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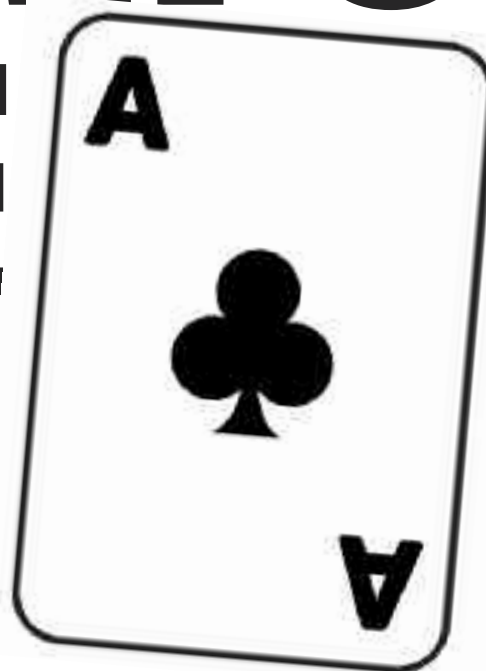
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Issue 276 February 2020

# LCDG LEGAL TEAM COME UP TRUMPS FOR THE TRADE



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## TFL REFUSAL OF UBER LICENCE

**At the end of last month TFL released a 62 page document outlining the reasons why they refused ULL a renewal of their licence (see pages 4-5).**

One of the reasons given for the refusal concerned allegations submitted by the London Cab Drivers' Club legal team that ULL were "making provisions for the invitation and acceptance of non-London bookings at their London office."

It was great to see some recognition for all the fine work by John Halford and his team at Bindmans LLP, as well as the fine investigative work by our own Danny O'Regan.

I am also very proud of the fact that the club was in a position to finance this... thanks to the loyal support of our membership, particularly as the club has been under attack recently from certain elements within our trade questioning our commitment to fighting for our future.

# Silence speaks volumes

**Between December 1st 2018 and May 31st 2019, Uber London Limited received an eye-watering 597,881 complaints.**

Of those, 27,799 related to passenger safety. In October, Uber said it had investigated 15,937 complaints, with 1,521 deemed 'serious'.

Isn't it astonishing that not a single national newspaper or media outlet has chosen to report on these statistics? It just shows what we're up against.

# Calendars

**The response to the club's Poppy Cabs calendars has been fantastic.**

A big thank you must go out to Jon Cox for the iconic images he produced for us to make up such wonderful collection of photographs.



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# Legal opinion couldn't be justified

A lot has been said on social media recently concerning the meeting that took place within the UTAG legal chambers and the subsequent outcome. The club was invited to attend a meeting by Trevor Merrells of the UCG along with Richard Massett of LTDA and Angela Clarkson who was apparently there on behalf of UTAG .

The purpose of the meeting was to seek a legal opinion regarding licensed taxis access to bus lanes and roads. When the meeting was first

mooted a few weeks ago, the fee mentioned to us was somewhere in the region of £3000.

However, at the end of the meeting, the figure quoted to us all was £12,000 plus 20% VAT - £14400 in total and would take about three days to prepare.

Bear in mind that should access to more roads or bus lanes be denied to the trade, we would then have to seek a fresh legal opinion for each individual case, which really made the opinion no more than a document the trade

could store and use when dealing with consultations on forthcoming closures.

Another concern for us was at the conclusion of the meeting the QC said he needed a named client who would have to be billed for the work he had been asked to undertake.

At this point Trevor Merrells asked the QC to put it in the name of UTAG - this was immediately objected to by ourselves and the LTDA, who both said that getting an opinion on bus lanes was not under the remit of money

collected for UTAG action. Trevor then suggested that they (UCG?) pay the QC and that the LCDC and LTDA pay their subsequent share to the UCG.

As readers of the Badge will know, the Club has been solely funding our legal challenge against UBER with John Halford as well as contribute £3k to the UBER VAT case, showing our commitment to the trade.

On leaving the meeting, I informed them that before committing the Club's funds I

would be speaking with both the Committee and our lawyers and would get back to them the next day, which we did.

The reasons we did not proceed was that we felt the fees requested were exorbitant and we strongly feel that any legal challenges would not be successful (see below).

We also reiterated to the UCG and LTDA that the Club would be only too pleased to work with them on any further closures or actions regarding taxi exclusions.

Beech Street



Wapping bus gate



Tottenham Court Road



## 1984 Traffic Regulation Act

**One of the purposes of the TRO is to limit the use of the bus lane to buses and any other vehicles the authority decides to allow.** This may include coaches, bicycles, motorcycles, taxis (but not private hire vehicles), goods vehicles and dial-a-ride services for disabled people. It can be any combination of these, although it is not usual for all classes to be included. When considering whether to permit other types of vehicle to use a bus lane, local authorities should consider the government guidance contained in Local Transport Note 1/97, which states that an assessment should be made in each case, measuring the potential impact on road safety; the operation of the bus lane, including potential delays to buses; delays to other traffic; the legality of the definition of the vehicle class; enforcement; and any impact on modal split.<sup>20</sup> The vehicles that have caused the most debate have been motorcycles. In February 2007 the Labour Government revised its advice to local authorities to encourage them to think more positively about allowing motorcycles in bus lanes. In the introduction, it set the scene as follows: As you can see from the above paragraph it is up to local Authorities on who THEY allow into bus lanes and the old case put forward by some in the trade regarding Addison Lee being thrown out the bus lanes was down to the fact that the European Court findings showed a distinction between a taxi and a PH vehicle



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



# LCDC NAMED IN UBER LICENCE REFUSAL

As readers of the Badge will know, for a number of years we have been working alongside John Halford, licensing lawyer at Bindmans LLP, highlighting the irregularities we believe are taking place concerning UBER's booking process. Since June last year, we have stepped up our fight, with John Halford demanding a forensic investigation by TfL - and as you can see below, this appears to have had a real influence. TfL named the LCDC in their submissions to the court as to why UBER should not be relicensed, and we see this as vindication of our time and money - which all comes from your subs. We will continue to fight on the Trade's behalf.

An allegation made by the London Cab Drivers' Club ('LCDC') (and other third parties) that Uber Britannia Limited ('UBL') and ULL are unlawfully making provision for the invitation and acceptance of non-London bookings, and accepting bookings, at ULL's offices in London, in breach of the Local Government (Miscellaneous Provisions) Act 1976.

In relation to (b), the LCDC's allegations about UBL and ULL's operations, TfL had put those allegations to ULL, and received a response, but

did not have the LCDC's views on ULL's letter as to the lawfulness of ULL's operations.

The London Cab Drivers' Club ('LCDC') have made representations on the matter identified at paragraph 3(b) above. TfL has not formed a final view on those submissions, because: (i) they raise mixed questions of fact and law and some of the relevant factual material relates to operations outside TfL's licensed area; (ii) the issues raised concern the exercise of the powers of other licensing authorities;

and (iii) TfL has not received complaints from those other authorities in relation to the specific issue raised in this correspondence. These issues will continue to be kept under review. It is accepted that they are, at least potentially, relevant to ULL's fitness and propriety. However, in view of the recommendations in this Note, it has not been necessary definitively to resolve this question

Since the publication of the report, we are happy to say that John Halford has succinctly responded to all of Uber's points, and this has been sent to TfL.



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Issue 270 June 2019



## LCDC HIRES LAWYER TO DEMAND FORENSIC INVESTIGATION INTO UBER GHOST OFFICES

PAGES 4 & 5



EVER DECREASING TURNING CIRCLES

NEWS



TUP'S TONY WALKER

NEWS



AJ SHOCKER AT MSG



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## NO GROUNDS FOR APPEAL



LCDC LAWYERS SUBMIT CASE TO TfL

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WWII VET COLLECTS DUTCH MEDAL AT CAB CHARITY XMAS PARTY

NEWS



APPEAL FOR CABBIE DEAN'S LITTLE SEREN-ROSE



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## IS UBER'S TIME UP IN LONDON?

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



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DANNY O'REGAN GOES TO CITY HALL

NEWS



CABBIES CONQUER KLIMANJARD FOR VETS CHARITY

NEWS



GOLOVKIN PUSHED TO THE LIMIT



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## REVOKE NOW!



