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Issue 277 March 2020

SYSTEM FAILURE

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KEEP CLEAN, KEEP SAFE

At the time of going to press, the Cab Trade is gripped by the ominous threat of the Coronavirus.

At this moment in time nobody can really predict what the eventual outcome will be, and how this ongoing threat can not only affect people's health but our livelihoods as well.

All we can do is keep our heads down and ensure we keep our cabs as clean and sterile as possible, and have wipes so that we can clean our hands at every possible opportunity during our working cycle.

Maybe one of the benefits of accepting credit card machines is that we can still take the fare without putting ourselves at greater risk by handling cash throughout every working day.

We can only hope and pray that the virus will peak sooner rather than later, and without great loss of

life, and without a disastrous impact on London's economy.

SIX YEAR FOB OFF

As you can see from our front page, and pages 3, 4 and 5, for some reason only known to TfL, they still pointblank refuse to investigate Uber's booking system.

Surely if they were truly serious about revoking Uber's licence, one would think they would try to accumulate as much evidence as possible, to back up their decision?

I truly believe that this holds the key to deciding whether Uber is fit and proper in London, and also makes sure that every ride hailing app faces the same level of scrutiny - in this city and elsewhere.

LCDC AGM

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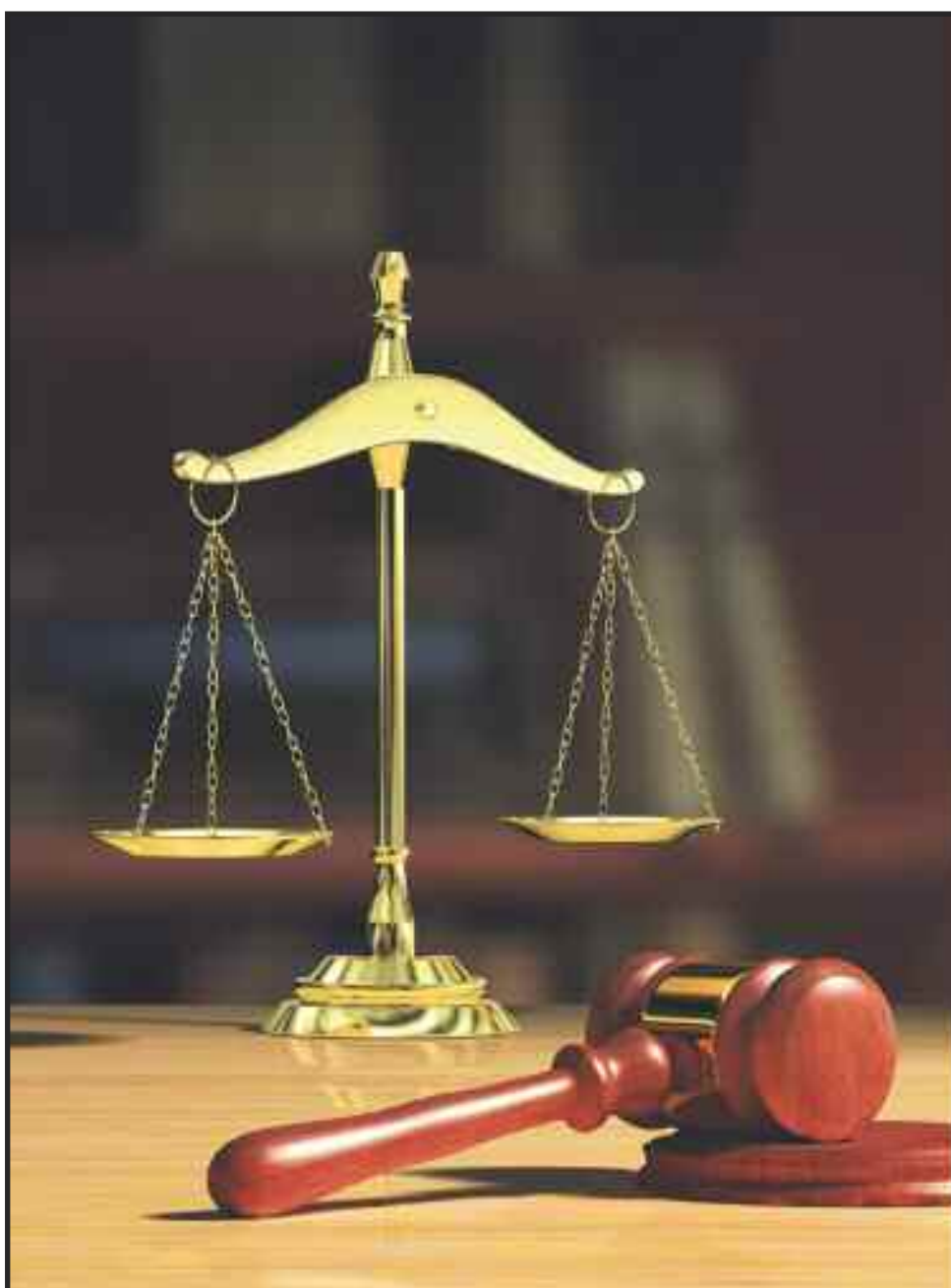
We at the LCDC don't often bang our own drum when it comes to helping our members with their legal troubles. A lot of the cases which come our way with members are quite sensitive and we respect their wishes to keep things in house and out of the paper which I can fully appreciate.

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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A SHOCKING ABDICATION OF RESPONSIBILITY

Four months after the club's lawyer John Halford of Bindmans LLP wrote to TfL questioning the booking process of ULL and UB, TfL finally got round to write a response.

Just to refresh readers' memories, below are some of the points raised by John Halford:

33. We also suggest that your ongoing scrutiny of the issues our client has raised includes the following steps:
(1) ULL should be asked to state unambiguously where (i.e. within or outside London) and by what means:

(a) provision is made for the invitation of bookings for Uber vehicles operating as PHVs outside of London for the purposes of the 1976 Act;

(b) provision is made for the acceptance of bookings for Uber vehicles operating as PHVs outside of London for the purposes of the 1976 Act;

(c) such bookings are accepted;

and who (in particular, whether it is UB, ULL, or both) does each of these things;

(3) the IT systems of ULL (and, if there are any separate ones, then also UB), should be inspected to verify their operation in practice aligns with (1) and (2) above.

