

More trade stories than all the others put together

Issue 273 October 2019

IS UBER'S TIME UP IN LONDON?

TfL's TWO MONTH LICENCE EXTENSION IS LATEST IN SERIES OF SETBACKS



Page 3

INSIDE



DANNY O'REGAN GOES TO CITY HALL PAGES 8-9

NEWS



CABBIES CONQUER KILIMANJARO FOR VETS CHARITY PAGE 11

NEWS



GOLOVKIN PUSHED TO THE LIMIT PAGE 33

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UBER LICENCE FIASCO

The one thing you could say about Transport for London's latest decision regarding Uber's licence is that it certainly caught everybody by surprise.

One must ask, who thought this one up? Once again TfL seem to be making up the rules for Uber as they go along.

Since first being licensed, Uber have operated in London for nigh on 7 years, so surely to God TfL have had ample opportunity to decide if they are fit and proper... pathetic!

See page opposite...

VIA VAN

We now move on to the situation regarding the TfL introduction of the Via Van on demand bus service in Sutton.

It really does seem that TfL make up the rules as they see fit to suit whatever the situation

they want, whilst the taxi trade is no longer allowed to purchase Euro6 vehicles. Yet they go ahead and license a newly formed bus company using the same engines...

See page 7 for more on this.

HATS OFF TO THE KILI CABBIES

In the Badge this month we are delighted to report the success of the cabbies who climbed Mount Kilimanjaro for charity. On behalf of the LCDC may I congratulate you all.

The donations page is below:
www.justgiving.com/fundraising/cabbiesdokilimanjaro

*Grant Davis,
 LCDC Chairman*





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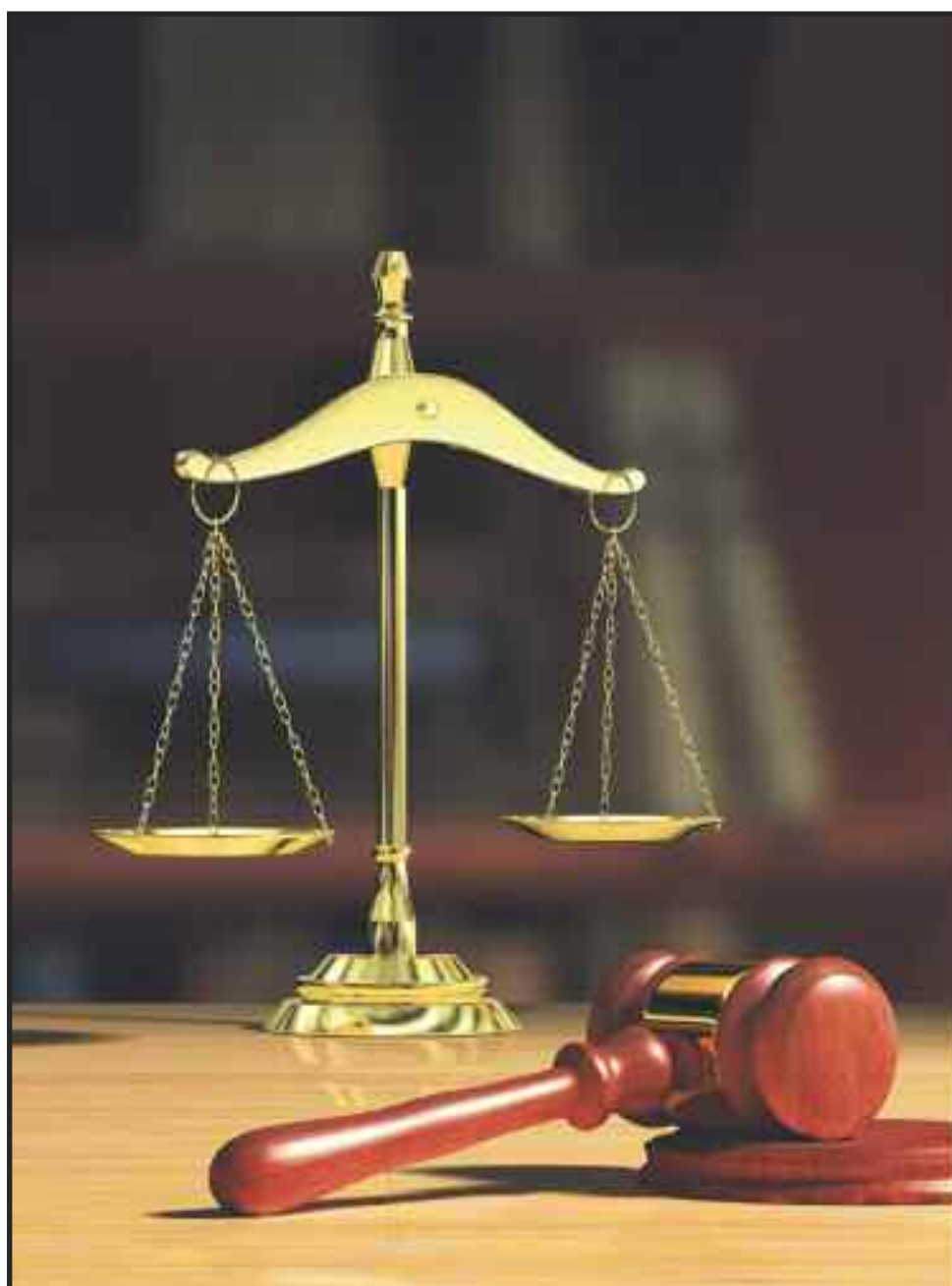
We at the LCDC don't often bang our own drum when it comes to helping our members with their legal troubles. A lot of the cases which come our way with members are quite sensitive and we respect their wishes to keep things in house and out of the paper which I can fully appreciate.

However, not only do Payton's Solicitors offer our members a 24 Hour Duty Solicitor 365 days a year, but since getting involved with the Club, our solicitor Keima Payton has the distinction of having a 100% success rate in all her cases which she has handled on behalf of the Club's members.

Keima Payton has a fearsome reputation in court and should ever the need arise you will find no one better able to fight your corner and save your Badge than Keima.

- Grant Davis, LCDC Chairman

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FAX: 0207 405 1991





WHEELS COMING OFF FOR UBER AS TFL GIVE THEM 2 MONTH EXTENSION

Once again TfL have abdicated their responsibility as a regulator by granting UBER a two-month private hire operator's licence, despite there being ample evidence well documented in the last edition of the Badge for revocation.

The excuse this time is that TfL are requesting additional information from ULL which will help them inform any future licensing decision. It is possible that this is a result of the demands by John Halford of Bindmans LLP on behalf of the LCDC that TfL investigate UBER's booking process to go with all the other irregularities of their business model. (see right for John Halford's response to TfL's latest decision)

However, the overall view on the future of UBER is far from rosy.

Since its IPO last May UBER's share price fallen by over 30%. This looks set to fall even more dramatically as the 'lock up period' relating to new IPOs whereby major shareholders are unable to sell their shares in a certain time frame ends November 6th. After posting a 5.2 billion dollar loss in its first quarter there are probably not too many shareholders

keen to hang on.

Also last month the California senate passed a bill requiring businesses to hire workers as employers not independent contractors. The similar decision Uber is contesting here in London, having already lost two appeals and now taking it to the High Court.

In UBER's latest published account under the title CONTINGENT LIABILITIES it states the following: Uber Technologies Inc. and its subsidiaries (together the Uber Group) operate in the dynamic industry and, accordingly, can be affected by a variety of factor. The Uber Group believes that changes in any of the following areas could have a negative effect on the Uber Group in terms of its future financial position, results of operations, or cash flows. The Uber Group is involved in an ongoing dialog with HMRC, which is seeking to classify the Uber Group as a transportation provider. Being classified as a Transportation provider would result in a VAT (20%) on gross bookings or on the service fee that the company charges Drivers, both retrospectively and prospectively. The Uber Group believe that the HMRC and

Dear Ms Lefort and Mr Stafford,

Please can you update me on what is happening on this matter. I am aware that ULL has been given a short temporary extension of its licence. Can you confirm please:

1. that is to facilitate investigation of my client's concerns (or those concerns and others besides);
2. my client will have a reasonable opportunity to comment in ULL's response to its concerns before TfL takes a final decision on ULL's fitness and propriety; and
3. in any event, when I can expect to receive a substantive response to my 28 August 2019 letter.

Yours sincerely,

John Halford
Bindmans LLP

the regulators in a similar dispute and audits is without merit and is defeating itself vigorously. The Uber Group would bear any liability in relation to this claim (on behalf of Uber London limited) has recorded a contingent liability, this is inherently subjective due to complexity and uncertainty of these matters and the judicial processes in certain jurisdictions,

therefore the final outcome could be different from the contingent liability record. The Uber Group has exposure to the numerous legal and regulatory risks, including, among others, the application, interpretation and enforcement the existing regulations relating to Uber Group's business model., as well as risks related to the development of new regulations, and claims and litigation related to the Company's classification of drivers as independent contractors.

Uber London Limited
Directors report and financial statements
31 December 2018

However, because not all future events or conditions can be predicted, this statement is not a guarantee as to the company's ability to continue as a going concern. For example, the terms on which the United Kingdom may withdraw from the European Union are not clear, and it is difficult to evaluate all the potential implications on the company's trade customers, suppliers and the wider economy.

Time will tell whether TfL are waiting to see if UBER can actually survive...