## NO MORE SECOND CHANCES AS MAYOR REVIEWS UBER'S LICENCE

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



# L.C.D.C LEADERS NOT FOLLOWERS

## Stop talking about it and JOIN!





# Why Uber licence was revoked

**Last September, driver and rider matching service Uber was granted an extension to its London operating licence for just two months.**

There were still unresolved issues with passenger safety and driver identification, as well as insurance issues. Transport for London had given the operator one last chance. And in November, we knew for certain that it had been a last chance - because the next Uber licence application was refused.

The great hope of the gig economy had had its licence revoked - in London of all places. The company will, of course, appeal, with that appeal not expected to be heard until next September. But in the meantime, those who so shamelessly shilled for Uber would do well to examine the real issues: TfL had good reason to refuse them a licence.

TfL's response to Uber's application, dated 25 November, makes clear why the decision went the way it did at the outset. "Some of those [regulatory] breaches concerned cases in which drivers were providing PHV services without hire and reward insurance in place. Some ... led to [Uber London Limited] pleading guilty to the criminal charge of causing or permitting drivers to use vehicles on a public road for hire and reward without the requisite motor insurance policy. This is a particularly serious public safety issue".

Uninsured minicabs, anyone? TfL categorised the risk to the paying public as "grave and

acute". Then came the fake drivers: "Some of the breaches have concerned cases in which individuals were providing PHV services, via the Uber app, using another driver's login. Put simply, the individual in the car was not who they should have been".

TfL concluded that it had "a lack of confidence in ULL's ability to prevent new incidents of this kind occurring". As a result, it commissioned two reports from independent consultant Cognizant. Their reports "did not provide sufficient confidence in ULL's systems and processes

concerning Uber users to other customer(s) of theirs". And there were more in the same vein.

"On 11 December 2018, ULL's app phone number anonymisation suffered a system outage for two hours. As a result, the personal telephone details of a driver were provided

PH driver licences, and a variety of insurance documents), the issue of driver photo fraud, and other regulatory breaches, which include failure to notify decisions to suspend or remove drivers from the Uber platform, and notify those removals promptly.

And the pièce de résistance is the revelation that Uber's previous attitude has not helped it. Here's how TfL put it. "The overall tone and content of the correspondence from ULL ... has been productive and, in the main, transparent. ULL has demonstrated its commitment to finding ways to address issues and concerns raised by TfL. ULL has also apologised to TfL for any areas in which it has failed to properly escalate issues and has also acknowledged the legitimacy of TfL's concerns. As is expected from a regulated entity, the overall tone of ULL's correspondence has been respectful to TfL as its regulator".

Wait for it ... "These points are not usually something that TfL pays attention to when determining if an operator is a fit and proper person, but this is relevant for ULL because its historic practice was to correspond with TfL in a dismissive or cursory manner". Ouch!

The ghost of Travis Kalanick walks abroad yet. The attitude to regulators fostered by Uber's founding CEO has, ultimately, come back to bite them.

TfL's revocation of Uber's London licence was well-founded. I'll just leave that one there



And how bad is that? "This raises important safety concerns because all of the drivers involved have indulged in fraudulent activity and therefore would not be considered fit and proper to hold a private hire driver licence in London". That bad. And there is more: "this raises substantial public safety concerns; the services might have been provided by an individual with a serious criminal record or a medical issue and/or whose DVLA driving licence, or PHV driving licence, has been revoked". And that's not all.

and, in particular, that those systems and processes are currently sufficiently robust to ensure that the kinds of serious breaches described above will not recur".

There have been problems with data breaches. "ULL has notified TfL of potential data breaches in relation to ... A third party contractor called Typeform ... On 2 July 2018 ... Another third party contractor called SparkPost. On 16 November 2018, ULL notified TfL that 'SparkPost' had inadvertently sent email address data

to a passenger and the passenger's details were available to the driver ... On 24 August 2018, ULL notified TfL of a police investigation that had been carried out by West Midlands Police concerning a suspect who had compromised the accounts of thousands of customers of a wide range of international companies, including Uber". Hmmm.

Worse, there have been concerns raised, not just about uninsured vehicles, but also fraudulent documents (including MOT certificates, PHV licences,



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# Alan's Angle



## All change in Parliament Square

**Bold proposals for transforming the "racetrack" around Parliament Square into a part-pedestrianised space were unveiled today. The blueprint, submitted to Westminster council, would see the busy road in front of the Houses of Parliament removed to create a public square. Currently, pedestrians are forced along a narrow stretch of pavement.**

The road along the southern side of the Square would be removed, ending the "island effect" that leaves the central green area surrounded by vehicles.

There would also be a pedestrian walkway linking

the Palace of Westminster and Westminster Abbey. The landmarks make up one of only four Unesco World Heritage sites in the capital but traffic has made it one of the noisiest and most-polluted areas in central London.

The strategy, "People Wanted", has been drawn up by the Victoria and Victoria Westminster Business Improvement Districts (BIDs).

They also want to see a linear park along Victoria Street by reclaiming space from traffic to create a green corridor between Victoria station and the Square.

Another element involves



creating a route from Whitehall to Victoria station via Tothill Street called "The Arc". It would have "lively shops and cafes, vitality as well as a much improved pedestrian experience". Ruth Duston, CEO of BIDs, said the vision was ambitious but achievable, adding: "With its unique role and mandate, it is able to pull people together from across public and private sectors."

A Westminster council spokesman said: "Local partners are coming together to deliver a long-term project by working closely with the community to develop a fresh and ambitious vision to improve Victoria."



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# Colts Cabs to go **green**

As London's premier taxi fleet owner, Michael Glassman has once again reasserted his confidence into the London Taxi Trade by placing an eye-watering order for 400 Dynamo taxis.

Michael attended the Dynamo taxi showroom earlier this month with one of his most trusted drivers, Tony Rock who was to be the first Colts Cabs driver to experience driving the amazing all electric Dynamo.

Michael plans to rent the Dynamo out to his drivers on 3 day shifts so as many of his drivers can see if the Dynamo taxi is for them.

"I am very happy to buy this first all-electric taxi for my drivers. Hopefully it will be the first of a planned 400 I have ordered. Michael also revealed he is extending his fleet of TXe to 200.

"The cab trade is changing whether we like it or not and I intend to be at the forefront in giving my drivers a great choice of greener taxis to choose from. The Dynamo may not be to everyone's liking, but for just doing jobs in central London, it will suit some".

Tony Rock who drove the Dynamo out of the showroom said he was really impressed with the space in the front and looked forward to seeing the fuel savings and gauging the response from his future passengers.

"we shall have to see how it all pans out" said Tony as he zipped silently out of the showroom.



Michael Glassman, Paula and Brendan O'Toole





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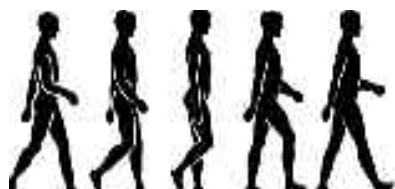


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# Walker on the March...

## MANY NAME CHANGES, MANY NEW MODELS BUT THE SAME POOR SERVICE

During the recent wind, a lady weighing about 50Kg opens the door of my TXe. A fierce gust of wind blows just as she opens it from the inside and unsurprisingly, the door that is twice her weight and no longer has a restraining strap and opens to 100 degrees angle, is torn from her grip and thumps back at about 50mph and bends the door hinges. So this is roughly the conversation that followed with LEVC.

Me: Explain what happened and that my repairer says you won't repair it under warranty.

LEVC: That's right. We can't be responsible for an accident. It's the wind's fault not ours.

Me: but you have fitted restraining straps to cabs for last 60 years and you didn't bother with the TXE.

LEVC: They don't need one.

Me: how is that? The door is larger than ever, opens wider than the TX range and has reverted to suicide doors.

LEVC: Nah, they don't need straps. It's the wind's fault. An accident. Claim through your insurance.

Me: Hang on though, I know this has happened with other cabs and you have repaired them under warranty and retro-fitted straps.

LEVC: Those were just a batch of faulty hinges that we had to recall.

Me: Not what I've heard. If that's the case, why fit the straps?

LEVC: We haven't fitted any straps. If garages have fitted them, they have done it off their own bat.

Me: So, the garages are fixing the doors under warranty but fitting straps out of their own pockets as a service to customers? Why would they bother if the straps aren't necessary?

LEVC: Dunno, but you should claim under your insurance.