A full transcript of TfL's reply can be read on pages 4 & 5. However, the beginning of the third paragraph of the letter states: **'First, even if TfL were of the view that your client's allegations were correct (as set out below TfL has not reached that view), it would not be appropriate or**

Why are TfL still so reluctant to investigate Uber booking system?

necessary for TfL to make a further and additional decision at this stage, as to ULL's fitness and propriety to hold a London PHV operator's licence'. This leads us to ask the question - just how serious are TfL about providing evidence that Uber London Limited is a fit and proper person to hold a London PHV operator's licence?

Why are TfL seemingly so reluctant to investigate Uber's booking process that we strongly believe would provide overwhelming evidence once and for all that Uber are not fit and proper.

In the same paragraph TfL suggests that if we wish to participate in Uber's appeal, including by making submissions regarding alleged

breaches of the 1976 Act on the part of Uber Britannia Limited ('UBL') and/or ULL, it can apply to the Chief Magistrate.'

To do so, our lawyers told us, would cost the club up to £75,000 plus VAT.

Bearing in mind that UTAG have already been refused permission by Chief Magistrate Arbutnot to participate as an interested party,

the LCDC do not think it would be prudent to spend that amount of money on something that was not guaranteed to be accepted by Arbutnot.

The last time Uber appealed TfL's decision counsel acting on behalf of the LTDA was given five minutes to state his case and was not allowed to cross examine the defence.

Surely it is the responsibility of the regulator to ensure that no stone is left unturned before they make the decision over whether Uber should be given a licence?

Six years on... same old story

4 Issue 221 - July 2014

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Apps, anger and abdication: a legal perspective on TfL's submission to UBER



John Halford, judicial review and licensing law specialist, gives his opinion on the current stand-off between the taxi trade and TfL

John Halford, a judicial review and licensing law specialist at Bindmans LLP, considers TfL's response to Uber and taxi drivers' options for enforcing the law.

"The UK's taxi licensing system has remained essentially unchanged for decades, but it has suddenly been confronted with two demands for change. The first, which is, extreme and immediate, arises from the ever-increasing use of the private hire vehicle summoning app, Uber, and TfL's remarkably ineffectual response to it. The second is the product of three years of research and consultation by the Law Commission, the special body maintained at taxpayers' expense to recommend law reform in the public interest. Its

291-page report was published a few weeks ago to little fanfare. By contrast, TfL's reaction to Uber has prompted headlines, private anger and, on 11 June, widespread public protest by London's taxi drivers.

Despite these differences, the two developments are connected. The Law Commission was ultimately persuaded that the existing hackney and private hire structure 'promotes consumer choice and the provision of a wide range of services'. Uber's spokespeople also claim it promotes choice. This is far-fetched given it is intended and advertised as a substitute for hailing hackney cabs and so is a real threat to their existence. Critically, Uber believes this can be done lawfully without any consultation, proposals for, or actual change in, the law.

Enter the regulator

In these circumstances, taxi users and drivers might well expect TfL, as overseer and enforcer of the existing law, to have a clear position and show leadership. But its response to Uber has been extraordinary. TfL took months to express a 'preliminary view' that Uber was operating lawfully.

It then announced on 29 May that a definitive ruling would need to be sought from the High Court, something Leon Daniels, surface transport head, described as 'the sensible approach'. Daniels added that he hoped that London's taxi drivers and private hire drivers and operators will work with us to bring clarity on this issue'. But the ink on that press release was barely dry when, on 3 July, a note was sent to TfL's board advising that the LTDA had

issued summonses in Westminster Magistrates' Court against a number of Uber drivers under the 1998 Private Hire Vehicles (London) Act alleging the offence of using a taximeter. It continues:

"This now prevents TfL proceeding as we had intended as the High Court will not consider the issue whilst there are ongoing criminal proceedings on the same issue of law. TfL is therefore now unable to seek early clarification from the High Court. In due course the LTDA summonses will be heard in the Magistrates' court. The Magistrates' decision is not binding, will almost certainly be appealed (by someone), which inevitably means the matter will end up, rather later than sooner, in the High Court. I regret therefore that the essential, and binding, clarity about how the law

should be applied in these circumstances will not be delivered for some considerable time."

These carefully crafted statements demand equally careful scrutiny. First, it is apparent that TfL is in no particular hurry. Presumably it reached a view of some kind when Uber first began operating. Either the law was clear to TfL then or it was not. If a definitive ruling was needed, why was one not sought months ago? And why, when it decided to pursue a declaration back in May, did TfL not press on and do that? The note offers no answers.

Secondly, the procedure TfL eventually chose to seek clarity was an obscure one. Unlike judicial review which is the normal means to clarify the law, especially on regulatory issues, the declaratory judgment procedure has no special machinery to ensure urgent cases are identified and expedited. TfL could have applied for an urgent judicial review of its own preliminary view, ensuring court involvement as quickly as possible. It chose not to.

Thirdly, the declaratory judgment procedure lacks another important feature of judicial review - the basic rule that others directly affected by a case have a right to participate and have their views heard by the Court even though they are neither claimants or defendants. Sometimes the arguments of such 'interested parties' will be decisive. It is odd that TfL should be calling on taxi drivers to 'work with it' to clarify the law, yet chose a legal procedure that did not guarantee them a voice.

However questionable the decision to seek a declaratory judgment was, it at least involved action. TfL has now decided not to act at all, preferring to sit on the uncomfortable wooden benches of Westminster Magistrates' Court's public gallery watching the LTDA pursue a handful of Uber drivers, then wait for those cases to reach the High Court because someone appeals the outcome. On the important question of what role TfL will take at that point, if any, the note to the Board is once again silent.

The regulator abdicates

TfL's actions are nothing short of regulatory abdication and the explanation it has offered to its board simply doesn't stand up. In 1999, through the Greater London Authority Act, Parliament made TfL the regulator for London's taxi trade. It remains London's licensing authority. The decision of the LTDA (or

anyone else) to bring private prosecutions relying on licensing law does not change that, any more than a private prosecution of an alleged criminal would change the responsibilities of the police. And when a private prosecution is underway, there is no prohibition on the High Court considering the same or similar



Taxi Drivers demonstrating against Transport for London

issues, it is not uncommon for test cases to begin in parallel in different courts and end up in the High Court listed together, or for Magistrates to adjourn to await the High Court's view on a difficult issue of law before applying it to cases before them. The note to the TfL Board claims an appeal to the High Court is 'inevitable'. That is also wrong. An appeal depends on the prosecution, here the LTDA, or the defence both having the resources and will to take the matter further and the Magistrates' Court 'stating' the case as appropriate for an appeal. None of this can be guaranteed.