TX

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#08



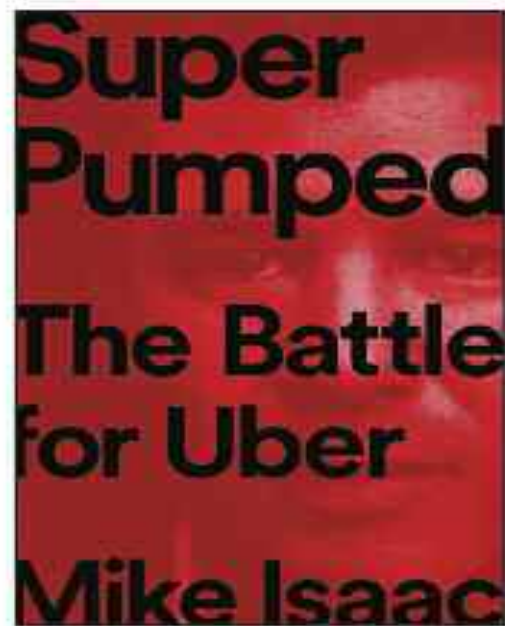
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“The tale of Uber, the queen of the so-called ‘unicorns,’ is a parable about power—and the lengths to which some startup founders will go to amass it and hold onto it. Aside from being a delicious read, Mike Isaac’s account is also teeming with new revelations that will shock and outrage you.” —John Carreyrou, author of *Bad Blood*

Award-winning New York Times technology correspondent Mike Isaac presents the dramatic rise and fall of Uber, set against an era of rapid upheaval in Silicon Valley. Backed by billions in venture capital dollars and led by a brash and ambitious founder, Uber promised to revolutionize the way we move people and goods through the world. Based on hundreds of interviews with current and former Uber employees, along with previously unpublished documents, *SUPER PUMPED* is a page-turning story of ambition and deception, obscene wealth, and bad behavior that explores how blistering technological and financial innovation culminated in one of the most catastrophic twelve-month periods in American corporate history.

A near instant “unicorn,” Uber seemed poised to take its place next to Amazon, Apple, and Google as a technology giant. But after a tumultuous decade of existence, the company nearly imploded as management, employees, and investors engaged in spying, backbiting, and litigiousness as they struggled for power and supremacy over a multi-billion-dollar empire. Named after one of fourteen tenets laid out by overzealous founder Travis Kalanick, *SUPER PUMPED* recounts Uber’s pitched battles with taxi unions and drivers, the company’s toxic internal culture, and the bare-knuckle tactics it devised to overcome obstacles in its quest for dominance. Uber catapulted to the top of the tech world, yet for many came to symbolize everything wrong with Silicon Valley.

SUPER PUMPED is a story of how rapid developments in technology can crash into long-entrenched labor systems, throw urban development into upheaval, and overturn an entire industry in a matter of years. It is the story of a deeply sexist industry, fueled by gender imbalance and a misguided belief in a tech-supported meritocracy, blind to its own biases. It is the story of the sweeping but poorly understood ways that startups are financed today, and how this can affect the leaders, employees, and customers of fast-growing companies. It is the story of the ugly decisions made around user data and personal information as technology firms seek to exploit consumer data. But most of all, *SUPER PUMPED* is a story about how blind worship of startup founders can go wildly wrong—a cautionary tale that ends in spectacular disaster.



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SO MUCH FOR BEING CLEANER!

Figures show Via Van claim is incorrect



Helen Chapman
Director of Licensing,
Regulation and
Charging
Transport for London

Danny 'the Oracle' O'Regan at City Hall

In 2016 the newly elected London Mayor, Sadiq Khan, published his Taxi and Private Hire action plan, writing:

"As the world's greatest city, London deserves the best taxi and private hire services available. I am determined to create a vibrant taxi and private hire market, with space for all providers to flourish, while driving up standards to improve safety and the quality of service offered to all Londoners and the city's visitors."

London's taxi drivers are highly trained and are required to meet the strictest safety standards. They drive wheelchair-accessible vehicles, and possess the incredible geographical recall and sense of direction that only those with The Knowledge have. With the world's most qualified cabbies at the wheel, it's easy to understand why the iconic black cab is recognised across the globe and is a source of pride for Londoners."

The private hire trade also has an important role to play in the city's transport mix. Traditional minicab services exist all over London and remain prevalent in suburban areas, alongside suburban taxis, serving local communities. Meanwhile, chauffeur and executive services use high-end vehicles to serve London's thriving business and leisure industries."

In my manifesto, I set a clear objective to:

•Ensure the markets for licensed taxi drivers and private hire drivers are fair – with special privileges built in, as they always have been, for those who become a licensed London



taxi driver

•Ensure driver safety standards are rigorously enforced across both industries

•Retain the exclusive right of licensed taxi drivers to use bus lanes and ply for hire

Making this happen means reinforcing the two-tier system between taxis and private hire services and taking account of the phenomenal change seen in the industry in recent years

– in particular the role of new technology in enabling journeys.

The taxi trade is an icon of our city and should be supported. While the legitimate private hire trade is an asset to London, we must not be complacent in ensuring it is safe for passengers.

The need for greater enforcement and compliance, as well as stricter entry requirements, is clear for all to see. I also want those drivers who work in the private hire industry to be reassured that it offers a secure working environment with a pathway to appropriate vocational and educational training. Ensuring the highest of standards in the private hire trade benefits everyone with a stake in the industry."

This plan is an important step, and sets out how Transport for London (TfL) will deliver my commitments to both passengers and to the trades themselves. However, it is also a first step, and as the industry changes and develops, this plan will be kept under review to ensure this rapidly changing industry, and the customers it serves, are fully supported now and in the future."

In that move to drive up standards and improve safety, various proposals were promised, such as article 7 in the manifesto:

"Improving, by summer 2017, the standards of driving across the industry by requiring that private hire drivers pass an advanced driving test before they can be licensed or relicensed."

One can only speculate that the numerous media articles highlighting accidents or social media posts spotlighting bad driving were a factor in the Mayor's decision.

Nevertheless, the Metropolitan Police recorded collision statistics certainly suggest a need for those tests. From 2012 to 2018, we have seen a 155% increase in fatalities and seriously injured occupants in Private Hire & taxi vehicles. That same period has seen a 41% rise in licensed drivers - a disproportionate increase!

In 2012, Uber London Limited received their first operator licence. TfL, allowing the App to operate unlawfully in the on-demand taxi market certainly fuelled that rise in driver numbers.

In March 2018, Transport for London launched a consultation, "Improving safety in Private Hire Vehicles (PHVs)" which closed in June 2018. The advanced driving test is included in the consultation.

Worryingly the findings have not been published some 15 months later. So why the delay?

London Assembly member Keith Prince asked the Mayor that question:

The 'Improving safety in PHV' consultation closed on 25th June 2018. Since then no findings have been released. Given the statement "it is essential that standards set by TfL ensure passenger safety and provide appropriate levels of service", does the Mayor agree this is an unacceptable length of time?

The Mayor responded: "As you will be aware, the Department for Transport (DfT) has recently published its response to the Task and Finish Group's report

on taxi and private hire licensing. This response includes a consultation on statutory guidance for national minimum standards which is relevant to some of the proposals put forward in Transport for London (TfL)'s 'Improving Safety in Private Hire Vehicles' consultation from June 2018, including proposals for an advanced driving test. As a result, it is important that TfL considers the implication of these recommendations on its next steps. Once TfL has given full consideration to the DfT's response, it will publish a report summarising the consultation responses and proposed next steps, including whether or not to proceed with an advanced driving test. Should TfL decide to proceed with an advanced driving test, it would await the results of the Government's consultation before implementing, to ensure that it is aligned with the Government's guidance."

But what if legislation is not brought forward due to a delay in either the consultation process, or passing a bill due to Brexit and lack of parliamentary time?

Where is that improved safety? Notably, a parliamentary question in relation to those national minimum standards was answered by Transport Minister George Freeman. In his response he clearly gives guidance to local licensing authorities saying:

"The Government response to the report stated that we will bring forward legislation, when time allows, to enable the setting of national minimum standards in taxi and PHV licensing. We encourage licensing authorities to make full

use of their extensive existing powers to protect passengers."

Regardless of proposed national minimum standards, TFL should use those 'existing' powers!

Incidentally, the question of advanced driving tests was raised again at the Senior Taxi Trade meeting in December 2018. In her reply Helen Chapman, TfL's Director of Licensing, Regulation & Charging said, "The outcome of the PHV Safety consultation, which included this proposal, will be announced soon. It hadn't been a requirement before because when PHVs were first licensed (from 2003) there were fewer regulations to encourage more people to enter the licensing process. A concerted effort has been made over the last 4 or 5 years to professionalise the industry and increase safety."

However, the LCDC would like to remind TPH of this document from May 2009 (which TfL have constantly been reminded of):

TRANSPORT FOR LONDON SURFACE TRANSPORT PANEL

**SUBJECT: PRIVATE HIRE
STRATEGY PROPOSALS
2009 - 2014**

DATE: 19 MAY 2009

1 PURPOSE

1.1 This paper sets out some broad options for TfL's role in the development of the private hire vehicle (PHV) industry in London. The paper aims to stimulate a debate on the appropriate positioning for TfL as both a licensing authority and as a broader transport authority for London and will feed into the development of the Mayor's Transport Strategy.

2 BACKGROUND

2.1 Private hire is an important part of London's wider transport system – providing an estimated 300,000 journeys a day. PHV usage is widely spread across London and serves a highly diverse customer base – including a significant level of provision for those requiring assistance to travel.

2.2 The Private Hire Vehicles (London) Act 1998 ('the PHV Act') is the basis for licensing London's PHV trade. Since 2001, TfL's Public Carriage Office (PCO) has implemented a licensing regime which now covers 2,500 private hire operators, 56,000 drivers and 49,000 vehicles.

2.3 The scope of PHV licensing is defined by the original legislation although TfL can introduce additional requirements. The key principles of the current PHV licensing regime include:

- (a) All journeys must be pre-booked through a licensed operator;
- (b) Private hire fares are not regulated;
- (c) The costs of licensing are covered by licence fees;
- (d) All drivers have to complete enhanced Criminal Records Bureau (CRB) checks and a medical check;
- (e) All vehicles are required to have two MoTs a year plus a licensing inspection; and
- (f) Licensed PHV in London includes minicabs, executive and chauffeur services.