Me: What would be the point? I'd lose my NCB and after the excess I may as well pay for it myself rather than claim. In any case though, I could repair it and it will go again the next time somebody opens the door in a strong wind. Do you suggest I don't go to work when it's windy.

LEVC: No, not saying that. Just saying we aren't going to repair it.

So, here we are. I've been quoted £600-£700 for the repair. The LCDC is looking into it for me but if they have no joy, I guess I'm going to have to pay for the repair and then try and take LEVC to the County Court to try and get reimbursement.

## TARIFF INCREASE – AT LAST!

We finally got the increase from last April on 11th January, nine months late. We should be getting another in April of this year but negotiations have hardly begun. All we have had so far is a sappy carrot and stick "offer" (since withdrawn).

The carrot was only 50% of the 4.16% indicated by the Taxi Cost Index (TCI). The stick was that we may get it only six months late in September.

So we were effectively being offered just 1.04%. The cost of running a cab has risen by nearly 2% so we were offered a probable wage decrease and the September date wouldn't have been guaranteed.

figure is going to be a starting point of negotiations to be bartered downwards.

On top of that, TPH are completely unconcerned with the persistent late implementation, have no plan to reduce the delays and have ignored the trade's plan to reduce delays. All of which leads us to think the delays are a deliberate, artificial way of reducing tariff increases.

An even bigger problem is that many in the trade have been seduced by this idea of "balance between driver cost and customer fares". In the last tariff consultation, 82% of the drivers that responded agreed with this new TFL position. So did, among others: The London Suburban Taxi-Drivers Coalition (LSTC), HaleTaxis, , GETT, Age UK

the tariff. Cabvision thought that rates 3 + 4 were too expensive but also that rates 1 + 2 were too low. They also suggested tinkering with rate 2. They agreed with the trade group that the TCI already provided a fair balance.

Free Now generally supported the views of the trade group.

GETT supplied quite a complicated response. They thought "the taximeter remains out of sync with the realities of supply and demand". Basically, they thought rates 3 + 4 were too expensive and the minimum fare was both too low and that there should be two distinct minimum fares – off-peak and peak.

Hale Taxis thought that 20p on the minimum fare and 1.9% on rate 1 was too low and should have been 60p and 5%

Tank (PAHT) provided a bit of light relief and a few laughs. They produced a very complicated response that basically suggested that the current fare model based on a meter calculating by a mix of time and distance is now "dysfunctional".

They suggested a system of fixed fares, based on real data, that could reduce fares to less than – wait for it – fanfare of trumpets - £1 per mile and still increase driver earnings. Far be it from me to question their findings but at £1 per mile a driver leasing a TXe would have to do 230 miles with a passenger on board every week just to pay the monthly leasing costs. Add another 400 miles to make the London Living Wage and that's 630 engaged miles per week



## TCI

The big problem we now face is that after more than 30 years of automatically applying the TCI figure, TFL have decided that this will only be a guide to tariff changes. Their new stance is to "balance the increased costs of operating a taxi against fares not becoming too expensive". They do this without ever seemingly aware that TFL are the reason for most cost increases in the first place.

Unfortunately, the above quote is seductive. Why would anyone disagree with such a balance? The problem for us is that the TCI already provides that balance. It calculates increases in our costs, and adds the increase in national (not London) average earnings to produce a fair, balanced fare increase. This new "balance" effectively means that the TCI

London, London Taxi PR, Sherbert Taxis, Taxiworld and the Taxi Charity for Military Veterans.

We can only hope that these drivers/groups didn't understand what they were being asked because they are assisting in undermining the historical practice of ensuring that every year you and I get an increase to cover the extra costs we have incurred.

## CONSULTATION RESPONSES

These made for some interesting reading.

London Taxi PR felt that the minimum fare and rates 1 + 2 should have been frozen and rates 3 and 4 should have been reduced.

Sherbert Taxis also thought rate 4 was too expensive but did support the proposed changes to

respectively.

The London Taxi-Drivers Coalition provided a very long and complex response which broadly aligned with the trade group's. The main difference was, and which the trade group do not necessarily disagree with, that the TCI should apply only to rate 1 and that the other rates should be maintained at specific % rates above rate 1.

Taxiworld thought that rate 3 was too expensive and should be reduced to the same level as rate 4. However, they did support the proposed increases to the tariff.

Keith Prince AM (GLA Conservative Transport Spokesman) was very supportive of the trade and the proposed increase. He also complained about the late implementation of increases.

The Public Administration Help

without any other expenses.

Assume a cab occupation rate of 50% and that means pushing a cab for 58,500 miles a year. That, in turn, means lease payments will increase significantly.

All told, we'd probably have to drive somewhere in the region of 100,000 miles a year to earn the London Living Wage. But then, the PAHT are obviously experts and I am only a pleb cab driver so they are probably right and me wrong. Not!!!

Others that supported the tariff increase were The taxi Charity for Military Veterans, National Ass of Taxi Users, Royal Navy Ass, Age UK London, London Business Network, Taxi Drivers Charity for Children and London Travel Watch.

Those that objected to the increase were Waltham Forest Council and TFL Youth Panel.



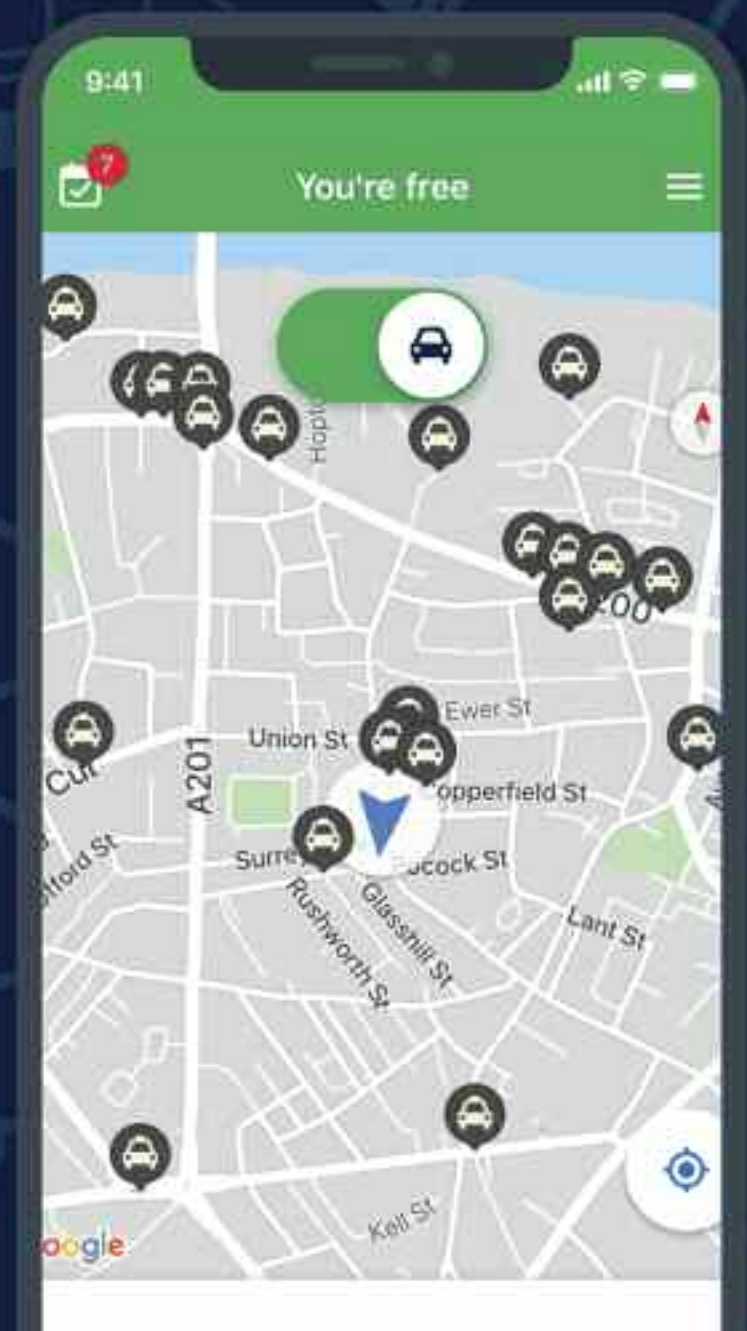
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# City Hall staffing costs increase 82%

**Spending on City Hall employees has risen by 82% while Sadiq Khan has been mayor, according to official figures.**

Staff costs in Boris Johnson's final budget for 2016-17 were £36m, while the proposed budget for 2020-21 under Mr Khan show them to be at £65.5m.