What is certain is delay. The Magistrates' Court trial is probably three to six months off. If the case is stated and reaches the High Court, that could easily take another six months to a year. TfL's decision to take no action itself could, if unchallenged, allow Uber two to three years to consolidate its position in the London market by default.

What can be done?

Taxi drivers and their representatives would have plenty to say about Uber's operation, given the facts. The LTDA arguments, and the basis of the Magistrates' Court prosecutions, are that the

Uber app operates as a taximeter, allowing the driver to calculate a fare by reference to distance travelled and time taken.

Taximeters are not lawful in private hire vehicles, of course. Uber argues that a driver's smartphone is simply the means of gathering distance and price data that is generated elsewhere. It appears to argue its bookings are made in cyberspace or not at all. Its terms and conditions of use assert that it 'does not provide transportation services' and 'only acts as an intermediary between [the passenger] and the Transportation Provider'. If Uber is not actually acting as an operator, despite its licence, then every Uber driver may be required to hold an operator's licence in order to take bookings.

Can taxi drivers do more to ensure all the legal arguments about Uber are considered? The short answer is yes. TfL has decided to take no action and in doing so has made a public decision as regulator that itself could be challenged by drivers in their own judicial review claim. It would be open to them to raise any viable legal arguments about TfL's failure to take regulatory action against Uber. Disclosure of TfL's correspondence and minutes meetings with Uber would be required. Drivers would be able to ask the High Court to expedite the case and there is a strong possibility it would overtake the private prosecutions. The worst case is that the appeals in those cases would be heard together with the

"TfL's actions are nothing short of regulatory abdication and the explanation it has offered to its board simply doesn't stand up" - John Halford

judicial review, ensuring a Magistrate's view of what happened in a handful of Uber cabs gets considered in its proper context, leaving no legal stone unturned. To challenge TfL's abdication in the courts, drivers would need to act swiftly and decisively - a claim might well need to be issued well within three months of the 29 May announcement. And drivers would need to show the courage that TfL has so far lacked. But a claim of this kind would mean that they would be in the driving seat - precisely where they ought to be, given what is at stake.

Mr. Halford has not been paid for this article by the LCDC



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Mr John Halford
Bindmans LLP
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WC1X 8HB

Dear Mr Halford

Your client: London Cab Drivers Club Ltd

We refer to your letter of 8 November 2019 and your emails of 21, 22 November and 23 December 2019. Thank you for your patience in awaiting our response.

Having carefully considered the contents of your letter, we have arrived at the view that there is no need for TfL to take a new decision concerning whether Uber London Limited ('ULL') is a fit and proper person to hold a London PHV operator's licence under the Private Hire Vehicles (London) Act 1998 ('the 1998 Act'). We have reached this view for the following reasons.

First, even if TfL were of the view that your client's allegations were correct (as set out below TfL has not reached that view), it would not be appropriate or necessary for TfL to make a further and additional decision at this stage, as to ULL's fitness and propriety to hold a London PHV operator's licence.

As you are aware, TfL has already decided that ULL is not a fit and proper person to hold a licence. That decision is currently under appeal. That appeal was instigated by ULL on 13 October 2019, and the first case management hearing is scheduled for 10am on 13 February 2020 at Westminster Magistrate's Court. If your client wishes to participate in that appeal (including by making submissions regarding alleged breaches of the 1976 Act on the part of Uber Britannia Limited ('UBL') and/or ULL, it can apply to the Chief Magistrate at the 13 February hearing for permission to participate in the appeal.

If your client wishes to make such an application, please could you confirm this to us in writing. In addition, we would be grateful if you could provide us with a copy of any written submissions and evidence in support of your client's application in advance of the hearing, where possible.

Second, even if your interpretation of the Local Government (Miscellaneous Provisions) Act 1976 ('the 1976 Act') were correct (as to which see below), the factual question of whether UBL is breaching the 1976 Act by operating "ghost offices" in controlled areas outside of London is not a matter that TfL is in a position to investigate but is instead a matter for the relevant licensing authorities in those areas. No local authority has raised this point with TfL, or complained about Uber's conduct in their area.

Third, TfL has reviewed the competing legal positions set out by both ULL and your clients as to the proper interpretation of the relevant provisions of the 1976 Act. We consider that ULL have advanced a prima facie plausible answer to your case on the law. The proper answer to the issues you have raised is finely balanced and is a matter that would ultimately have to be determined by the courts.

It follows that, in circumstances where, as explained above (i) TfL is not in a position to investigate the factual premise of your client's case, (ii) it is not clear that your client's case is based on a correct reading of the 1976 Act, and (iii) TfL has decided that ULL is not fit and proper to hold a licence and that decision is under appeal, TfL has reached the view that it is not appropriate or necessary for it to reach a determination on the issue raised by your clients at the current time. As mentioned above, ULL's fitness and propriety to hold an operator's licence is now a matter before the Magistrates' Court as a consequence of ULL's licence appeal.

At paragraph 9 of your letter, you refer a change that ULL made to its app in March 2018, in order to comply with the 1998 Act, by ensuring that bookings would be accepted by ULL rather than by individual Uber drivers. You then state (at paragraph 10) that your client understands that the same change was made in relation to the acceptance of bookings for "all Uber vehicles i.e. Uber vehicles booked through the Uber App within and outside London alike".

That is not our understanding. Instead we understand that the changes referred to were made in relation to London bookings only. This is reflected in paragraphs 322 and 327 of Helen Chapman's first witness statement made in 2018 in the ULL's appeal. However, if you wish to clarify this matter, you may wish to raise it directly with ULL. We are not presently clear why you say this is relevant to ULL's fitness and propriety to hold a licence.

In relation to your requests (at paragraphs 31 and 32) for copies of various documents and correspondence, we will not be providing you with a copy of the documented analysis of ULL's software undertaken in 2018 as it contains commercially sensitive information given to TfL in confidence. We do not consider we are obliged to provide that to your client.

You have also sought "any other documents held by TfL that have a bearing on ULL's role in making provision for the invitation or acceptance of non-London bookings for Uber vehicles". That category of documents is very broad and ill-defined and TfL does not consider that the duty of candour obliges it to search for or disclose those documents at this time.

Finally, you have also asked for certain correspondence referred to by ULL in its letter dated 18 September 2019. We are not aware what correspondence you are referring to.