3 ISSUES

Distinction between private hire and licensed taxi trade

3.1 The taxi and private hire trades operate in overlapping markets with significant

competition, especially in the corporate account and late night travel sectors. The primary structural difference is that only licensed London taxis can ply for hire. All PHV journeys must be booked in advance via an operator centre.

3.2 The taxi trade is highly regulated extending to fare tariffs, detailed vehicle specifications and a requirement for all licensed Taxi drivers to complete the Knowledge – in itself requiring some three years of dedicated study. As such, taxi drivers have to commit significant time and capital outlay to enter the trade.

3.3 Entry into the PHV industry is comparatively easy. PHV drivers are required to meet similar medical and character checks, pass a brief route-finding test and can become licensed within three months. PHV drivers can work for any number of operators or establish a new operating business (requiring additional measures). The PHV trade can use a wide range of standard vehicles. Fares are not regulated.

3.4 Any changes to the operating conditions of the PHV industry need to be considered in the context of the impact on the taxi market. The financial returns in the taxi industry need to reflect the relatively high up front investment and higher operating costs in order to maintain a viable ply-for-hire taxi service.

Quality of customer service

3.5 Customer service standards and the handling of complaints are currently left to PHV operators. TfL has supported initiatives such as the "Cabwise" service that gives

improved access to 24-hour licensed private hire operators.

3.6 Some PHV customers have sought to complain to the PCO about individual PHV journeys. TfL could extend its current complaints handling service for the taxi industry to PHV journeys. This would enable consistent handling and ensure the complaints history of individual operators and drivers can be reviewed. However this would extend the scope of TfL's regulation over the PHV industry beyond dealing with complaints that concern an individual's fitness to hold a PHV driver's licence.

Access to road network space

3.7 TfL currently provides PHVs with a 100 per cent discount for the Congestion Charge and allows PHVs to pick up and drop off passengers on the red route and use Automatic Teller Machines at night time.

3.8 The PHV trade is lobbying for parity with licensed taxis for access to bus lanes – as they do in some other parts of the country. They argue that the PHV trade is part of London's wider transport network and should be treated consistently with taxis and other public transport vehicles. The taxi trade argue that preferential access to bus lanes is consistent with the investment made in becoming a taxi driver.

3.9 TfL has not undertaken any detailed analysis on the impact of allowing up to 56,000 additional vehicles into London's bus lanes. Any such analysis would need to be backed up by extensive pilot work to assess the impact on London's traffic flow.

Environmental improvement

3.10 PHVs are a significant generator of transport emissions accounting for around 3-4 per cent of all transport emissions of CO₂, particulate matter and nitrogen oxide. Progress in reducing London's transport emissions has been achieved through minimum emissions standards for HGVs, buses, coaches and taxis. TfL could establish minimum standards, or incentives, for reduced emissions from PHV vehicles or encourage alternative low emission technologies. Clearly, this could impose an additional cost on parts of the PHV industry and would need to be undertaken in an appropriate timescale.

Touting

3.11 Touting poses a serious risk to the safety of the travelling public. Until recently, TfL and the Metropolitan Police Service (MPS) focused on tackling unlicensed touts and sexual predators using touting to target lone women. Touting also undercuts the licensed taxi and PHV markets and presents a real economic threat to some in the industry.

3.12 There is a significant problem of otherwise licensed PHVs touting for work – especially in the West End and the general vicinity of night clubs. TfL has implemented 'one strike and you're out' policy by which any licensed PHV driver convicted of touting loses their licence for at least a year. More steps are being taken to tackle flouting of PHV licensing provisions at key venues.

4 STRATEGIC OPTIONS

4.1 The PCO is responsible for regulating London's PHV services to ensure that they comply with the PHV legislation. Generally, this means that TfL takes a "light touch" approach to licensing and regulating PHV services. Existing



September, 2019. GLA Transport Chair Flo Eshalomi discussing all things 'Taxi' with Cabbies Danny O'Regan and Mark White. The big issues around mental health support for drivers, access to rapid changing points and concerns about support phased reduction in taxi vehicle age limit.

Fellow GLA Labour Member Dr Onkar Sahota (Ealing & Hillingdon) & Flo will be writing to the Mayor as a follow up.

measures and interventions are primarily targeted at ensuring the safety of the travelling public by ensuring six monthly checks on vehicles, CRB checks on drivers and maintenance of booking records for all journeys.

4.2 TfL is already committed to the modernisation of taxi and PHV licensing systems during 2009/10. This will improve the quality of service to holders of licenses and the efficiency of the operation. TfL is also exploring options to improve PHV vehicle identifiers and more visible driver ID cards.

4.3 TfL has options with regard to further measures to regulate, support and develop the PHV industry. The rest of this paper sets out three broad approaches which TfL can take to progress its work with the PHV industry.

Option 1: Ensuring a licensed PHV service operates in London

4.4 TfL could focus on ensuring that basic licensing standards are in place and are being adhered to. The PHV industry would be left to develop the industry and TfL would not interfere with the PHV operator – customer relationship. This option would include:

- (a) No change to existing vehicle, operator and driver standards;
- (b) Maintaining current compliance activities on vehicles and operators;
- (c) Allow the PHV trade to develop new services such as "one phone number" systems compliant with the PHV Act; and
- (d) Rationalisation of vehicle signage to ensure basic PHV licence identification.

Option 2: encouraging the PHV industry to raise standards

4.5 TfL could gradually introduce higher minimum standards and encourage the PHV industry to improve customer service. This could mean some higher costs for the PHV industry to meet higher standards



- and contribute to customer service improvements. This option could include:
- (a) Improve public information and access to licensed PHV services;
 - (b) Establish a customer charter enabling passengers to commend or complain to the PCO about service quality which would be followed up with PHV operators;
 - (c) Target compliance activity at raising standards of PHV industry and dealing with those operating outside the licensing regime;
 - (d) Review vehicle signage requirements to balance commercial interests with requirement for some recognition of PHV status;
 - (e) Facilitate the introduction of a one number call system for PHV services;
 - (f) Facilitate automatic driver licence checking; and
 - (g) Introduce minimum vehicle age or emissions standards for PHVs overtime.

Option 3: significant raising of PHV standards coupled with targeted investment

4.6 TfL could pursue a more direct strategy of raising the standard of PHV services. This could extend to taking a more regulatory approach to aspects of the PHV industry such as vehicle design, accessibility standards, customer service provision and the level of enforcement activity. Under this scenario, the overall cost of the regulatory regime option could include:

- (a) Introduce more stringent driver checks and requirements;
- (b) Automatic driver licence checking throughout the life of the licence;
- (c) Require vehicles to meet certain design standards (eg accessibility);
- (d) Require vehicles to meet minimum emissions standards;
- (e) Requirement for all operators to use record-keeping systems which interface with PCO systems;
- (f) Establish a single pan-London "one number" service; and

(g) Introduce consistent payment technology to all PHVs.

Incentivising the industry

4.7 Under any of the options above, TfL is keen to provide more effective incentives to the PHV industry to raise standards and improve customer service. One consideration is to establish a PHV operator recognition scheme which would incentivise PHV operators to improve their standards. Simply put, the higher the standard of performance (for example in terms of customer service, access to booking, accessible vehicles and vehicle emissions) the more benefits an operator could receive from TfL.

This could be developed into a scheme along the lines of the current Freight Operator Recognition Scheme whereby operators can reach Bronze, Silver or Gold standards. TfL could encourage operators to reach progressively higher levels of performance through incentives such as:

- (a) Road space privileges;
- (b) Working with borough partners to identify areas for PHV waiting;
- (c) Facilitating operator driver check services;
- (d) Preferential public listings according to operator status; and
- (e) Variable vehicle identification.

4.8 There is no provision in TfL's budget and plan to devote any significant project management or financial resources to these proposals. Any costs incurred would need to be met where possible, by an appropriate increase in PHV licence fees or by less spend in other TfL activities.

5 CRIME & DISORDER IMPLICATIONS

5.1 The proposed strategic options look to reduce illegal activity around the private hire trade. They will also help ensure that there is better information sharing between the licensing authority, PHV trade and the police.

6 EQUALITY AND INCLUSION IMPLICATIONS

6.1 It is important that the strategy looks to ensure that the future of PHV services does not negatively impact on the accessibility of the service and looks to improve the service for those people who rely on PHVs as their primary form of transport.

7 CONCLUSION AND NEXT STEPS

7.1 TfL's primary role is to maintain and improve standards of public safety through regulation. There is scope for further encouraging the PHV industry to raise customer service standards and address issues such as vehicle emissions and compliance with regulations. A detailed examination of individual proposals against what the PHV Act will allow will take place in due course.

8 RECOMMENDATION

8.1 The Panel is asked to DISCUSS this report and PROVIDE GUIDANCE on the development of TfL's policy in this area.

9 CONTACT

9.1 Contact: Jeroen Weimar, Chief Operating Officer, Enforcement and Compliance, Surface Transport.

John Mason, the former Director of Taxi and Private Hire said that he scrapped this initiative when he took over. TfL are now playing catch-up a decade later than it should have, and we are still waiting!

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At 7.07am on 3 October 2019, three London licensed black cab drivers, collectively known as "Cabbies Do Kilimanjaro" successfully climbed 19,340 feet to reach the summit of Kilimanjaro, the final part of their epic challenge to lose weight, get fit and raise money for The Taxi Charity for military Veterans



The three brave London cabbies, Daren Parr, John Dillane and Brian Heffernan took six days to reach the summit and all suffered from debilitating altitude sickness as they made the ascent. The idea to climb Africa's tallest mountain all started from an innocuous tweet asking fellow cab drivers if they wanted to lose weight and improve their lifestyle by training to climb the formidable Kilimanjaro, while raising money for the Taxi Charity for Military Veterans.