The Conservatives said the mayor was "shelling out millions on waste".

A spokesperson for the mayor said the higher costs were due to "additional powers across a wide range of areas" which had been granted to Mr Khan.

City Hall budgets show staff costs have increased each year while Mr Khan has been in charge.

Employee numbers have also risen during the four-year period, from 897 full-time equivalent posts in 2016 to about 1,300, as proposed in the 2020-21 budget.

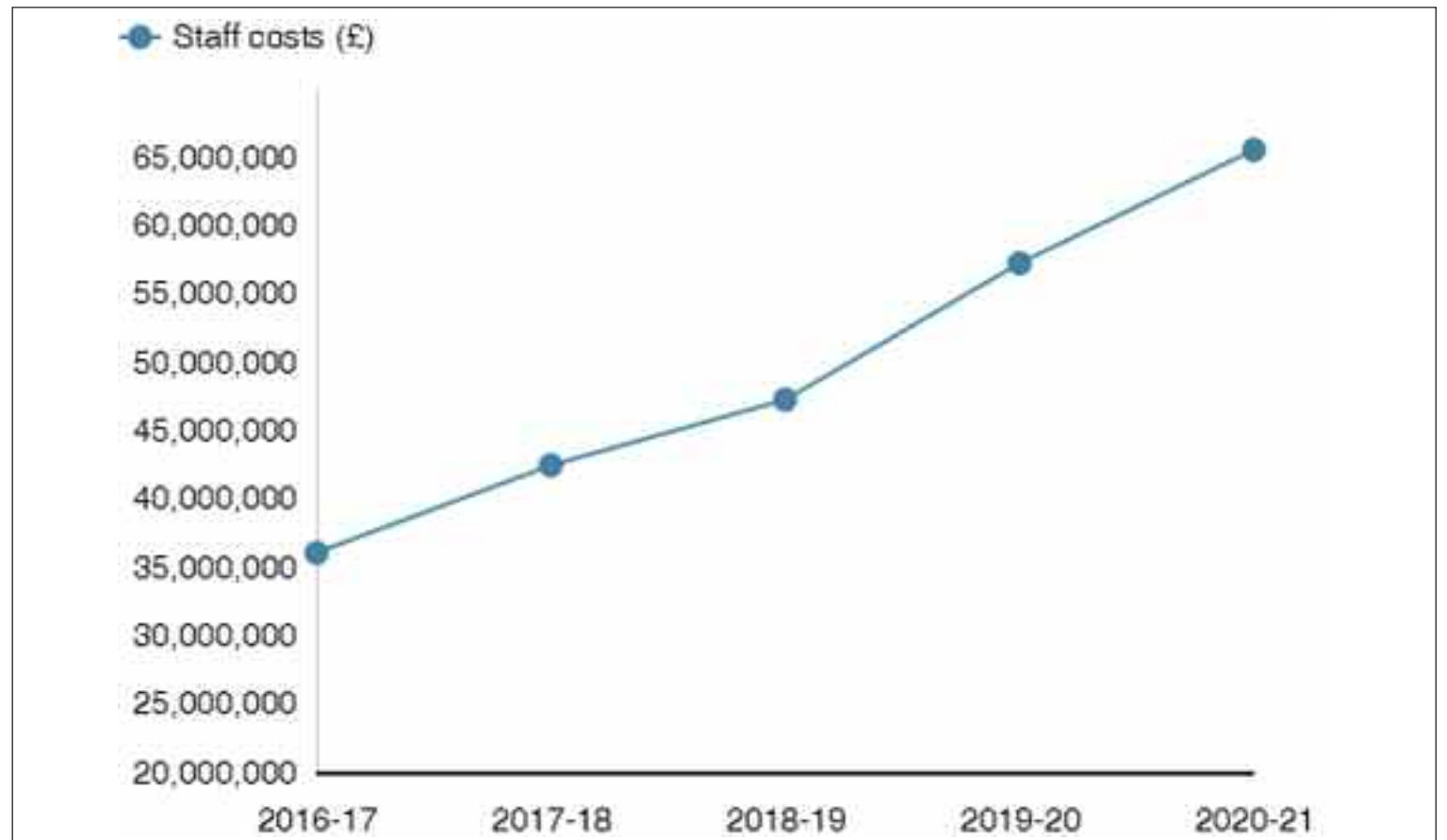
The leader of the Conservatives on Greater London Authority, Susan Hall, said the "surging staff numbers are completely disproportionate to the minuscule increase in the extra responsibilities which have been devolved to the mayor".

She said: "There can be no question that amount of taxpayers' money being spent on City Hall bureaucrats is excessive and desperately needs to be reduced."

A spokesperson for the mayor said the additional powers included areas such as housing, skills and healthcare while the extra staff "in many cases... have been funded by money the mayor has secured from the government".

"The mayor makes no apologies whatsoever for putting the resources in place to ensure he can continue delivering real results in all of these priority areas," the spokesperson said.

*Courtesy of the BBC*



# Goldman Sachs 'dumped entire Uber stake'

**Goldman Sachs sold its entire stake in ride-hailing giant Uber in the fourth quarter, according to a person with direct knowledge of the move.**

The sale, which likely resulted in a large gain for the early investor in Uber, helped the bank beat analysts' expectations for revenue in the period.

It appears that Goldman, which reported earnings Wednesday, sold at the earliest opportunity: Uber's post-IPO lockup period for share sales ended in early November.

Goldman took advantage of "harvesting opportunities" in the

quarter by selling some of its holdings, CFO Stephen Scherr told analysts Wednesday. He added that the bank would continue to pare investments in public companies, which totaled \$2.4 billion at year-end.

In the past, Goldman's public and private holdings in companies such as Uber and WeWork have caused volatility in quarterly results, and the firm recently changed its reporting segments to move those activities to its asset management division.

Goldman reportedly owned about 10 million shares of Uber late last year.





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# Veterans Enjoy Lunch at The RAF Club



On 23 January a group of veterans were invited to a special lunch at The RAF Club in Mayfair, to thank them for all they do to help raise awareness and funds for The Taxi Charity for Military Veterans.

Many of the assembled veterans regularly help at bucket collections at London Underground stations. The money these collections raise ensures the charity can continue to take the veterans; on trips to the WWII commemoration services in France and Holland and days out throughout the South East.

Veterans at the lunch included those who had played their part in D Day: Marie Scott who sent messages to and from the beaches, Bill Gladden who flew into Normandy in a glider carrying eight motorbikes and a tank, Dickie Forrester who landed on the beaches and Frank Pendegast, part of the regiment that took Pegasus Bridge, Roy Maxwell one of the last surviving members of No4 Commando and Harry Rawlins, from the Rifle Brigade, who was awarded the Belgium Croix de Guerre.



Chris Hearndon, Licensed London Taxi Driver, said "I have been involved with the taxi trade since 1961 and I have supported this Charity for over 20 years. The Charity does fantastic work to help give something back to these guys and girls who, in the case of the WWII Veterans, were instrumental in giving us the freedom we enjoy today."

Ian Parsons, Licensed London Taxi Driver and Chairman of the Taxi Charity, welcomed the veterans and thanked them for their continued support and told guests, "2019 was the busiest and most varied in the Taxi Charity's history and although the charity is supported through various revenue sources, by far the biggest source of income comes from the sterling work of the veteran collection team. The Charity simply could not have funded all the things they did last year to support veterans, without those men and women who, with medals gleaming, attend collections at London's Underground Stations, meeting the general public and telling them about what the charity does."

Veterans are escorted on days out by an amazing group of London's black cab drivers who volunteer



their vehicles and time free.

Graham Pike, Licensed London Taxi Driver and Taxi Charity Communications Officer, said, "It is a real privilege to attend events like these and spend time talking with veterans like Alex Borrie, pictured, who was a founder member of the 1st SAS unit spending time in France, Belgium and Germany during WWII."