Yours sincerely

TfL Legal

me

TfL Legal

Please note we do not accept service by email

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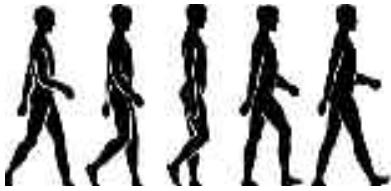
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Walker on the March...

HAVE WE BEEN SOLD A PUP?

It's coming up for six months now since my son and I leased our TXe. Make no mistake, it's the best cab I have ever driven and my experience dates back to the old FX4s. The customers love it and it's easier to do 10 hours in a TXe (not that I'd know anything about doing 10 hours these days) than doing 8 hours in a TX4, due to the reduced noise and vibration and ease of driving.

But... and there's always a "but" when speaking of cab manufacturing...the battery still concerns me.

LEVC quote for electric range as 80.6mils under test conditions. This is reduced to 64mils in "real-world" usage, although you'll only find that second figure in the very small print. Well, I should be so lucky!

After talking to several other TXe drivers and then checking my own figures, the "real taxi" driving figure that includes sitting on ranks with radio equipment, meter and hire light on, etc, the range is 35 miles tops in winter and I'm told possibly 40 miles in summer if you don't use the air-con.

I gave LEVC the benefit of the doubt and tested the range to the extreme by driving up and down a motor-way until the juice ran out. I got 54 miles. That's 15% less than the LEVC "real world" figure and 23% less than the 70 miles the sales people tout.

That got me thinking. 35 miles is pretty close to the 30 miles that TFL demand as part of the CoF (conditions of fitness). Call me an old cynic that has made me think that maybe the whole LEVC project has been based on that ability to do 30 miles on electric.

Then I thought a bit harder. Is this virtually built-in obsolescence of the battery. I mean, it only has to degrade by 20% and if LTP have any way of testing the range, a cab will fail on the battery. Add to that the fact that a year or so before releasing the TXe on the trade, LEVC said they would lease the battery separately to the cab for around £6 per week and then changed their mind and guaranteed it for 5 years instead and I start to seriously wonder.

The RAC reckon that the life of a battery should be at least 10 years for normal driving and possibly as much as 20 years. However, cabbage is not normal driving. It isn't long trips but sustained running until the charge is exhausted on a twice daily basis. Nor does normal driving require being stationary for longish, regular periods with all sorts of electric being used while not actually moving.

So, using the bottom end of 10 years, how long before it degrades below 20%? Eight years doesn't sound unreasonable to me. I've heard estimates of £8,000 for a replacement battery but I'm not sure anybody outside LEVC actually knows at this point in time. But using that £8k figure, replacement over 10 years works out to a cost of £15 per week; over 8 years increases that weekly cost to nearly £20.

This is worth considering if thinking of buying or leasing a TXe. For me, I'm still happy. I love driving it, my passengers generally love being driven in it. However,

lack of trust in it, the manufacturer and TPH, caused me to lease for the first time. On the old adage of hope for the best, plan for the worst, it is my expected intention to hand it back after 5 years.

In the meantime, the fuel savings make up for the increased lease payments, as much on the difference between miles per litre on petrol, as on using electric.

ANOTHER TRIP DOWN MEMORY LANE

In August 1975, Viscount Fumess asked a question of the government as to how many taxi fare increases had there been since June 1955 and by how much. The reply was based on the cost of a 2.5 mile trip, classed as the average fare.

The fares increased 10 times and ranged between a 31% increase and an 11% decrease. The figures are set out on the table below:

Year	Daytime: 2.5mils + 1 extra pass + 1 luggage item.	% daytime increase on previous fare.	Nighttime: 2.5mils + 1 extra pass + luggage item.	% nighttime increase on previous fare.	UK cumulative inflation between tariff increases.
1955	22.5p		22.5p		
1956	25p	11%		11%	4.9%
1958*	25p	0%	30p	20%	6.7%
1964	22.5p	-11%	27.5p	-8.5%	14.6%
1965	27.5p	22%	32.5p	18%	4.8%
1968	30p	9%	37.5p	15.5%	4.7%
1970	32.5	8.5%	40p	6.5%	11.8%
1971	39p	20%	48p	20%	9.4%
1973	42p	7.5%	51p	6%	25.2%
1974	55p	31%	67p	31.5%	16%
1975	70p	27%	80p	19.5%	24.2%

*In 1958 the night-charge was first introduced.

** My personal thanks to that well known trade face, Stanley Roth, for supplying me with the Hansard report that contained the above information.

The first thing that strikes you is how cheap the fares seem now i.e. only 70p for a 2.5 mile fare in 1975.

It also seems, with the exception of the 1964 figure, that cab fares rose well above general inflation. The reason for this is that the fare increases were based on increases only in the "motoring and cycling" section of the RPI.

The huge increases in 1974-75 were due to the 1973 oil crisis when the price of crude oil increased by 1600% (yeah, you read that right). I remember petrol prices rising by double in one day.

The main reason for producing this table, other than general interest in fare prices over time, is to show how erratic fare increases were during this period and it got worse afterwards. You can see that fares

were not increased for 8 years between 1956-64 and then actually reduced by 11%.

So this meant that the 1965 increase only compensated for the 1964 reduction making 1968 – a full 12 years – the first proper increase in the daytime fares since 1956. The night rate was almost as bad.

The next increase after 1975 was in 1980, some 5 years later. A time in which inflation rocketed, causing the price of a new cab to almost double and another oil crisis in 1978 sending fuel prices into the stratosphere.

When we did get the increase it was a whopping 51%.

Then in the mid 1980s, sanity arrived to the cab trade. A T&G union member, Sid Pearce, came up with the formula for what we know today as the TPI (Taxi Price Index) and the trade owes him a huge debt of gratitude for it.

January 2020. The 2021 increase looks likely to be in November at best.

On top of that, TfL, or rather then Finance Committee, have decided that they will only use the TCI as a guide to any tariff increase rather than apply it automatically. Rather than simply apply the TCI, they intend to balance driver need to compensate for cost increases and customer ability to pay increased prices. This almost certainly means an increase below the TCI indication.

That has caused a big change to the annual tariff consultation that goes out to taxi users and drivers and many other "stake-holders". In the past, with a little recent juggling, the consultation asks for opinion on increasing the tariff by the amount indicated by the TCI.

This year, TfL plan to offer 3 separate options. The first for the TCI amount, the second for roughly 80% of the TCI amount and the third for no increase at

WHY IS ALL THIS HISTORY SO IMPORTANT?