When asked what this challenge meant to them, the three London cabbies said;

"This is one of the proudest moments of my life, helping The Taxi Charity, making my family and friends proud and putting London black taxis where they belong, on top of the world." Daren Parr "Middle aged men can do amazing things. From being out of breath climbing two flights of stairs, to climbing the highest free-standing mountain in the world, I'm proof anyone can change their life!" John Dillane "In his inaugural address, JF Kennedy said, "Ask not what your country can do for you, ask what you can do for your country." The Cabbies do

Kilimanjaro took this momentous challenge to raise money for our veteran's past and present and climbing Kilimanjaro seemed a fitting way to earn their respect." Brian Heffernan

Donations can be made by visiting www.justgiving.com/fundraising/cabbiesdokilimanjaro

About Cabbies do Kilimanjaro In September 2018 a tweet was sent to fellow cab drivers asking if anyone wanted to lose weight,

improve their fitness, change their lifestyle and climb Kilimanjaro to raise money for the Taxi Charity. The cabbies have made a real impression on everyone they meet and have appeared on ITV London, BBC Radio London, London Live, LBC, as well as many print publications. The Cabbies have been made Tanzanian tourist ambassadors and following their climb they were whisked off to enjoy a safari with their partners. The Cabbies are already planning their next challenge and details will be revealed

on Facebook and Twitter @cabbiesdokilimanjaro To donate please visit www.justgiving.com/fundraising/cabbiesdokilimanjaro

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 London licensed taxi drivers who offer their time and vehicles free. www.taxicharity.org



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Taxi fleet: Mayor gets grilling

Excerpts from Mayor's questions

David Kurten AM:

The number of London registered black cabs has fallen dramatically since May 2016. How will you ensure that the size of London's taxi fleet is not further reduced?

Sadiq Khan (Mayor of London):

London's iconic taxis are an important part of our heritage and provide a vital service to people across the city. However, neither TfL nor I have control over the number of licences applied for.

I have made my support for the taxi trade and its place in London's transport network very clear. Both my Transport Strategy and my comprehensive Taxi and Private Hire Action Plan show this support. For example, TfL is investing £600,000 to increase the number of taxi ranks across the capital. Since 2016 we have already created an additional 77 taxi ranks. TfL has introduced mandatory card and contactless payment and enabled taxis to access 18 additional bus lanes on the road network. These initiatives have made customer journeys quicker and more convenient.

Taxis have an important role to play in combating poor air quality and protecting Londoners' health. That is why I have provided significant funding and financial incentives to the trade. I have created a £42 million fund, which offers payment of up to £10,000 for taxi owners who choose to retire their older, more polluting vehicles. £5 million of this is available to help eligible taxi owners convert to liquid petroleum gas systems. I continue to contribute a grant offering £7,500 off the purchase of a zero-emission-capable (ZEC) taxi.

To support the uptake of cleaner, greener vehicles, TfL is investing £18 billion to deliver a rapid-charging network across the capital. TfL already has more than 200 charging points, 73 of which are dedicated to taxis. London now has over 2,100 ZEC taxis licensed and I am delighted that the first pure electric taxi, the Dynamo, has just been licensed by TfL, providing taxi drivers with a choice of two ZEC taxis.

David Kurten AM: Thank you for your answer, Mr Mayor. I would like to say thank you, first

of all, because one of the things I have asked you about a lot is continuing to allow taxis to go along Tooley Street and Duke Street Hill and you have listened to me and you have listened to the consultation. Thank you for acting on behalf of taxis on that small point.

However, my question was: what are you going to do to stop

you have referred to at the end of your question.

The increased compensation we are giving makes it more attractive for taxi drivers to do so. We should be proud of the fact that we have more than 2,000 ZEC taxis and proud of the fact that rather than taxis contributing more toxic stuff to the air, they are now taking

sometimes three drivers sharing a vehicle. There is also the phenomenon of renting vehicles as well. I am quite clear. I have examined the policies of the first Mayor and the second Mayor. We have the most pro black taxi policies of all three Mayors and I include myself as the third Mayor. I am happy to be examined by the previous two

give you some of the special privileges. Eighteen additional bus lanes can be used by black taxis. That is a privilege nobody else has save for buses.

We have given financial assistance to black taxis to scrap their vehicles. Nobody gets that level of assistance besides black taxis.

Keith Prince AM: Do you think that your privileges include, Mr Mayor, reducing the working age of older cabs, thus destroying older drivers' retirement plans? Is that a privilege? Relicensing PHV companies that are still flaunting the rules? Is that a privilege? Stopping cabs from using bus lanes? Should it not be that where buses go, taxis go? Is that a privilege? Not acknowledging black cabs as part of the transport network? Is that a privilege? Not giving black cab drivers a choice of five electric cabs to choose from, as you promised, thus forcing them to buy - with, of course, the privilege of your subsidy - an expensive cab from a monopoly supplier? Admittedly, there is now one more, but that is not five, Mr Mayor. Not providing enough electric charging points and so the fact is that most electric cabs are running on their petrol range extenders the bulk of the time, and of course tripling the reduction of the fleet, as we have just heard today? Are those some of the special privileges that you promised, Mr Mayor?

Sadiq Khan (Mayor of London): It is a human right, not a privilege, to breathe clean air. We have in London an invisible killer, which is the toxic air, and half of this toxic air comes from transport, nitrogen dioxide and particulate matter and nitrogen oxides. To me, it is not a privilege to breathe clean air. It is a human right. One of the ways we are going to have this human right protected in London is by tackling those vehicles that are emitting nitrogen dioxide and particulate matter. That is why we have introduced this year in London, despite opposition from the Conservatives, the world's first ULEZ. That has seen progress already in cleaning up the air. In the first monitoring, there was 20% less toxic in those parts of London that have the ULEZ.

Black taxis get a privilege that other vehicles do not, which is a huge subsidy towards scrapping a polluting diesel vehicle.



the reduction in the size of the taxi fleet? Since you became Mayor in 2016, the taxi fleet has gone down from 21,759 to 19,122 today. There are over 2,600 taxis that have left the fleet. The number of taxi drivers has gone down by more than that, by nearly 3,000. You have mentioned some things here, but one of the biggest things that taxi drivers are concerned about is your recent announcement that you are going to reduce the maximum age of a taxi licence from 15 years to 12 years. That will reduce the size of the fleet even more. We had a motion last week in the Assembly asking for you to reconsider. Will you reconsider that point?

Sadiq Khan (Mayor of London):

The numbers of vehicles and drivers have been going down since 2009/10. That did not begin in May 2016. In 2009/10 there were 22,500 vehicles and 25,000 drivers. The dip did not begin in May 2016. There are a number of reasons that you are well aware of for the reduction since 2009/10: increased competition from private hire vehicles (PHVs), the general macroeconomic factors resulting in reduced public spend on taxis, as well as more taxis being decommissioned, as

steps to address that. You are right. There are challenges in relation to the numbers of new people doing the Knowledge and the numbers of new people applying for licences. That is why TfL is working with those who want to be black cab drivers to make it easier to do so and also to raise awareness of it.

David Kurten AM: You have just given a figure in your answer there and you have said that the taxi fleet was 22,500 in 2010 and, therefore, it has been going down since then. However, looking at those numbers, that means that in six years from 2010 to 2016 it has gone down by 741, but in the three and a half years since you have been Mayor it has gone down by 2,637. That is over three times as much in your What would you like to see the taxi fleet be by the time you finish your term here in May 2020? Would you like to see the numbers go up again?

Sadiq Khan (Mayor of London): Again, you referred to vehicles, not drivers. There are more drivers sharing vehicles now, which was not the case before. Often you would have a driver with one vehicle and now you have two drivers and

Mayors. We are doing what we can to try to help the black taxi trade, but it is a fact that in the last eight years before I became Mayor the number of PHVs doubled almost. You know this because you talked about it in the past before.

Keith Prince AM: Mr Mayor, I am delighted that you believe yourself to be the most pro black taxi Mayor of all. You obviously do not look at your Twitter. In your manifesto, Mr Mayor, you promised - let me just have a look at the manifesto here - "special privileges built in, as they always have been, for those who become a licensed London taxi driver". You also mentioned retaining "the exclusive right of licensed black taxi drivers to use bus lanes and ply for hire". You promised special privileges to the black cab drivers. I have listened very carefully to what you have said. I have not heard any but perhaps you could give us some of those special privileges, Mr Mayor, that you have introduced.

Sadiq Khan (Mayor of London): I am happy to reread the answer I gave to Assembly Member Kurten in relation to the special privileges again. Let me give you some of them. Let me

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PayPal writes down \$228m due to Uber

Following the report, Mark Palmer, an analyst at BTIG, said he now expects earnings per share of 54 cents for the third quarter, down from an earlier projection of 69 cents. PayPal reports earnings on Oct. 23.



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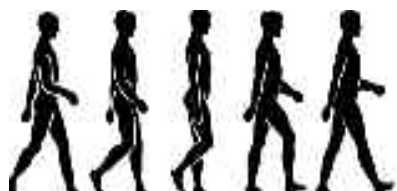
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TARIFF CONSULTATION

TfL have finally completed the public consultation to help them decide whether they will give us the increase we should have back in April.

There were some disappointments with the results. There are 20 odd thousand taxi drivers that could have responded, not to mention family and friends. In the event, just over 1100 drivers responded. The result was that while still the largest group of responders the number fell from 86% of the poll to just 33%. While there was predominant agreement with the five aspects of the tariff review, the three aspects that would increase the tariff narrowly failed to reach 50%.

TfL asked a question that should any change to the tariff reflect a balance between rising driver costs and fares becoming too expensive as to deter people from using taxi. The joint trade response was unequivocal that the increase indicated by the Cost Index should be automatic; anything less would effectively mean directing drivers to take a cut in earnings.