Graham, pictured with veterans Harry Bailey, Tom Schaffer and

Tom Parkinson, continued:

"These veterans have some amazing stories to tell and they love coming to help the charity at our bucket collections at the Underground Stations. The respect for these heroes from the general public as they are rushing through the station on their daily commute is always humbling and it is a pleasure to invite them for this thank you lunch at the prestigious RAF Club in Mayfair"

Having thanked the other charity supporters in the dining room, and

after a huge cheer from the veterans for the amazing ladies and gents who drive London's black cabs and give the charity so much support, The Taxi Charity Chairman, Ian Parsons was delighted to read out a personal note to the veterans, from Prince Harry, The Duke of Sussex.

If you would like to know more about, The Taxi Charity, including volunteering as a Licensed London Taxi Driver, or making a donation to do visit: [www.taxicharity.org](http://www.taxicharity.org)



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Max period for which benefit is paid (Accident or illness)	12 months	12 months	12 months
Temporary Total Disablement as a result of stress or back illness	max. 65% annual income	max. 65% annual income	max. 65% annual income
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### ■ 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.

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# Oh Debbie, Debbie

**As a spotty youth the sight of Debbie Harry fronting the US New Wave group 'Blondie' on Top of the Pops in 1979 was certainly an arresting one. Having spoken to many blokes, and a few women it has to be said, years later about the group and Debbie in particular, I appear to not be alone in remembering that impact.**

She looked amazing. A sort of Punk'd up Marilyn Monroe who was belting out some of the catchiest pop tunes of the day.

She also certainly had an individual look and the band in general captured the zeitgeist of those times from 1979 to '81 very nicely.

Debbie was born as Angela Tremble in July 1945 in Miami, Florida. She was given up for adoption at three months and promptly renamed Deborah Ann Harry as she moved with her new parents Richard and Catherine to New Jersey.

She moved to New York City in 1965 and worked various 'pick up jobs' such as a secretary at the offices of BBC Radio out there, as well as a Go Go dancer, Playboy Bunny and a waitress at the infamous Max's Kansas City restaurant and nightclub.

Her musical career began as a backing singer for the group 'The Wind in the Willows' from 1968.

Then came 'The Stilettoes' in 1974, where she met guitarist Chris Stein and they became a couple. The band

'Blondie' formed not long after, named after the name calling Harry attracted after dyeing her hair platinum blonde. The band quickly became regulars performing at Max's and the legendary CBGBs.

The hit singles 'Denis Denis' and '(I'm always touched by your) Presence Dear' came from their 1977 album 'Plastic Letters', but their third album 'Parallel Lines' from 1978 cemented their fame as it and the many great songs on it became a worldwide success.



Tunes as 'Hanging on a Telephone', 'One Way or Another', 'Picture This', 'Heart of Glass' and 'Sunday Girl' hit the charts time and time again.

By 1979, the famous line up of the band, drummer Clem Burke, bass

player Nigel Harrison, guitarist Frank Infante, and keyboardist Jimmy Destri along with Harry and Stein, had made the cover of Rolling Stone magazine.

Further big hits would follow with 'Call Me', 'Atomic', 'The Tide Is High' and 'Rapture' which featured graffiti artist Fab Five Freddy, who opened the group up to the nascent hip-hop scene in the Bronx.

Celebrated artist Andy Warhol then did a 'Marilyn' with Debbie capturing her in one of his own inimitable art works.

The band split in 1981 and then got back together, but Chris Stein fell

seriously ill and once again it all fell apart.

Debbie had already begun work as an actress by then and that continues today. To date she has appeared in over 60 films and TV shows, notably the films 'Videodrome' from 1979 and 'Hairspray' in 1986.

She also launched a solo career but with little major success and drummer Clem Burke went on to be a very much in demand session player.

The Stein and Harry romantic partnership ended in 1997. However, not long after that, they re-launched again as the band Blondie and had a UK number one hit 'Maria' from their 1999 album 'No Exit'.

Further major chart success eluded them however, but remain a demand as a live act on the festival circuit.

Of the original line up, only Burke, Harry and Stein remain.

Debbie Harry has a new memoir out this year and she continues to perform well into her 70s.

Now ain't that making you feel old...

The Mumper of SE5





# Hybrid car fiasco 'a kick in the face' for drivers

Hybrid car owners have been given a “kick in the face” by ministers, motoring bodies have said, as they warned that the surprise decision to ban the vehicles from sale in 2035 will “backfire”.

Tens of thousands of motorists who were incentivised by the government to buy hybrid cars believing they were an environmentally friendly option now fear their resale value will slump as the ban approaches.

Friends of the Earth accused ministers of “greenwashing” the public into believing they should buy hybrids, even though some models can produce higher CO2 emissions than new diesel cars.

The move was compared to the “knee jerk” New Labour policy of tax breaks for diesel cars, which was later discredited and severely damaged the market for second-hand diesels. Labour's subsidies fuelled a rise in diesel cars, increasing air pollution.

Boris Johnson brought forward a ban on the sale of new petrol and diesel cars from 2040 to 2035 to coincide with the launch on Tuesday of a UN climate summit in Glasgow later this year.

He said Britain, as the first country to industrialise, had a “responsibility” to lead the way in cutting emissions.

But the decision to extend the diesel and petrol ban to all hybrid cars took the motor industry by surprise, and was condemned by motoring groups and manufacturers as “a date without a policy”.

Michael Gove, the Chancellor of the Duchy of Lancaster, was unable to put a price on how much it will cost the taxpayer to install the nationwide network of charging points needed to keep electric cars moving, or how the Government will replace the £28 billion it will lose from fuel tax.

Edmund King, President of the AA, said: “It is reminiscent of the dash for diesel in the 1990s and 2000s when we were told that diesels do better for CO2 as they get better miles per gallon, the Government gave incentives for diesel then there was a massive U-turn.

“Many people then felt disappointed as they felt that had done the right thing for the environment, so it is history repeating itself - people have bought hybrids in good faith.

“It really is a kick in the face for those people who thought they were doing a good thing.”

Mr King said owners of hybrid vehicles will now fear a drop in resale prices of their vehicles because the Government's new policy will depress the second-hand market.



He also said the policy could “backfire”, because it would encourage drivers to hang on to older, polluting vehicles and run them into the ground rather than switching to a hybrid.

Government subsidies on the first wave of hybrid cars, which rely on a small petrol engine to generate their electricity, were phased out in 2018, but grants still exist to help drivers buy plug-in hybrids - cars that can be charged from the mains to run entirely on battery power for short distances. However, no model currently on the market meets the emissions standards required to qualify.

In the last two years, 330,443 hybrid cars were sold in the UK, with the self generating models, which generally have higher emissions than the plug in alternatives, most popular in 2019.

Adding to the confusion over the green credentials of hybrids is that in some areas the vehicles are offered discounted parking along with electric vehicles. Some models of hybrid are also exempt from paying to enter clean air zones, such as London's ultra-low emission zone brought in in 2019.

However, the Government's decision to ban even these “green” vehicles from 2035 is tantamount to signalling that they are no better than petrol or diesel cars, according to industry insiders.

Car makers hit out at the new deadline, with one industry source describing the announcement as a “bombshell”.

“People are furious,” said one. “We knew there was some sort of consultation coming but this was a surprise.”

The Society of Motor Manufacturers and Traders (SMMT) called the move “extremely concerning”, adding that “the Government has seemingly moved the goalposts for consumers and industry on such a critical issue”.

Car makers are “fully invested” in zero emissions cars, the trade body said, but questioned whether government policy would help deliver this, calling the announcement “a date without a plan”.

It said Britain's network of charging points for electric vehicles was “woefully inadequate”, putting off motorists from buying electric cars.

Adam Binnie, New Cars Editor for the car review website Parkers, said plug-in hybrids, the fastest-growing sector in the hybrid market, can be worse than diesels.

He said: “A hybrid is not a golden ticket to low emission driving. A hybrid driven badly could use more fuel than a normal car driven carefully. Hard acceleration or high speeds will quickly drain the tank just as it does in a conventional car.

“Things get more critical if you have a plug-in hybrid, which must be kept charged up from the mains in order to deliver anything like its claimed economy.

“Forget to charge it up or use all the power up on a long trip, and you'll be left driving on fossil fuel alone, dragging around a heavy, empty battery and motors. At this point it could be less efficient than a traditional petrol or diesel car.”

A Honda CR-V hybrid produces an average of 120g/km, according to official figures, while the diesel model of the same car produces 115g/km.