It's important because since the introduction of the TPI, our trade has enjoyed an annual tariff increase that compensates us for the increases in the cost of operating a taxi in addition to an increase in earnings commensurate with national wage increases.

By automatically applying the TCI, the politics of fare increases in taken out of the equation. No longer had the policies of national government impacted on our tariff. That's why we haven't had long periods of static tariffs followed by huge increases.

Everybody knows where we stand. If the TCI says our costs and earnings have increased by x, then x is what we get. Until recently, we also knew that we get it on the first Saturday in April. Sadly, no more.

Over the last 3 years, we received the 2017 April increase in September; the 2018 in October and the 2019 not until

all.

The group that represents the trade in tariff discussions (including myself) have vigorously tried to defend the TCI against this stuff but unfortunately and perhaps unwittingly, taxi drivers support this new approach. When the question of "balance" rather than simply applying the TCI was asked in the 2019 consultation, 81% of taxi users and 82% of taxi drivers that responded were in favour of this new approach.

In short, taxi drivers have voted to remove the automatic change to the tariff indicated by the TCI. I'm personally doubtful that we will get a full tariff increase this year (if we even get it this year) and the only hope for reinstating the TCI is for drivers to respond to this year's consultation and defend the TCI. If this isn't an asked for response, put it in your further comments at the end. If drivers don't support the TCI, it will wither and die and we will go back to being at the mercy of politicians' whims and fancies.

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Alan's Angle



A year of more closures and bans?

Got a bad feeling this is going to be a year of more schemes of either more road closures or councils banning taxis from certain roads.

I think the biggest consultation which we will see this year is Westminster Council revamp of the Oxford St closure - this is looking like a tamer version that TFL wanted to implement that the council disapproved of.

At meetings with WCC the ranks committee have seen a few different versions of WCC Oxford Street plans and from what I've seen certain parts look ok but there might be a few parts that the trade will not be happy about.

Some ranks are not where we would want them but we're still looking to get these ranks positioned to our benefit before it goes out to consultation, which I believe will happen sometime this year. I get the feeling the local councillor that got the TFL scheme axed is onside to get this version through. Some of the changes that could and will effect us could be certain road closures at certain junctions, one being between Duke St and Orchard Street and yes you've guessed it buses will be the only vehicle allowed through. We've said this is not acceptable as Selfridges is a major drop off and pick up point for us. They will expect us to drop off either in Orchard St or Duke St making this more of a financial burden to our customers.

Now before we all start panicking WCC are still showing us different versions as the scheme keeps changing and in a few weeks we will be sitting down to look at version 3.0, this will allow us to look at the modelling results they've been working on. The only thing is I don't trust modelling as I've never seen what we've been told play out after a scheme has been implemented ie all cycle lanes.

TFL RANKS UPDATE
We've been actively trying to get more ranks on TFL highways which are Red Routes and to be excepted into more off TFL's bus lanes. Here is an update on Taxi ranks that have been approved and should be appointed in coming months.

Be at One, Old Street two rank spaces between 7pm to 7am
Ashtar, Albert Embankment two rank Spaces 6pm to 6am.

Bressenden Place, two rank spaces.

Essex Road near screen on the green, two rankspaces.

Ace Hotel, Shoreditch High St one rank space.

Old Billingsgate has finally been approved not sure at this time how many we finally have been approved and Commercial St near the market has had a two cab rank approved. Can I also say a lot of praise has to go to TPH ranks team who do their utmost to protect our ranks and get councils to agree to appoint ranks.

Old Billingsgate market - finally after years of going back with TFL and COL regarding a night time rank for events at this venue it has been agreed and should shortly be implemented.

Bus lane access, TFL have after about 2 years of asking allowed us access into some new bus lane's and they should be coming soon.
Shorter St will have a 12 month trial before the agree permanently access.

Blackwall tunnel -The bus gate heading north near the blackwall tunnel has been agreed under a 12 month trial. This should be starting at the end of February but will be revoked if there are any problems.

Victoria station - TFL have agreed we should be allowed access through the bus terminal. WCC have the power to change the situation but we're still awaiting the outcome of a meeting that was held recently between buses and WCC.

We was told that entry into the bus lane via London rd from Elephant and castle was rejected. They was worried about traffic build up at the Elephant and castle roundabout. I asked if they had data and numbers of how many taxis would be causing the back log which they didn't have to hand. So im still awaiting the data, could be a long wait.

Harrods update - the works going on outside at the moment is due to Kensington Council putting in some barriers in front of the main door in Knightsbridge. We did lose a space at the



fronted the rank due to the works but one was added to the rear. So no loss of space.

PCN UPDATE

I've just heard of plans to issue PCNs at Paddington Edgware Road junction with Harrow Rd where drivers are over ranking. The PCNs could be issued as early as next week as taxis blocking the signalled crossing.

Clapham Common South Side

At Clapham Common, changes will be made to the junction with Cavendish Road in the summer. The changes will maintain access for taxis (as well as buses and cyclists) to turn left into Cavendish Road. All other road users will be directed to turn right onto The Avenue, around the gyratory and continue straight across the junction into Cavendish Road.

The changes are intended to make the junction safer for pedestrians and cyclists and are supported by local people.

Further details are contained in the attachment.

Euston Road

From 10 February 2020 until late March TfL will be carrying out

works on the Euston Road at the junction with Churchway and Duke's Road to improve crossing facilities for pedestrians and make it safer following a fatality at this junction. The scheme will:

- Install signalised pedestrian crossings on the side roads of the junction
- Permanently ban the left turn into Churchway from the A501 Euston Road from Tuesday February 11 (you will still be able to right turn from Euston Road, please follow the signed diversion).

To install the crossings we will make the footways wider and rebuild the island in the centre of the junction, which will mean closing lanes on the A501 Euston Road from Tuesday 11 February 2020. Temporary traffic lights will be in operation at the junction for the duration of the works.

We will minimise the impact during construction as much as we can however long delays on Euston Road are expected. During the most impactful phases and during peak hours we expect queues from Regents Park heading eastbound and beyond Kings Cross gyratory heading westbound. Two overnight directional closures will be required at the end of works for resurfacing

Taxi rank news

Until November 21, the second part of the Brick Street rank will be suspended. Taxi drivers should enter Brick Street via Down Street between 07:30 and 18:30, Monday to Friday, and between 08:00 and 13:30 on Saturdays.