The commonsense view would normally be that if fares increase, demand will reduce and therefore a taxi driver might lose more earnings by increasing the fares. However, quite detailed analysis has shown this is not the case with our fares. Nevertheless, it would appear that at least 15% of driver respondents, and likely many more, took the commonsense view and thus, undermined the trade view.

MOVING ON

We are now against the clock to get any increase at all this year. The finished proposal has to go before the finance committee by 5 October if we are to get an increase this year. If that fails and we cannot persuade them to make a "chair action", we won't get an increase this year.

Many drivers will take the view that we may as well swallow for a year. However, it isn't a year. The increase is lost in perpetuity as we will have lost 2.8% forever – every year that every one of works in the future. There is also a compound aspect because every year that 2.8% would have been increased by future increases.

You may think "oh well, we're only talking about a grand max; let it go. It's not though. If you have 20 years of cab driving in front of you, the total loss to you will turn that £1000 into a total loss of £26,000 of your hard earned.

That's why it is so important that we don't allow TfL to ignore the Cost index – not even for one year.

REGULATORY COSTS

On the subject of the tariff, TfL seem to be so hooked up on our fares being too expensive that they apparently don't see the link between the fares and the costs that their own regulations burden us with.

Moreover, when they look at our fares,

they tend to compare them with PH fares. Yet, don't seem to see that they place far more regulatory cost on us than they do on PH.

Any regulation places cost that ultimately ends up with the consumer of the product or service that is being regulated. So, we have greater regulatory costs than PH so other things equal, our fares should be expected to be higher

It doesn't end there though. The reason for regulation in the first place is to prevent a non-monetary cost on consumers and/or society at large.

For instance, one of the costs of no regulation until 1998 and then light regulation of PH is the large number of rapes perpetrated by PH drivers on their passenger victims. Just because money isn't directly involved, every time a PH driver rapes a passenger there is still a cost to both the victim and society.

THE COST OF MINICAB RAPE

The job of economists is to sometimes attempt to convert non-monetary costs into monetary terms. This is what some health economists did in the USA in a 2008 study titled "The Lifetime Economic Burden of

drivers are lightly-regulated and sexual assaults are commonplace, the regulation of the latter is failing.

I would be the last to play down the physical and emotional stress caused to a rape victim but here we are trying to quantify in money terms. As such, every time TfL regulations fail to protect the public, society pays £400,000 every time a passenger is raped.

Then we could start thinking about the road accidents and traffic congestion caused, in part, by weak regulation. Perhaps also the cost of "in-work" benefits paid to PH drivers because weak regulation has produced a saturated market with an obscene over-supply to the market.

Perhaps, instead of worrying if our costs are pushing our fares too high, TfL should worry more about appropriate PH regulation that places the above cost on the service providers and users, rather than exporting these costs to society.

TfL, don't forget – EVERY TIME A PH PASSENGER IS RAPED IT COSTS SOCIETY £395,057.

LET'S ALL RIDE BIKES!!!

Have you seen the outcome of the "Safe Speeds for central London"

know which roads, you'll have to go on-line because there are far too many to catalogue here.

Phase 2 will reduce speed limits on nearly 90 miles of road in inner and outer London i.e. 50mph down to 40mph; 40mph to 30mph; 30mph to 20mph.

Cyclists will be moving faster than cars, even on an open road as traffic laws don't apply to them in practice.

I have to ask the question again. Wouldn't it have helped if taxi drivers had responded to this consultation in the organized way that cyclists always seem able to do?

GONE FISHING AGAIN

If you've no interest in fishing, look away now. I went on what is now an annual "men-only" week-long family fishing trip. There are eight of us and there wasn't a razor or vegetable in sight.

This year was a real "away-from-it-all" trip to Docklow Pools in Herefordshire. Apart from having no access to internet or mobile phones there, we have found our perfect venue. We are a mixed bunch consisting of one match angler, 2 Carpers, 2 big-fish seekers and 3 pleasure anglers (including myself).



Rape Among US Adults".

They worked out the combined lifetime cost of a single rape was \$240,776. Obviously, there will be differences in costs between here and the US and also a different breakdown between the costs that fall on the victim and that on society.

Nevertheless, if we take that \$240,776, multiply by the exchange rate and add UK inflation 2008-19, that converts to £395,057 per rape.

PH rape occurs far too often for it to be regarded as out of the ordinary; in some years there have been over 400 convictions for serious sexual assault. Therefore, it seems logical that if taxi drivers are heavily regulated and there are almost no sexual offences and PH

consultation? If you haven't, you will soon see it's effect.

There were a little under 2,000 responses; a little less than that for our tariff increase. 50% of respondents thought reducing speed limits would have a positive impact on walking and 31% thought they would do more walking. 59% thought reducing speed limits would encourage more people to cycle.

So, 1,000 people out of a London population (and the respondents were not necessarily Londoners) of 9.5 million, is a ringing endorsement of public support to carry out the following:

Phase 1 will begin shortly to reduce TfL managed roads to 20mph. If you want to

Docklow had everything. Eleven lakes and 4 river stretches, including two stretches of the Wye. Perhaps more importantly, it has on site a café that serves a mean Full English, a restaurant and a pub. All the prices are very reasonable with beer/lager at £3 a pint.

The varied fishing suited everybody with the Spec boys fishing the river and taking Chub to 5lb + and Barbel to 9lb 14oz. meanwhile, the Carpers had a few low to mid doubles plus loads of Catfish between 16 – 34lb. I watched 'em land a 31lb – er in the dark and it's far too scary a way of fishing for me.

Everybody so 'appy that for the first time we are going back to the same venue and it's already booked for next year.

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Illness Monthly benefit paid	max. 65% annual income up to £25,000	max. 65% annual income up to £50,000	max. 65% annual income up to £100,000
Max period for which benefit is paid (Accident or illness)	12 months	12 months	12 months
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Deferral period	4 weeks from inception	5 weeks from inception	6 weeks from inception
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hard on the trade's behalf for a fairer, and more safer future at Heathrow.

■ RANKS AND HIGHWAYS

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

■ CAB TRADE ADVICE

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

■ TRADE'S FUTURE

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

■ CAB TRADE REPRESENTATION

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

■ VEHICLE MANUFACTURERS

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

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

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It has now been three years since the drivers behind taxiapp realised the need for a trade owned app.

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TAXIAPP is the only app that is not run and controlled by multinational corporations and is the only app that adheres to the regulations as they stand. We do not agree with inflating or deflating the metered fare, nor do we believe that expanding our brand to integrate private hire is the way forward.

The app is not about competing with global entities, it is about strengthening our trade from within. Without TAXIAPP our industry is far more vulnerable to the controlling mechanisms of outside interference.

However, if TAXIAPP is to be truly successful we need the support of drivers. Only by having our own technological solution can we collectively insulate ourselves from the attempted takeover of our industry. The money men wrongly believe that our future belongs to them. TAXIAPP firmly refutes this claim believing our destiny lies solely in driver's own capable hands.

THE METER RULES.

TAXIAPP believes the meter is a great equaliser affording both the driver and passenger protection and transparency. The Knowledge, plying 4 hire, the purpose built vehicle, and the meter are defining qualities of being a taxi

driver and should be defended with all our might. We also believe in NOT devaluing the professional service that we offer. Price consistency is important and we shouldn't let it go on a whim. The only person that should be able to agree a fixed price is the drivers themselves.

NO TO COMMISSION

The street hail is important to TAXIAPP. A pre-payment of £20 pcm (67p per day) allows for the continual development of the app, stability, and future projection. The volatility of a commission based product forces the corporate-based apps to target the street hail to ensure revenue. We also believe that it is not up to an app to dictate the earning potential of taxi drivers, hence our guarantee not to take a percentage of the fare charged, not to surcharge, or add a technological fee.

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The Anderson Shelter's TAXI LEAKS

How much longer is public safety going to be compromised by Tfl?

This is the result of untrained drivers, falling asleep at the wheel, working too many hours taking their eyes off the road to follow a sat-nav.

The sight of Uber's Prius' on their side, on their roof, down stair cases, up a lamppost, smashing into other vehicles...has become far too common in the capital.

The added to this, you have the escalating number of serious sexual assaults (including rapes) by Uber drivers on their passengers.

Who would want to put their loved ones in a car under these circumstances to save a couple of pounds. Is it really worth the risk ??? To find out the true cost of a cheap ride home...ask a rape victim, or a passenger who has life changing injuries due to their Uber driver being over tired!!!

Passenger data....hacked
Passenger accounts....hacked
Greyball
Working without insurance
Failing to report serious crimes
What more do TfL want????

After 15 months Uber had made little to no improvements yet TfL gave them another two months.

In reality, any other PH operator would have had their licence revoked had they also been convicted of two contraventions if the 1998 PHV act. But Uber appear to be made of Teflon when it comes to TfL.

Do you think the regulator or Uber actually care ?
Uber said their drivers can only



work 12 hours, but that's not strictly true....they wait in between jobs for (let's say) 4 hours, which means they have been working a total of 16 hours.

Not forgetting the to and from work depending where he/she lives, some drivers live way outside London, some as far as Manchester.

Ubers House Of Cards Is About To Collapse As Law Firm 'Rosen' Prepares Class Action For Investors

Rosen Law Firm, a global investor rights law firm, continues to investigate potential securities claims on behalf of shareholders of Uber Technologies, Inc. resulting from allegations that Uber may have issued materially misleading business information to the investing public.

Rosen Law Firm is now preparing a class action lawsuit to recover losses suffered by Uber investors.

If you purchased shares of Uber please visit the firm's website at <http://www.rosenlegal.com/cases-register-1650.html> to join the class action. You may also contact Phillip Kim of Rosen Law Firm toll free at 866-767-3653 or via email at pkim@rosenlegal.com or cases@rosenlegal.com.