Hybrid cars are still a costly option for most drivers. A Mercedes E-class diesel costs £36,070, but a plug-in hybrid version costs £47,530.

On Tuesday, Mr Johnson's argument for change was undermined by Rex Tillerson, the former U.S. secretary of state under President Donald Trump, who questioned whether there is anything humans can do to combat climate change.

He said: “With respect to our ability to influence it, I think that's still an open question. Our belief in the ability to influence it is based upon some very, very complicated climate models that have very wide outcomes.”

Courtesy of The Daily Telegraph



# UK Police Have wasted One And A Half Million Pounds On Electric Cars That Can't Chase Criminals

Police forces in the United Kingdom have squandered over a million pounds on electric cars that are incapable of chasing criminals or performing emergency services because the eco-friendly vehicles are too slow and take too long to charge.

A freedom of information request found that police in the UK have spent £1.49 million on 448 green cars and vans. However, the actual cost of the eco-police fleets is likely much higher as many districts have not reported their purchases.

The official police reports admit that the battery-powered cars are incapable of fulfilling police duties such as chasing criminals or handling emergency response situations and often run out of power before a shift ends.

The vehicles are used almost exclusively in non-emergency situations or to drive police chiefs to work, reports the Daily Mail.

The Metropolitan Police Service (MPS) has bought dozens of electric cars. However, the force admitted in



an internal report that: "The market has not yet sufficiently matured to offer alternatively fuelled vehicles capable of meeting the MPS requirements for the role of pursuit cars."

Scotland Yard, which plans to have an entirely "green" fleet by the year

2050, has bought 134 green vehicles in large part to comply with the £12.50 daily Ultra Low Emission Zone charge imposed by Mayor Sadiq Khan.

A report from Staffordshire Police says: "Vehicles that are less damaging to the environment are

struggling to cope with the arduous needs of emergency service; autonomous driving and safety systems are not conducive to pursuit or response driving."

In an annual survey, the police force in Kent found that the Nissan Leaf and the BMW i3 had inadequate range and take too long to recharge.

Conservative Party MP David Davies, a former special constable, said that the police leadership should show some "common sense".

"I've been in a police car on many occasions when an emergency call has come in. You can't predict what is going to happen and so they need to be very careful when using electric cars," Davies said.

Tim Rogers, the spokesman on pursuits for the Police Federation, said that the British public should not worry about police not being able to respond to emergencies "because their cars have run out of battery", as the police "are still able to use other vehicles".

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# DAVID KURTEN IN MAYORAL BID

I am delighted to have announced that I will be standing in the London Mayor and Assembly elections on 7th May. One of the greatest things about being an Assembly Member for the last four years is meeting hundreds of black cab drivers. I held two events in City Hall for the taxi trade – one in 2017 about the future of the trade and one in 2018 about the Knowledge of London

The 2010s have been exceptionally tough for London's taxi drivers. To get a badge you need to do the Knowledge of London, the best and toughest qualification in the world, which makes London cab drivers the best and most professional in the world. But the great value of the Knowledge is increasingly unrecognised, and in some quarters even dismissed as an irrelevance.

The taxi and private hire market in London is dysfunctional. London's 22,500 taxi drivers are highly regulated and professional, whereas the 110,000 private hire drivers are hardly regulated at all in comparison. There is no proper definition of ply-for-hire and pre-booked and this loophole allows all kinds of practices to flourish which would not be so if they were clearly defined. Since 2013, smartphone apps have changed the market beyond all recognition, but the MPs in Westminster have been asleep at the wheel. They must urgently introduce a new Taxi and Private Hire Act to introduce proper regulations to catch up with the technology, but their response to the profound changes and needs of the trade has been glacial at best and in some instances, obfuscatory.

Uber is of course the biggest app-hailing operator, which



once described itself as not even being an operator. It is questionable whether TfL under the previous Mayor Boris Johnson should have given it an operating licence at all, but given the circumstances it is right that they have now decided not to renew it. Uber has had issues with safety, incorrect documentation of thousands of its drivers and non-payment of VAT among other things.

Even if Uber disappears from London, however, other operators are waiting in the wings and the issues will not go away unless they are dealt with. Indian mega-operator Ola has just been granted a licence. The next Mayor must not simply allow the problems of Uber simply being transferred to another operator.

The current Mayor Sadiq Khan has treated the cab trade badly. He banned new Euro 6 diesel taxis which are known to be clean, while continuing to allow thousands of new vehicle licences for Euro 6 private hire vehicles and new ride-hailing bus services. Thus the taxi trade has been unfairly hammered.

In addition, Sadiq Khan wants to reduce the taxi licence age from 15 years to 12 years, meaning that the taxi fleet will be decimated even further, and drivers will be punished as the bottom falls out of the re-sale price of older taxis.

As Mayor I would reverse these changes, re-instate new vehicle licences for the Mercedes Vito and keep the taxi vehicle licence age at 15 years.

It is simple common sense that you cannot reduce congestion in a rapidly growing city by narrowing road space for vehicles. Even though this is a physical impossibility, that is what the current Mayor seems to think. There must be an end to the crazy programme of building cycle superhighways on major trunk routes. As Mayor I would stop this program immediately, and begin to reverse it by unblocking the Embankment between Blackfriars and Tower Bridge, re-claiming lanes for vehicles and reducing congestion.

The cycle lobby would vehemently oppose this of course accusing the cab trade of being anti-cycling. This is wholly untrue: I've never met a cabbie who is

against cycling. Cycle lanes are great, but they need to be built in places away from trunk routes where they do not affect vehicle flow.

I am proud to have represented the finest taxi trade in the world over four years on the London Assembly. I hope I can continue to do so in the future either as an Assembly Member, or hopefully as the Mayor!

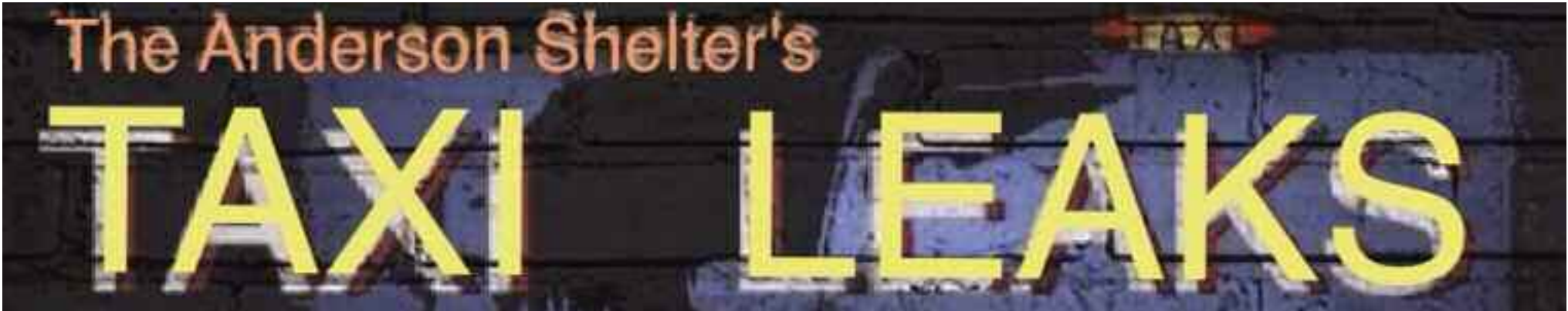
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N.B. David needs help to collect 330 nomination signatures to stand in the Mayoral election – 10 from each borough. If you can help with this please let David know on [www.davidkurten.net](http://www.davidkurten.net)



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# UBER TO TAKE MAYOR OF SURREY TO COURT OVER BAN

**Surrey Mayor Doug McCallum is not worried, even though Uber is making good on threats to take legal action against the City of Surrey.**

The ride-hailing company has filed an Injunction application in the Supreme Court of British Columbia, to “stop the City of Surrey from issuing illegal tickets”.

Michael van Hemmen, Uber’s Head of Western Canada says the city’s crackdown on drivers operating in Surrey is ultimately hurting residents.

“The city’s actions are unfair to local residents who want to earn money and support their families,” Hemmen states in a release. “It is also unfair to those who need a safe, affordable and

reliable ride.”