The whole Rank at Caxton Street is suspended until 18:00, Friday 12 June 2020.

The whole rank at Kennington Oval (east side) is suspended until April 2021, while the Oval stadium is being extended.

Until 17:00, Monday 10 August, the entire Rank is suspended at Cadogan Place outside the Jumeriah Carlton Tower Hotel while it is being refurbished. The hotel is currently closed to guests.

Until 18:00, Thursday 9 April, the second half of the Rank is suspended at Upper Berkeley Street/Montagu Street outside the Radisson Blu Hotel while it is being refurbished. The hotel is currently closed to guests.

The rear 10m of the rank at Bermondsey Street is suspended between 12:00 and 14:00 and between 20:00 and 05:00 every day until May while large deliveries are made to London Bridge Station.

Until 08:00 Tuesday 25th February, the entire rank at Great Queen Street, outside the Kingsway Hall Hotel, is suspended while it is being refurbished. The hotel is currently closed to guests.

There will be a long term term closure possibly until December 2021 – at Grosvenor Street while buildings are being demolished. There is a temporary rank in front of the original rank.

LONDON BRIDGE
From 16 March until the end of October London Bridge will be closed in both directions to all traffic except buses, taxis, cyclists and pedestrians for essential maintenance works. For more information visit: London Bridge Waterproofing.

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'Running a red' *by Keima Payton*

As professional drivers you need to be aware of all the rules of the road and I thought it was about time that I wrote an article for The Badge, that being decided it seemed sensible to write about the most common moving traffic offence that drivers commit – "running a red light" or as a lawyer such as myself might say – "crossing the white painted stop line when the red or amber lights are illuminated".

This article has been written for information purposes only and should not be considered a substitute for proper legal advice obtained by a lawyer looking at your case papers. I hope that it will dispel some myths and mean that you are all much more careful when approaching red lights so you aren't caught out.

The Law

The legislation that governs Traffic Light Offences is the Traffic Signs Regulations and General Directions 2002.

Regulation 36(1)(a) states:
"...the red signal shall convey the prohibition that vehicular traffic shall not proceed beyond the stop line"

Regulation 36(1)(e) states:

"the amber signal shall, when shown alone, convey the same prohibition as the red signal, except that, as respects any vehicle which is so close to the stop line that it cannot safely be stopped without proceeding beyond the stop line, it shall convey the same indication as the green signal or green arrow signal which was shown immediately before it"

To be clear the law is that **"no part of your vehicle must cross the white painted stop line when the red or amber lights are illuminated"**. The law is not that its OK if your front tyres do as long as your back tyres don't!

In cases where the painted line has worn away or is obscured (by leaves, a big puddle etc) the Court says that the driver should stop in line with the primary signals (this means the traffic lights).

Two Myths which aren't true but are often quoted

There are two myths which I need to bust in this article.

The first is that **you can cross a painted white stop line at a traffic light to permit and emergency vehicle to pass**. No, you must not cross the white painted stop line even for emergency vehicle with lights & sirens as you will be prosecuted if you do. It may well mitigate an offence, but it isn't a full defence (there is a possibility that you could ask the Court

to find "Special Reasons" not to give you points and a hefty fine but you will have crossed the line and you will need to plead guilty – because that is all the Police/Crown Prosecution Service have to prove).

The second myth is that **drivers are permitted to cross the Advanced Stop Line (ASL)** into what is colloquially known as a "bike box". No, if you cross the ASL on a red signal then you commit an offence and may be prosecuted. You can cross it on amber if you are so close to the line that you cannot safely stop.

Will I always be prosecuted?

Course?

Running a red light doesn't always result in a prosecution and penalty points. If you run a red in London the Metropolitan Police guidance indicates that if you do so less than 3 seconds after the light changed to red then you



may be offered the "What's Driving Us" course, which you pay for. The course is less than 4 hours in length (3 hours and 45 mins is advertised) and agreeing that you will take the course (paying for and doing the course in the agreed time) will mean that you will not incur penalty points. You do the course (and you can only do a course once every 3 years) and that is the end of the matter.

FPN?

If you run a red after 3 seconds then you may be offered a Fixed Penalty Notice (FPN) which if you accept will mean that you will incur 3 penalty points and you will be fined £100.

Court?

If the Police determine that the length of time after which you crossed the line, means that the case is more serious, then you will receive notification that your case can be dealt with by the Single Justice Procedure (SJP). This is NOT the same as a FPN, this could result in you being disqualified from driving and the fine can be anything up to £1,000 depending on your financial circumstances.

How could I be prosecuted?

Case law suggests that a driver is just as likely to be stopped by the police at the time of the offence as he is to be caught on camera – I suspect with so many cameras on red lights in London, that a greater number of cameras record these violations than police officers.

It is also the case that if it is a Police Officer who sees the offence (and a single police officer can report you for the offence and he does not require

What Evidence will there be?

When you receive the notification of the offence through the post you will likely be provided with 2 photographs of your vehicle. You will also be given the date, time, location and the time that the light was red.

The photographs are taken between 0.5 and 0.7 seconds apart (0.7 seconds on a faster road). If the traffic lights have a cycle box then the first photograph will be taken when you drive over ASL line. If not it is the final line which tends to be positioned close to the traffic light.

In order to be legal, the ASL and the final white painted line need to be between 4m and 5m apart – each white painted line must be at least 20cm wide to comply with the regulations.

If the offence was not captured on camera then you will be provided with a statement from a police officer.

Plea

It is a matter for you whether you plead guilty or not guilty. You may wish to seek legal advice if there is something unusual about the circumstances. If you are pleading guilty it is always a good idea to accept responsibility for your actions and express some remorse.

If you went through a red light to make way for an emergency vehicle you absolutely should seek legal advice to ascertain whether an argument can be put forward to the Court that you have "Special Reasons" and points or penalty ought not be incurred.

Sentence

If you crossed the line in less than 3 seconds in London you will be offered a course (take it) and you will not incur any fine or penalty points.

If you receive a Fixed Penalty Notice you will receive 3 penalty points and a £100 fine.

Under the Single Justice Period if you plead guilty you may receive 3 penalty points but the fine may be higher than £100, indeed it can be anything up to £1,000 for this offence. You can also be disqualified from driving.

The Court doesn't impose penalty points and a discretionary disqualification (the Judge's discretion not yours) so if you already have a number of points on your license you may want to raise the possibility of a short ban, instead of 3 penalty points (although there are insurance implications you may wish to consider).

