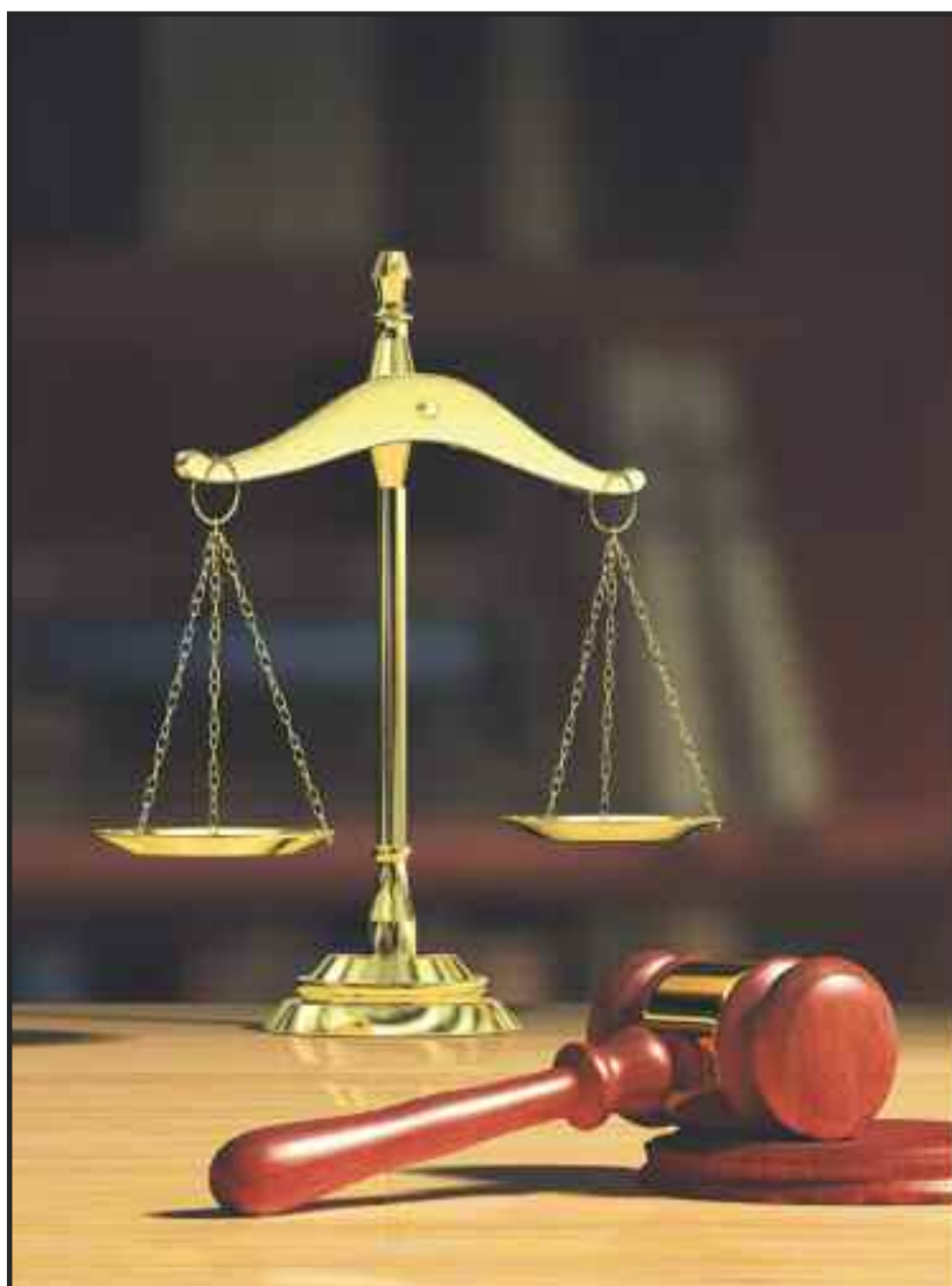
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Best regards.  
Brendan O'Toole



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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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# Cab Chat Corner

## The Cab Chat Show

Now with the summer holidays over we are more than halfway through the year with Christmas looming closer with every day that passes, August is normally the month that we take a break from doing shows due to nothing really happening and everyone being away on their jollies. But this year we have produced 3 shows during August, if you haven't listened to them yet please go back and download them. Six Mile Steve is sadly taking an indefinite break from doing his Point of The Week feature and will be greatly missed by the team and listeners, as you all know Steve is doing the knowledge to gain his Green badge which is all consuming, coupled with that his mum is suffering from dementia which is a horrible disease and one which affects everyone around the sufferer, the teams thought are with Steve and his family at this

difficult time.

DriverTax have decided to no longer sponsor the show and we would like to thank them for their support over the past 14 months, although they are no longer sponsors we will stay in touch and hopefully Gary & Jason will take part in the show from time to time.

Plan Insurance are still sponsoring Cab Chat for which we are very grateful, Dan from Plan always send in an interesting contribution every week which is well worth a listen and the staff at Plan are always willing to offer their help and support. Also do not forget that if you mention Cab Chat you will get £25 of your insurance with Plan.

The Hack Shack Dinner & Dance is now booked for 8th February 2020 at the Tudor Park Marriott Hotel in Bearsted Kent. The Jukebox Party Band of Jon Cox and Joe Cartwright will be providing the entertainment,



tickets will be £50.00 per person which includes a 3 course meal, this is fast becoming the highlight of the Taxi Trades social calendar and we hope to improve on this years function which was the best to date. If you would like to enquire about tickets, please either call Jamie on 07743 161656 or Ian on

07753 602424.

Cab Chat is now the only weekly Taxi Trade podcast in the UK and we would like more drivers to get involved, if you have something to say that you think may be of interest to other driver than please do get in touch with us and air your views and opinions, also if you are already a listener please let your friends know about the podcast and show them how to listen and download.

Next weeks is the 26th Annual Magical Taxi Tour to Disneyland Paris for Seriously Ill Children and a few members of the team are taking part this year, we will hopefully get some interviews for the trip that we can use in the show on our return. This is a truly magical event for all who take part is can be very humbling for the drivers so please give us a wave if you see the convoy weaving its way down the A2 on Friday the 13th September or on its return on Sunday 15th.

Our Pie & Mash club has been on the back burner for the past couple of months but we will be starting to visit various establishments around London towards the end of September as the team are starting to get withdrawal symptoms, so please look out for the date of our next meet as all are welcome to come along.

August was busier than usual this year and let's hope the trend continues through September and on the run up to Christmas, lets keeping giving our customers the best possible service that we can with clean and presentable Taxis and good customer service and no brooming. Until next month the team at Cab Chat would like to thank you all for your continued support, we hope that you have a busy September in the cab and earn well, stay safe and above all have fun, oh! and keep listening to Cab Chat.



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