According to the lawsuit, the Registration Statement was false and/or misleading statements and/or failed to disclose that:

- (1) at the time of the Offering, Uber was rapidly increasing subsidies for drivers and customer's rides and meals in a bid for market share, which caused the Company's sales and marketing expenses to swell;
- (2) Defendants were cutting (or planned to cut) costs in key areas that undermined the Company's central growth opportunities;
- (3) as a result, defendants' statements about Uber's business, operations, and prospects were materially false and misleading and/or lacked a reasonable basis at all relevant times.

When the true details entered the market, the lawsuit claims that investors suffered damages.

A class action lawsuit has already been filed. If you wish to serve as lead plaintiff, you must move the Court no later than December 3, 2019. A lead plaintiff is a representative party acting on behalf of other class members in directing the litigation. If you wish to join the litigation, go to <http://www.rosenlegal.com/cases-register-1650.html> or via e-mail at pkim@rosenlegal.com or cases@rosenlegal.com.

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London study finds taxi drivers face highest levels of black carbon compared to other professional drivers

Professional drivers working in congested cities are exposed to black carbon levels that are on average a third higher than would be experienced at a busy roadside, according to research presented at the European Respiratory Society International Congress.

The research also found that taxi drivers experience the highest exposures to black carbon, an indicator of diesel engine fumes, compared to couriers, truck drivers, waste removal and emergency service workers.

However, the study suggests that professional drivers can take simple steps to protect themselves from pollution, such as driving with their windows closed.

The research was presented by Shanon Lim, a research assistant and PhD candidate at King's College London, UK. It was a collaboration between researchers at King's and researchers at



Queen Mary University of London.

The researchers recruited 140 professional drivers from a range of occupations working in central London. The drivers were asked to carry black carbon monitors, which were linked with GPS trackers, for a period of 96 hours. The monitors measured exposure levels once every minute. Drivers

were also asked about the type of vehicle they drive, their working hours and whether they drive with their windows or air vents open.

The results showed that, on average, professional drivers were exposed to 4.1 micrograms of black carbon per cubic metre of air ($\mu\text{g}/\text{m}^3$) while driving, which was around four times higher than their exposure at home

(1.1 $\mu\text{g}/\text{m}^3$). Researchers say the levels recorded at home are similar to levels experienced by office workers at their desks. Professional drivers also experienced extremely high spikes in exposure to black carbon, often exceeding 100 $\mu\text{g}/\text{m}^3$ and lasting as long as half an hour.

During the same period of time, researchers found that

pollution levels at a busy London roadside (Marylebone Road) were 3.1 $\mu\text{g}/\text{m}^3$ on average and, away from the roadside, the average level in London was 0.9 $\mu\text{g}/\text{m}^3$.

Taxi drivers had the highest levels of exposure on average (6.5 $\mu\text{g}/\text{m}^3$). Emergency services workers had the lowest levels of exposure on average (2.8 $\mu\text{g}/\text{m}^3$).

The research also showed that keeping windows closed while working halved the levels of black carbon for professional drivers. The type of vehicle and the choice of route could also lower exposure.

The researchers will continue to study the data they have gathered. They also plan to investigate possible strategies for protecting drivers, such as the use of air filters.

Courtesy of Green Car Congress

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TfL response over LCDC diesel private hire FOI

Dear Grant Davis

Our ref: FOI-1644-1920/GH

Thank you for your request received by Transport for London (TfL) on 29 August 2019 asking for information about diesel Private Hire vehicles. Your request will be processed in accordance with the requirements of the Freedom of Information Act and our information access policy.

Your request has been considered under the requirements of the Environmental Information Regulations and our information access policy. I can confirm that we do hold the information you require.

As of 10 September 2019, we recorded 20,388 diesel private hire vehicles; 3,931 of these vehicles were licensed for the first time in 2019.

London's taxi and private hire trades must both play their part in cleaning up London's toxic air.

Your right to appeal

If you are dissatisfied with the way TfL has handled your information request, you can ask us to conduct an internal review of our decision. The internal review will be conducted by someone who was not involved in the processing of your original request, in accordance with the complaints procedure published on our website at www.tfl.gov.uk/foi

Requests for internal review should be addressed to:

Information Access Team
Information Governance
Room 291, Floor 2,
55 Broadway,
London
SW1H 0BD

E-mail: foi@tfl.gov.uk

Complaints to the Information Commissioner

If, following the internal review, you remain dissatisfied with the way TfL has handled your request, then you can take your complaint to:

Information Commissioner's Office
Wycliffe House
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A complaint form is available on the Information Commissioner's Office website at www.ico.org.uk

We are supporting the taxi trade to go electric by giving drivers the financial support and charging infrastructure they need to switch to cleaner Zero Emission Capable (ZEC) models. Alongside a national grant of

£7,500 per vehicle, we have made a £42 million fund available to taxi drivers to delicense their older, dirtier taxis with payments of up to £10,000. Private hire drivers do not

receive the same financial support and, unlike taxis, private hire vehicles must comply with the Ultra Low Emission Zone in central London 24 hours, 7 days a week and pay the Congestion Charge (unless

they are eligible for a discount or exemption). Zero-emissions licensing requirements for new PHVs are being introduced gradually from next year. This timeframe will ensure vehicles are available that meet the varied needs of the private hire trade.

In all, Transport for London is acting to ensure both taxi and private hire fleets work to the same goal of being zero emission capable by 2033.

If this is not the information you are looking for, please do not hesitate to contact me.

If you are not satisfied with this response please see the attached information sheet for details of your right to appeal.

Yours sincerely

Graham Hurt

FOI Case Officer
FOI Case Management Team
General Counsel
Transport for London

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Cab Chat Corner

The Cab Chat Show

September was the first of many live shows from the LCDC offices. Jamie AKA SuperCabby, Grant Davis, Danny Scarf and Dan from Plan were behind the microphones. During the show we took phone calls from the listeners who asked a variety of questions. Dan from Plan announced the new License Protection and Sickness scheme that Plan are offering to drivers, you can get 12 months for the price of 9 if you are a Cab Chat listener.

We really miss the Old Royal Oak where we used to do the show once a month from the card room at the back and various people used to pop in to say hello, have their say and voice their opinions on the show courtesy of John Anderson. Since the Oak closed we have never really

found anywhere suitable to do the show where people can pop in that is central. Grant offered the use of the LCDC offices which is very kind and he has said that anyone is welcome to come along when we are doing the show which is great.

We are trying to pin down some dates with Grant for future shows from the LCDC offices and as soon as we have them confirmed we will let you all know so that you can come along and air your views on the show.

Also during September 4 members of the team took part in the Magical Taxi Tour to Disneyland Paris which is organised by the Worshipful Company of Hackney Carriage Drivers Every year I intend to make a podcast about the trip with interviews of drivers the committee members and of course the children, but this trip is so full



on that I have never managed to do it, maybe next year. We haven't had a Pie & Mash club meet for a couple of months due to charity outings, holidays and life generally getting in the way, but we do aim to have one during October, so watch out for the date and if you are a Pie &

Mash affectionado please come along and join us. The Hack Shack Dinner & Dance is now confirmed and booked for Saturday 8th February 2020, this has become the highlight of the Taxi Trades social calendar and last year's event was the best so far and we are going to try and make this years party even better. Entertainment is provided by the fantastic Jukebox Party Band of Joe Cartwright and Jon Cox plus a disco and a few other things that we have planned for the evening. The venue is the Tudor Park Marriott Hotel and Country Club in Bearsted Kent, Ticket Price is £50.00 per person which includes a 3 course meal and wine. If you would like tickets please either contact Jamie on 07743 161656 or Ian on 07753 602424, We are expecting this year to be sold out so don't

leave it too late to order your tickets. SuperCabby has done a fantastic interview with Lee Sheppard and Andy Scott of London Taxi PR which will be published on Wednesday 9th October so make sure that you have a listen, and get behind London Taxi PR. We have a lot more interviews planned for Cab Chat for the future, it is just a matter of tying up with the interviewees and recording them. If there is anyone you would like to hear us interview please let us know. Finally, if you listen to the show and your friends do not, please show them how to listen and download the show, also if you have any features or things you would like to hear us discuss then please get in touch, you can find all of the links to our Social Media accounts on our website which is www.cabchat.london Thanks for listening.



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Taxi Charity meets HRH Prince Charles at Ambassador's reception at Hartenstein Museum

On 21 September, during their visit to Holland with a group of veterans for the Arnhem commemorations, The Taxi Charity for Military Veterans met with HRH Prince Charles, at an event at the Hartenstein Museum, hosted by Peter Wilson, Ambassador to the Netherlands.

The Taxi Charity's Chairman, Ian Parsons and Vice President, Dick Goodwin, had the honour of

being presented to HRH Prince Charles who was in Holland in his capacity as Colonel-in-Chief of the Parachute Regiment.

Ian Parsons explained why the Taxi Charity were in the Netherlands and was delighted when Prince Charles praised the charitable work of the cab trade and specifically the work that the Taxi Charity does to support military veterans from all conflicts.



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The amazing life of Sidney Poitier

I have previously written about the 1967 British film 'To Sir With Love' and the main star of that, Sidney Poitier, is the feature of today's blog.

If you have a quick think of the films he has been in over the years, you soon realise he was a powerful force for change in the turbulent civil rights years of the late 1950 and '60s. He played a very important role in highlighting the injustices of the time and he was a very powerful voice for change. And when you learn of his start in life, it is all the more remarkable as to what he achieved.

He was born three months premature in Miami in 1927, when his Bahamian parents, poverty stricken farmers Evelyn and Reginald, were there to sell produce from their land on Cat Island. As a result of being born on US soil, he automatically received American citizenship. However young Sidney and his folks returned to live in the Bahamas, then a British colony. His surname is believed to come from an English slave owner who had an estate on the island.

By the age of 10 he had moved to Nassau and it was there that he had his first cinema experience. He then returned to Miami aged 15 to live with his brother Cyril. Soon restless and suffering from racial abuse however, he moved to New York.