Any fine is based on your personal finances and as stated above the maximum it can be, for this offence is up to £1000.

Keima Payton is the LCDC's legal advisor.

Please see her advert on page 2



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FOI-1644-1920/GH

“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”

In eight months TFL licensed 3931 new diesel PHVs or another way to look at it 490 a month.

Scale this across two years this basically means that while the cab trade was used by City Hall to virtue signal their green credentials TFL allowed almost 12,000 new diesel PHVs to come into London this is against an earlier FOI-3203-1819 from Feb 2019 (using Dec 2108 stats) that revealed that 52% of the then 87,708 PHVs were diesels.

From Dec 2108 to present day all under Khans watch the PHV fleet has ballooned from 87,708 vehicles to 96,074 and an astonishing



111,176 PH drivers. I've mentioned this many times

before but why none of the GLA has worked out that lost road space is an

issue is beyond me, impacting everything from Gridlock, disappointing modal shifts or dwindling transit revenues. Why get the tube when you can get an uber for £3 more?

Here it is again....
A Prius is 15ft long
Add 3 ft from the vehicle in front = 18ft of road space
5280 feet in a mile, divided by a prius footprint means that every 293 Prius equates to one lost mile of road space

The current Private Hire TFL licensed fleet equates to 327 MILES of lost road space. Every week that TFL licensing pumps (and its often) out another 293 PHV vehicle licenses that's another lost mile of road space for Londoners, also using a Prius as an example is a best case scenario given that a lot of PHV's are diesel people carriers.

All the PHVs licensed by TFL would currently stretch nose to tail around the 117 mile long M25 2.79 times, when is enough enough, when it's 4 times?

- Steve claimed in the Sunday Times that bookings had increased by 40%, does he actually talk to anyone that drives a cab?

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Battle for London's ride-hailing market is 'unsustainable', expert says

London's ride-hailing market is becoming "unsustainable" as firms battle for Uber's monopoly crown, an expert has warned.

More and more firms have been entering the London market as Uber appeals against Transport for London's November decision to remove its operating licence.

But these companies are using unsustainable methods of concessions, freebies and new features to attract both customers and riders, transport commentator Christian Wolmar has said.

He told the Standard: "The firms cannot keep building themselves by throwing in more and more goodies, and giving more concessions, when, in the end, that is unsustainable so it just won't work."

"Their goal is to wipe out all the competition and become the monopoly."

Ola, Bolt and Kapten - probably Uber's three biggest rivals - have all expressed their ambition to become the leading firm in London.

But Mr Wolmar said that this endgame is becoming more difficult as new rival apps continue to flood the market.

"With these ride-hailing apps, I just don't see the business model that leads to a profit apart from the monopoly."

"Consumers download the apps because the rides are cheap," he said, adding that Uber's unique selling point was simply being the monopoly and offering low fares.

"To survive, the companies would either have to completely dominate the market or they would eventually have to morph into conventional private hire firms that charge people more."

Mr Wolmar also shared his scepticism about the ride-hailing market in general, saying that London already had a "pretty well-established private-hire vehicle market" with mini cab firms, black cabs and companies such as Kabbee and Addison Lee.

After Ola's launch in London on February 10, chief operating officer Arun Srinivas said it aimed to become the leading ride-hailing app in London within the year.

"The opportunity is large and we believe that, with our position and the



great start we have had here, we will get on the path to the leadership [of the market]," he told the Standard.

Mr Srinivas said the firm also arrived in London with a mission to show customers they were a "safe and quality platform".

Ola are training their drivers in safety, offering them zero commission for six weeks, and promising lower commission rates than competitors after this grace period ends, to lure in both the workforce and consumers.

This week, Ola also suspended surge prices for the foreseeable future but the firm is compensating drivers from its own pockets while riders pay cheaper fares in peak hours.

Mr Srinivas claimed these measures are part of their focus on "critical areas that are so often overlooked".

"Our priority is to offer a safer and better quality of service for the same price, and not just for the passenger but for drivers and local communities," he said.

"What we've launched is a sustainable platform for the long-term, built on a differentiated offering that raises industry standards."

Meanwhile, French app Kapten launched their London ride service in May last year, saying they were looking to clamp down on emissions.

They have offered customers environmentally-friendly features such as only opting for trips in hybrid or electric cars.

Mariusz Zabrocki, Kapten's UK general manager, which launched in London last year, said that they believe they can be the "category leader in London" but also believe the city has space for "several profitable players".

Mr Zabrocki said: "We will continue to offer the best product for riders, drivers and the community at large to meet that objective, whilst ensuring social and environmental responsibility is always front of mind."

"Kapten is also the only Uber competitor that verifies all drivers face to face to ensure highest safety standards," he added.

Meanwhile, Bolt's chief executive Markus Villig recently told Wired that they could win the race against Uber.

Mr Villig said: "If we provide low commissions and good earnings for drivers, then they're happy to stick with us."

He said Bolt, which was founded in Estonia in 2013, used this strategy in its early days against normal taxi companies. "Nowadays, we're doing that versus Uber," he said.

Sam Raciti, Bolt's UK Country Manager, said: "We are currently the fastest growing ride-hailing company in

the world and we're also the most cost efficient.

"This enables us to offer consistent good deals for our riders and provide the best earnings to drivers – charging up to 50 per cent less than some competitors for using our platform.

"We now have over 1.5 million riders signed up in London alone and are profitable or close to profitable in two-thirds of the markets we operate in, indicating that growth and profitability definitely are possible."

The Standard has contacted Uber for comment.

While each company looks for ways to become profitable in London, Mr Wolmar again stressed that the companies cannot survive in an environment where they are all constantly offering cheap fares, cutting prices and lowering commissions.

He said: "This is going to be a tireless battle for the top spot and there are no winners apart from the consumers who are getting cheap rides all the time."

"It is the cheapness that gets people into their cars because they just download the app and when another comes along, offering a free ride, they will flock to that.

"It's a bubble and I can see that it is bursting."