The Mayor of Surrey says he isn’t worried, as Uber makes good on its threat of taking legal action against the City

It comes after Doug McCallum doubled down on threats to fine ride-hailing drivers \$500 for operating in the city

Uber has filed an injunction with the B.C. Supreme Court to stop Surrey from issuing tickets against drivers

But McCallum says when it comes to the legal challenge, he’s not concerned.

“We get lawsuits all the time, we haven’t done our curbs right,” he says. “Or even in business cases, they don’t have licences. We put stop-work orders on developments that don’t have

the proper permits. So we face that.”

He says while the province has given Uber the green light, drivers still need a licence to operate.

“We feel that ride-hailing or especially Uber, is not abiding by our bylaws. It does not have a business license at this time to operate in Surrey,” he says.

“We expect that all businesses commercial ride-hailing companies will respect our bylaws and will get a business licence.”

Uber also cited Premier John Horgan and the Minister of Transportation, who have stated municipalities do not have the authority to stop ride-hailing companies from

operating.

There is no mention of pulling back drivers of Surrey, with the service stating “Uber will remain available in Surrey.”

That’s despite threats from Surrey’s Mayor Doug McCallum, who has said any driver caught picking up a customer in his city

will face fines of up to \$500.

Uber reiterates there is a desire to work with municipalities, but adds “Uber must stand up when drivers and riders are being bullied and intimidated, especially when the province has confirmed drivers have the legal right to use Uber’s app and to earn money driving with the app.”

The injunction is based on two key points, that the City does not have the power to stop companies like Uber from operating and that Mayor Doug McCallum has publically stated the City will not be issuing a business licence to any ride-hailing company.





## PAYTON’S SOLICITORS

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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.

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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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# Working the kipper season

**We have now entered a new decade and with Christmas being a distant memory I would like to take this opportunity to wish you all a Happy New Year.**

I hope that you all had a lovely festive period and if you took time off with the family, I hope that you had an enjoyable time. January is known as the kipper season for those of us within the Taxi trade, and I got me thinking of why it is called "kipper", so I asked the question on twitter? I received various replies of which most stated it was because the work was so quiet that kippers were all that Taxi drivers were able to afford, so they ate kippers for tea. I had a few humorous replies come back, one of which I thought was particularly comedic which stated "because the work is so flat, you have to pick the bones out of it" which was in fact my favourite.

I spoke about the kipper season

on the last show and have since received even more replies, and yesterday I received a phone call about the very same subject, from Sean Farrell. Sean explained that he believed it was something totally different, but rather than tell you here I am going to get Sean on a future show, where he will be able to explain his theory about the kipper season, so you will have to keep listening! 2020 brings us into a new era in British history as the UK left the European Union on the 31st January, now whether you were for or against Brexit there is no doubt that this one thing will change our Country's history in the future. The Brexit party saw people flock to the centre of London in the droves to celebrate the occasion but the ensuing road closures caused chaos for us in the cab trade with traffic coming to an almost gridlock situation. But as per normal, those of us who were



working used our superior knowledge of the capital to navigate around potential holdups and get our customers to their destinations in a competent and timely manner. We have a lot planned for the show during the coming year, lots of new interviews with people within the trade and possibly some outside of our trade but whom may be of interest to our listeners, it has also been suggested that we do a sort of "meet the team" where we interview our own team members about their experience driving a cab and what they did before they

became taxi drivers, if this is something that you would like to hear then please let us know. Also we like to mention future events that are taking place within the trade so if you have something planned or are involved with any of the charities please send us your trip and event dates so that we can speak about them on the show, we will also compile an event calendar on the london-taxi.co.uk website so that you are able to see exactly what is going on in the coming year. Our aim with the Cab Chat Show is to give our listeners a little bit of light entertainment that you can listen to at some point during the week whilst out at work, if there is anything that you would like to hear us cover then please get in touch and we would be more than happy to try and accommodate your request.

In the last show I explained how I missed doing the longer 2 hour radio show, now I understand that a lot of our listeners prefer the shorter format, but I had a lot of messages in support of bringing back the longer show with music and jingles even if on just a monthly basis. So, I have

decided to do just that. We will continue to do the shorter format show 3 times per month and also the longer show of 2 hours once per month, this is in addition to our weekly News show that a lot of drivers like, so there will be plenty for you to listen to while sitting on a rank, or driving around looking for a job.

Now that the kipper is hopefully drawing to an end, work levels will start to increase over the coming weeks and we will all have a prosperous year to look forward to, well we have to remain optimistic about these things, don't we?

Well until next month that is all from us, please keep downloading and listening to the show, without you, the listener Cab Chat is nothing, we appreciate your loyalty and at times your patience when waiting for the show to be published, we are all working taxi drivers and produce Cab Chat during our spare time, so please bear with us if the show is a little late some weeks.

You can find information about Cab Chat at [www.cabchat.london](http://www.cabchat.london)

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# Heathrow Liaison and Compliance Meetings

The HAL Liaison meeting and Heathrow Compliance meetings were held on the 2nd and 14th January respectively.

Tony Casey attended both meetings for the LCDC

## Taxi Signage at Heathrow

As much as we'd like to see nice bright signage like this directing passengers to the taxi rank, Heathrow Airport think that what they have already put up is enough. Former Chair of the GLA Transport Committee and Deputy Mayor of Transport, Valerie Shawcross agreed with us in her Heathrow report in 2015. Val wrote: "Lack of clear signage At Terminal 2 there was a sign which appeared to direct people up an escalator towards the drop-off point rather than to the taxi rank. We saw a taxi driver volunteer ferry lost people to the correct location three times. The taxi rank itself was also nearly invisible when leaving the lift down to it and was obstructed by pillars and barriers. The taxi drivers present were concerned that Heathrow refused to allow the taxi drivers to provide their own marshal, and had to use a car parking marshal as provided by Heathrow, who was not able to provide effective advice for customers. This meant long queues (especially at night) which we witnessed while we were there, despite the fact that the airport was not particularly busy. They were also concerned about disabled access to the rank, due to the barriers."

Blocked by trolleys, you need to go down on your hands and knees to read the new signs. The illuminated sign by the Terminal 2 taxi rank is often not working.

The TFL notice on Terminal3 is often hidden by trolleys, but it's also out of sight and of no benefit to passengers or drivers where it is. A sign on Terminal3 should




be sighted where it is of benefit to passengers and drivers. Often it is twisted away the approaching customer. TFL have added new signage at the Airport - the signs have been affixed to the boxes the Agents take shelter in. If you get down on your hands and knees, you may be able to read them. Following the belated Tariff increase, the Trade has asked HAL to update the signage on the Ranks. There has been no increase for over 5 years and following the Heathrow Taxi Survey Reps have asked for fares to be increased. HAL's Taxi Operations Officer, Charanjit Brar Singh has referred the request to his legal team along with the survey.







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# Dubois and Joyce in Battle of Britain



Daniel Dubois and Joe Joyce will meet in a battle of Britain at the O2 Arena in April.

The unbeaten British heavyweights have been on a collision course for the past year and have now agreed terms to face each other in the spring, though Sportsmail understands there has been some delay signing the fight off from Joyce's side.

April 18 has been earmarked as a likely date, but has not yet been confirmed.

Joyce had been ordered to fight the highly-rated Filip Hrgovic for the European heavyweight belt, but Sportsmail has been told the decision to go down the Dubois route was taken as the money on the table to face his British rival was considerably higher.

Despite the fight being viewed as a dangerous one to take for either man at this stage of their careers, Frank Warren, who promotes both Joyce and Dubois, has decided it is the right time to pit the two heavyweights together.

Both Joyce and Dubois want to challenge for a world title this year and the winner would take a huge step towards fulfilling that ambition. Hrgovic, however, is ranked above both Brits with the WBC and the IBF and a victory over him would have put Joyce even closer to a world title shot.