There he had a succession of menial jobs, including dishwasher in a restaurant, where a waiter taught him to read. At night, he slept at times in the toilet of the local bus depot.

Homeless, he enlisted underage in to the US Army in 1943, where once again he struggled to fit in. Released from service, he joined the American Negro Theatre Company. At first, audiences didn't respond favourably to his strong Bahamian accent, so he worked diligently to soften that by listening to radio broadcasts and he worked hard at upping a his acting skills.

He was then noticed in the theatre production of 'Lysistrata', which led by 1949 to an appearance in the film 'No Way Out.' Next came a trip to South Africa for the film 'Cry, The Beloved Country' (1951) and then he achieved national recognition in the role of Gregory in 'Blackboard Jungle' (1955)

Other notable work includes Otto Preminger's 'Porgy and Bess' in 1958 with Dorothy Dandridge and Sammy Davis junior and as a jazz saxophonist in 'Paris Blues'



alongside Paul Newman in 1961.

He then became the first black male actor to pick up an Oscar nomination for the film 'The Defiant Ones' co-starring with Tony Curtis (1958) and then he went on to win one for Best Actor for 'Lilies of the Field' (1963)

His treatment in Miami when he first arrived from the Bahamas, the trip to South Africa, then under apartheid rule, and the general all encompassing civil rights struggle in the US at the time, found Poitier at the forefront for social change. He was on the legendary March on Washington in 1963 with Dr. Martin Luther King. He also marched to Montgomery and Memphis with the same fervour.

King later said of Sidney 'He's a man who never lost his concern for the least of God's children.'

The year of 1967 was a remarkable one for him at the box office, in roles that challenged and highlighted the obstacles that many African Americans faced at that time. He had three record-breaking films in that one remarkable year.

First up, 'Guess Who's Coming to Dinner' which dealt with inter-racial marriage, with Katherine Hepburn and Spencer Tracey as his parents in law to be, then the aforementioned 'To Sir with Love' as the teacher Mark Thackeray working in a deprived East End, and finally as black detective Virgil Tibbs investigating a murder in the deep South, in 'In the Heat of the Night.'

'To Sir' broke all box office records with the film doing remarkably well. Columbia Pictures researched as to discover why? The answer that came back was simple. Sidney Poitier.

'I suited their need.' He said 'I was clearly intelligent. I was a pretty

good actor. I believed in brotherhood, in a free society. I hated racism, segregation. And I was a symbol against those things.'

He chose to take on very few acting roles in the 80s, though he turned his hand to directing, with 'Stir Crazy' in 1980, which starred Richard Pryor and Gene Wilder.

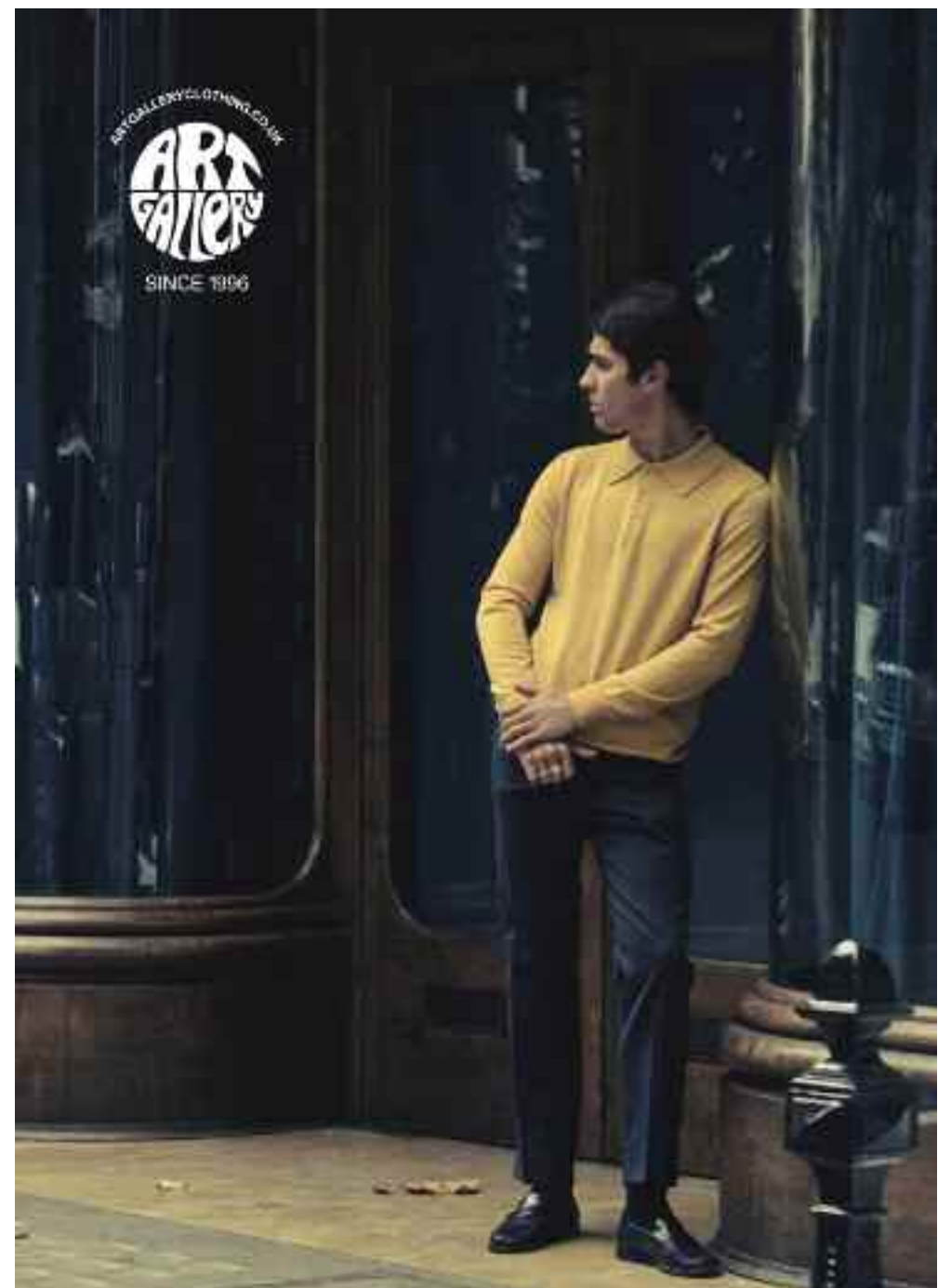
From 1997, he became the Bahamian ambassador to Japan and he held the post for 10 years.

On August 12, 2009, Poitier was awarded the Presidential Medal of Freedom, the United States' highest civilian honour, by President Barack Obama and in 2016; he was awarded the BAFTA Fellowship for outstanding lifetime achievement in film.

Still with us at now aged 92 the time of me writing this, whatever way you look at it, that is some life.

In 1974, he was awarded the KBE

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Airport matters

by Mark White

A question to the Mayor from Tony Devenish Conservative Assembly Member

Does the Mayor agree that if Heathrow were to introduce their own ULEZ all the monies raised must be ringed fenced to pay for improved public transport? If so, how will the Mayor ensure this happens?

Sadiq Khan, Mayor of London:

"I continue to oppose Heathrow expansion given its environmental and surface access impacts. The air quality impacts remain a particular concern, with the finding in the Airports National Policy Statement (NPS) that there was a high risk that Heathrow expansion would lead to non-compliance with legal limits. In the judgment handed down following my legal challenge of the NPS, the judges made clear that air quality was "the reddest of red lines" and would still have to be addressed by Heathrow Airport Limited (HAL).

However, the potential effectiveness of the ULEZ



Key

- 1 Realigned A4
- 2 Northern Parkway Proposed parking
- 3 Terminal 5XN New passenger terminal facilities for Northern apron
- 4 Expanded Terminal 2
- 5 Central Terminal Area
- 6 Relocated Immigration Removal Centre
- 7 Expanded cargo area
- 8 Southern Parkway Proposed parking
- 9 Terminal 5
- 10 Terminal 5X New passenger terminal facilities
- 11 Realigned rivers
- 12 Realigned A3044

proposed by HAL is questionable. In particular, it has decided that the most regular visitors to the airport – namely airport staff – are going to be exempt from the charge.

Expansion in numbers

Passenger numbers (per year)	
Now	81m
By 2035	130m
By 2050	142m
Flights (per year)	
Now	180,000
By 2035	740,000
By 2050	756,000
Cargo (tonnes per year)	
Now (2 runways)	1.69m
Proposed (3 runways)	3m

Today, staff account for around 35 per cent of trips to/from the airport, the majority of which are made by car/taxi. As such, the benefit of the Heathrow ULEZ in encouraging

additional people to switch to cleaner vehicles is likely to be limited. This indicates to me that HAL is not taking the issue of cleaning up London's toxic air seriously enough.

I agree that all monies raised must be ring fenced for improving public transport and other sustainable modes. It would be wholly inappropriate if such a charge could be used to increase HAL's profits. TfL has raised this directly with HAL and also with the Civil Aviation Authority (CAA), including through a response to the CAA's most recent consultation on the economic regulation of Heathrow. Ultimately, it will be for the CAA to set the regulatory framework and TfL will continue to work with them to ensure an approach which directly supports sustainable mode shift."

HAL on Black cabs and private hire:

Taxis will be exempt from the HULEZ charges, in line with the London ULEZ scheme. Taxis will be subject to the Heathrow VAC charge when it comes online with the new runway.

Private hire vehicles will be subject to the Heathrow ULEZ and Heathrow VAC charges.

We are currently exploring ways of expanding the current electric vehicle charging points for black cabs and other cars at the airport to incentivise and make practical the use of the cleanest vehicles possible.

Heathrow is proposing that private hire vehicles have the opportunity to qualify for a discount under the Heathrow ULEZ if they register their vehicle with the airport. This proposal will be finalised after consultation with the submission of the DCO application.

Under the HVAC, Heathrow is proposing to monitor registered private hire vehicles and black cabs for the number of times they are recorded picking-up and dropping-off passengers in the same trip (i.e. 'backfilling' – cutting down empty trips to/from the airport) and issue a discount on the charge owed to Heathrow per backfilled trip at the end of the invoicing period.

Private hire vehicles and black cabs will need to pick-up and drop-off in legally designated areas for these pick-up/drop-off activities within the airport in order to qualify for this discount. These details of the HVAC scheme will be finalised closer to the time of the scheme opening.



Graphic 3.73: Indicative location of Taxi Feeder Park and Authorized Vehicle Area



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Gennady Golovkin is a champion again, though only just.

The powerhouse who used to look invincible looked beaten up by the end of Saturday night. Golovkin held on to regain one of his old middleweight titles, edging Sergiy Derevyanchenko in a unanimous decision to take the IBF championship at Madison Square Garden. Gennady Golovkin knocked down Sergiy Derevyanchenko straight away in the first round. But despite his opponent sustaining a cut in round two, Golovkin was forced to go the distance.

Golovkin knocked down Derevyanchenko in the first round, opened a cut near his right eye in the second, and then held on from there in a fight where the longtime 160-pound ruler absorbed plenty of the type of punishing shots he used to deliver.

'This was a tough fight,' Golovkin said. 'I need a little bit more. I need to still get stronger in my camp. Just more serious. I need to work hard. I need a little bit more focus.'

But the 37-year-old did just enough to win 115-112 on two cards and 114-113 on the other, claiming the belt that was vacated by Canelo Alvarez, who handed Golovkin (40-1-1, 35 KOs) his only loss.

Derevyanchenko (13 wins, two defeats) fell just short in his second attempt to win the middleweight title, having lost by



GGG pushed to limit

split decision to Danny Jacobs last year, also at Madison Square Garden.

After round two it was a war of attrition as Derevyanchenko valiantly fought on with the cut. Many of the same fans who cheered Golovkin wildly before the fight and chanted 'Triple G! Triple G!' when it looked as if he needed a boost in the 10th as Derevyanchenko rained combinations to his head booted the decision.

Golovkin was credited with a 243-230 advantage in punches by Compubox, which said Derevyanchenko landed the most punches in any of the 25

Golovkin fights it had tracked. It was Golovkin's second straight win after he had a draw and a loss in his two fights with Alvarez, close bouts in which many people thought he won at least one of them. But plenty more thought he could have lost this one, after Derevyanchenko rallied strongly from a bad start to the fight.

Golovkin wants a third fight with Alvarez but he would have to be much sharper if he gets it - or if he has a rematch with Derevyanchenko - than he was on Saturday.

He was frequently beaten to the punch by Derevyanchenko, who

ignored the cut and Golovkin's vaunted power to nearly pull off the upset.

Derevyanchenko stated that the nature of his cut to the eye meant at times he could not see. Golovkin started cautiously, seemingly willing to just establish his jab in the first round, before suddenly unleashing a flurry of punches that sent Derevyanchenko to the canvas. Then he had another good round in the second, when the cut opened that would be frequently checked by doctors between rounds.

Derevyanchenko got himself into the fight with a good third

but took some more punishment in doing it, then kept up the good work in the next couple rounds while wiping away the blood around his eye that was staining Golovkin's white shorts.

Golovkin landed some hard shots late in the sixth to slow the Ukrainian's momentum a bit. Golovkin then seemed to get the better of a great exchange at the end of the seventh as the area under his left eye swelled. Golovkin had the early initiative yet Derevyanchenko forced himself back into contention. Derevyanchenko landed a good three-punch combination in the eighth and Golovkin just shook his head, then landed one of his patented body punches later in the round to slow down the Ukrainian, but only temporarily. Derevyanchenko resumed the pressure again in a back-and-forth ninth round but didn't have enough for the finish, losing the 12th on all three cards.

Golovkin defended the middleweight title 20 times, tied for the record, during his lengthy reign. He first vacated the IBF belt when he wouldn't agree to face mandatory challenger Derevyanchenko when the original date for the second match against Alvarez had to be scrapped in May 2018 after the Mexican failed a drug test. Golovkin then left without any belts after failing to beat Alvarez when it was rescheduled.

He's got one again, but plenty of work to do if he's going to keep it for long.

Hill back on track

Teamwilkey's I. D. Hill was back to his winning ways on Saturday 28th September on the Steve Goodwin Show, at the famous York Hall, Bethnal Green.

Hill coming off a loss in an attempt to win the Southern Area title against Mikey Siaky. Hill was up against the tough Welshman Rhys Saunders, the fight was over six rounds and was a lively affair, ID was in control in the first 2 rounds, then in rounds 3 and 4 Saunders opened up with some of his own attacks, ID had to cover up and not get drawn into a fight the that Saunders wanted. In the later rounds he stuck to his boxing and came out a clear winner. His trainer, club member Alec Wilkey, told the Badge that he was pleased with ID's performance and that it's always hard coming off a loss. He also told the Badge that there is a chance of a big fight in late November and that he was working with top promoter

Steve Goodwin to make it happen. Alec also gave us a heads up as to what was happening with the rest of his team. On the 16th of November at York Hall on a Mo Prior promotion, his Romanian IBA welterweight champion Flavius Biea, will be having his first fight in England under the Teamwilkey banner, also on that bill Lewis Smith will be hoping to move to 4.0 and his young female boxer Zoe Hunte-Smith will be making her long awaited Pro debut. Also on the York Hall bill was ex Lansbury amateur Terry Conroy. Terry who is trained by London Cabbie Peter Swinny and his brother Bobby, at his Ringside Gym in Bow, East London. Terry moved to 4.0. He was up against the formidable William Warburton. Terry boxed with maturity well above his young age and looked very comfortable in the contest, Peter told the Badge that he was very pleased with Terry's performance and it was



a great learning fight for him, we are bringing him along

slowly as he is only 21 years old, and we hope to get him out

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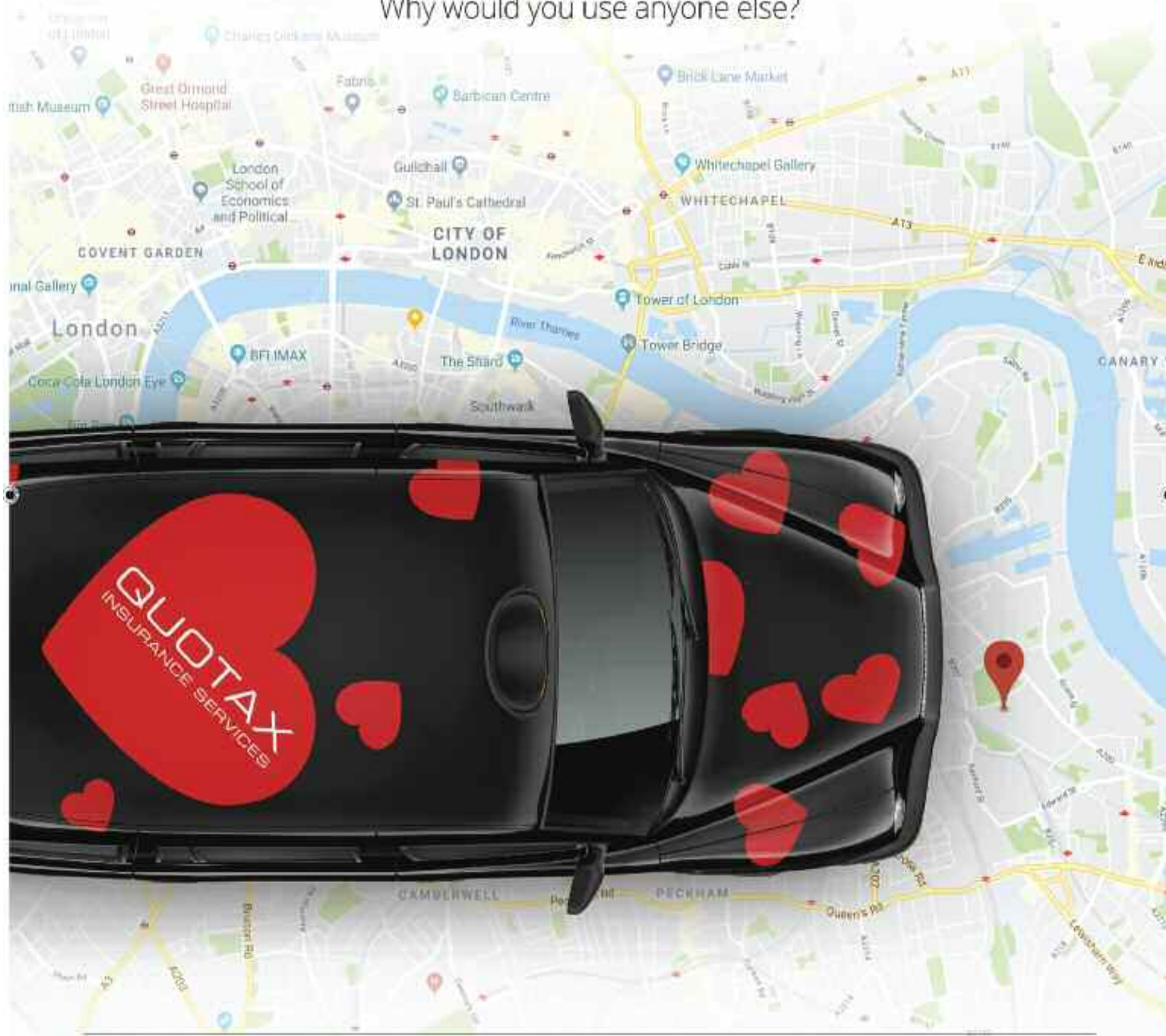
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