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# Free Black Cab yoga classes

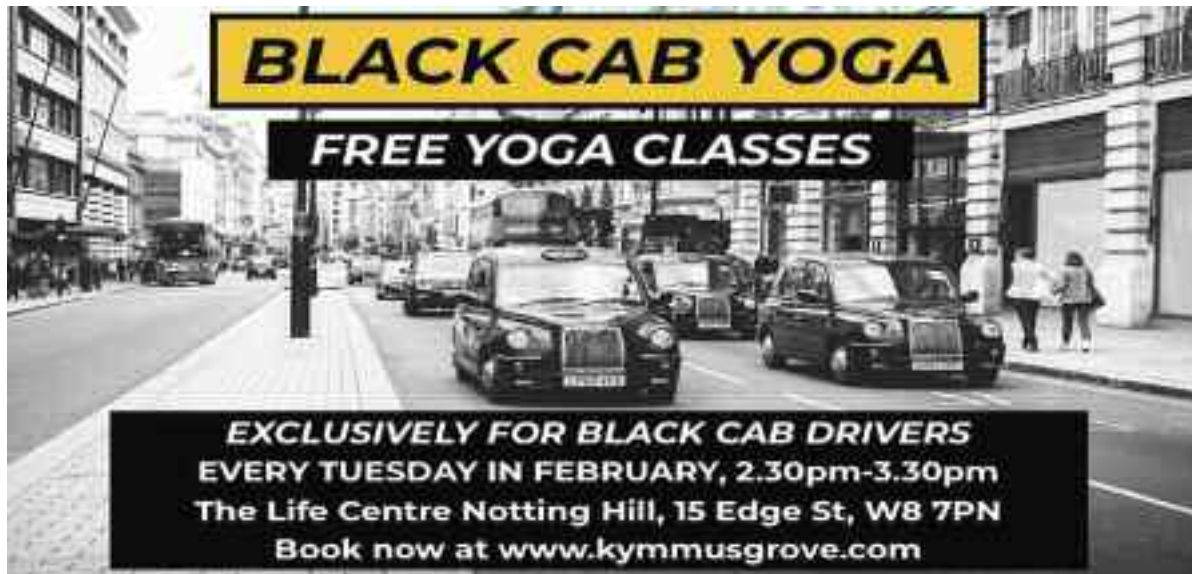
The word yoga can conjure up images of stretchy hipsters and fashionable vegans, but Yoga Teacher Kym Musgrove says that, at its heart, yoga practice is simply a practical tool for relieving mental and physical stress, and should be accessible to anyone who wants to feel more calm and pain-free in their daily work lives.

To help share the benefits of yoga with London's Cab Drivers, Kym has teamed up with The Life Centre Yoga Studio at Notting Hill, to hold weekly 1-hour sessions exclusively for Black Cab Drivers at their studio, free for the month of February.

We asked Kym about the classes.

**GRANT: How would the Black Cab Yoga classes help drivers?**

**KYM:** Driving a London Cab comes with particular body stresses. Sitting for long hours, the repetitive movements of driving, and general day to day stress of being on the road, and drivers have reported significant health issues ranging from the physical – back pain, neck and shoulder pain, cramped wrists, sciatica and so on, through to



anxiety and depression. Yoga uses breathing and stretching techniques to reduce many of these issues, relieving and helping to prevent pain and stress.

**GRANT: what exactly goes on in a Black Cab Yoga class?**

**KYM:** These will be beginner classes so you'll be doing some simple stretches and poses, which basically just means staying in one position for a time to help build strength, a little meditation for calmness, and deep breathing techniques to help manage stress.

**GRANT: how does breathing help with stress?**

**KYM:** Stressful breathing, where we take short, sharp breaths, is what we do in fight or flight situations, and contributes to the release of adrenaline and the stress hormone cortisol. This can be helpful, even necessary, in short bursts when we need it, but is not great for day to day living. With the stresses of the modern world, many of us are staying in an artificial state of 'fight or flight' which places a burden on our body processes and can result in health issues

ranging from headaches to heart attacks and depression. Practicing some deep breathing techniques can help take us out of that state and relieve many of these stresses.

**GRANT: Do you need any prior yoga experience to do these classes?**

**KYM:** Not at all. The Black Cab Yoga classes are for beginners. You'll be walked through every step.

Grant: Do I have to wear a leotard?

Kym: Only if you really want to, otherwise just wear

comfortable, loose clothing. Whatever you'd wear for jogging would be fine.

**GRANT: And, last of all, will doing yoga turn me into a hippy?**

**KYM:** Don't worry, you won't be wearing tie-dyed clothes and burning incense after one class! You'll only be at risk of feeling calmer and being more flexible.

Kym Musgrove will be holding 1-hour free yoga classes exclusively for Black Cab Drivers at The Life Centre Notting Hill, 15 Edge St, London W8 7PN, every Tuesday in February at 2.30pm.

Spots are limited, to reserve your spot now go to [www.kymmusgrove.com](http://www.kymmusgrove.com)

**Parking:** The Life Centre is a 6-minute walk from the Cabmen's Shelter on Kensington Park Road, and a 16-min walk from the Cabmen's shelter on Hyde Park Gate.



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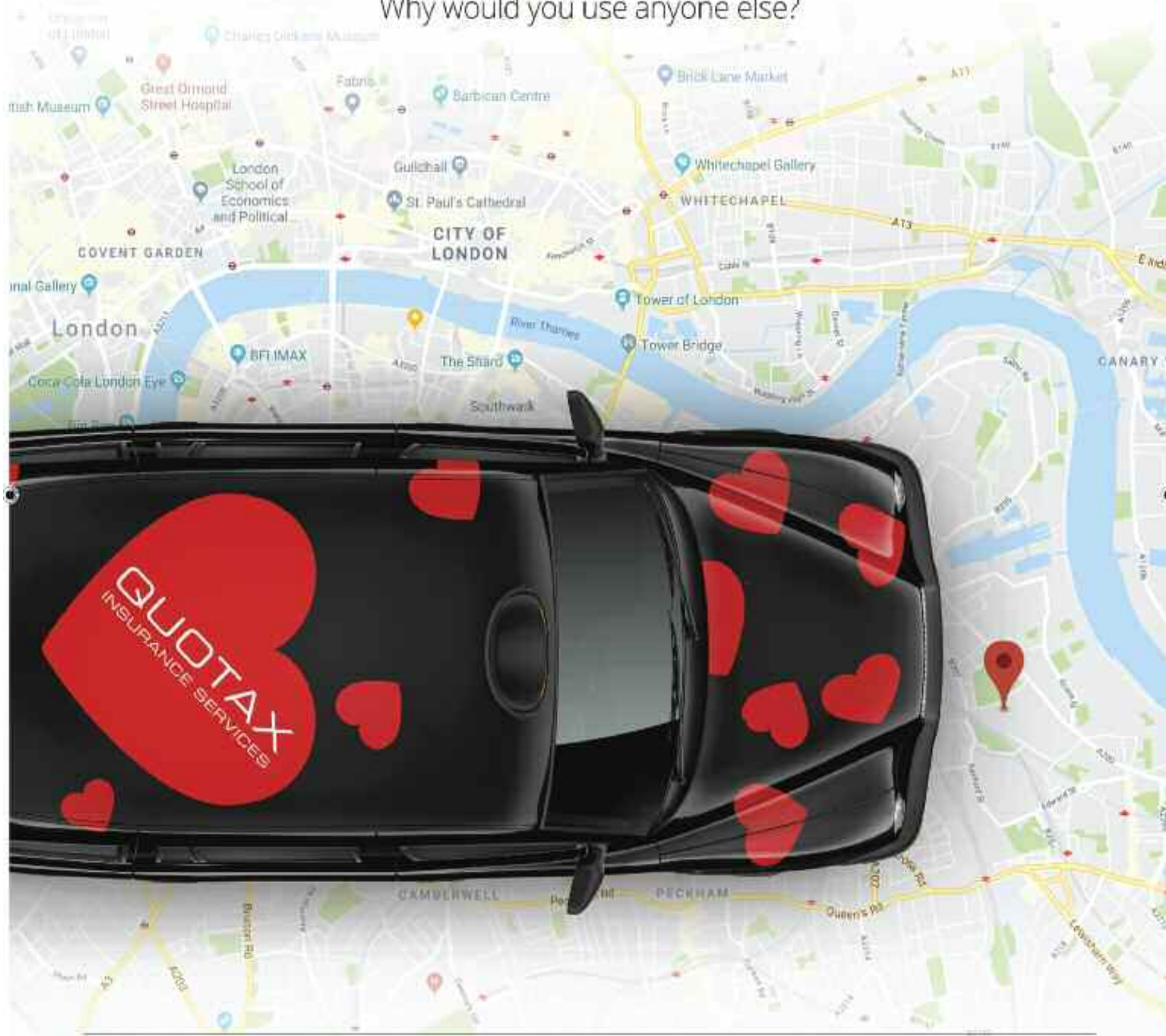
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