Courtesy of The Evening Standard

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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
Temporary Total Disablement as a result of stress or back illness	max. 65% annual income	max. 65% annual income	max. 65% annual income
Deferment period	4 weeks from inception	5 weeks from inception	6 weeks from inception
Excess period before claim payments start	None	None	None
Alternative Transport	£5,000	£7,500	£10,000
Legal Costs Loss of driving or hire & reward licence	£500	£500	£500
Cost per Month	£15	£20	£35

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

■ RANKS AND HIGHWAYS

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

■ CAB TRADE ADVICE

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

■ TRADE'S FUTURE

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

■ CAB TRADE REPRESENTATION

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

■ VEHICLE MANUFACTURERS

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Classic albums: Queen High

One evening 25 years ago or so my old man mentioned he was going off for a light ale 'over the water.' In all the years I drank with him, this was a very rare occurrence. Him and his pals were South East London boys, and very rarely ventured to the 'dark side' for anything, let alone a drink. But on this particular occasion, off they went and of course, I had to go with them.

The name of the pub and its exact location escapes me now (I've never really got my bearings over there) but upon arrival I discovered it was a 'singers night' at the boozier of choice and my old man had been put up to give over a tune or three by a mate.

As was the routine when out with the senior squad, I was first up the jump to get a round in and it was there that I noticed the photo of Queenie Watts proudly displayed by the peanuts and the crisps.

I knew then we were in for a great night. Any pub that worshipped Queenie was spot on for me. As promised, after the first couple of bottles of light ale to warm up his tonsils, my old man was up and winning over even the most avid anti South London biased ones watching him.

So, 'Queen High' from 1966 by the aforementioned Queenie Watts is my album of this month. As a first for this blog however, I have to confess I'm about to write about an album that I don't actually possess. Copies of it are like 'Hens Teeth' as Rays Jazz Shop used to say. Actually in all my years of vinyl buying I have never seen a copy and when they do surface online, they are usually a few hundred quid. So, if you see one for a tenner somewhere, get it for me.

Thankfully for me, you can find most of the tracks on YouTube or as clips from a BFI documentary about Queenie, so that'll do for now.

To me, Queenie was simply the 'East End Ella.' She had a voice that is full of the blues, with a jazz inflection thrown in, and she was way above the 'pub singer' that some have labelled her.

She was born Mary Spenton on the Isle of Dogs in July 1923. The name 'Queenie' picked up it is said, as a play on words around the old 'Queen Mary.'

She sang in pubs from her early days, with mum on the piano

and her sisters accompanying them on a regular basis.

During the early 1960s she became a familiar face in British films and I guess I first became aware of her fine singing voice in the Joan Littlewood directed film 'Sparrows Can't Sing' starring Barbara Windsor and James Booth from 1963. She also memorably popped up in the 1966 film 'Alfie' signing 'Goodbye Dolly Gray' during the bar room punch up scene.

And she memorably appeared as 'Auntie Emm' in one of my favourite ever films 'Poor Cow' from 1967.

Perhaps she is best remembered by most now though as the wife of Arthur Mullard in the TV show 'Romany Jones.' They then morphed into the couple 'Wally and Lil Briggs' in the TV show 'Yus My Dear' before going on to make a guest appearance in the film 'Holiday on the Buses' and releasing a couple of novelty singles, cashing in on all that before Queenie died aged just 56 in 1980, after a battle with cancer.

Before all that and if you dig a little deeper, you'll find a great film on her called 'Portrait of Queenie' from 1964, which looks at her life as the real life pub landlady she was, serving up songs and a few pints at The Ironbridge Tavern on the East India Dock Road, which she ran with her husband Slim. If you haven't got it, you'll find it as part of the 'Shadows of Progress' DVD box set from the BFI.

Ok onto 'Queen High' or at least the tracks that you can hear on YouTube and on the 'Portrait of Queenie' DVD. On the album she is backed by both The Mike McKenzie Group and the Stan Tracey Quintet (yes that Stan Tracey) with Jimmy Deuchar on trumpet, Ken Wray on trombone, Malcolm Cecil, on double bass, and Jackie Dougan on drums.

The tracks selected show a fine selection policy, coming as they do from the songbooks of Billie Holiday, Bing Crosby, Louis Armstrong, Charlie Parker, Ray Charles and Bessie Smith.

Side one, track 1, serves up 'The Best is Yet To Come.'

I have heard this song and its first line of 'out of the tree of life I just picked me a plum' sung by countless Tony Bennett wannabe's over the years, but I'm going out on a limb here to say I actually prefer Queenie's version above all others. It is simply charming. Sounding



relaxed, she puts it across expertly amid a nicely tinkling piano and some shuffling snare drum brushwork. A cracking start.

Two standards are next up. 'Come Rain or Come Shine' written by Arlen and Mercer is track two. Track three is 'Sweet Georgia Brown' by Bernie, Pinkard and Casey. Sadly, I haven't found Queenie's renditions of either so far, but I know track four 'The Isle of Dogs' and it's a belter. Very much Queenie's love letter to the place of her birth, she sings of the sights and smells of the manor, placed in between a plaintive trumpet and discordant trombone.

Its like hearing Avant Garde jazz played in 'Arments' pie and mash shop.

'Hey Man' is next and the writing credits are the combined efforts of McKenzie, Mills, Paterson and Queenie herself. The song itself is a lively old number with the trumpets to the fore and it rattles along very nicely. You can hear the beginnings of Modern Jazz creeping nicely into her work from what would have been a more Trad sound just a few months or so earlier.

Track six is '(Up A) Lazy River' by Hoagy Carmichael and Sidney Arodin, which is still on the missing list at present.

Side two opens with 'Gloomy Sunday' written by Rezso Seress and Laszlo Javor. I know and love this track because of a rendition by Billie Holiday and then later by the remarkable vocalist, Billy McKenzie of the fondly remembered 'Associates.' I can't wait to hear Queenie sing the line 'My heart and I, have decided to end it all.' Alas, I'll have to wait for now.

'I'll Remember April' is next up and this finds Queenie in full control of the song. It chugs

along nicely on a bed of easy going piano. Smooth quality from start to finish. 'Oooh yeah' as the lady herself says at the end.

Track three of side two is 'Never is Too Late', which is a total mystery so far... but after that we have 'Didn't Want The Kissing To Stop' which slows the pace down and immediately puts me in mind of a relaxed Julie London vibe.

The double bass vibrates powerfully and those distinctive Stan Tracey, Thelonius Monk inflected piano stabs support the whole song nicely. Deuchar's lip is obviously 'in' as he nails the

line that brings things to a nice relaxed finishing line.

The album ends with 'Baby Won't You Please Come Home', which is a plaintive old blues tune by Charles Warfield and Clarence Williams. Once again the pace has dropped as Queenie gives us 'a nice slow dreamy one' and reveals her inner Bessie Smith. The backing rolls along nicely on this lovely old refrain.

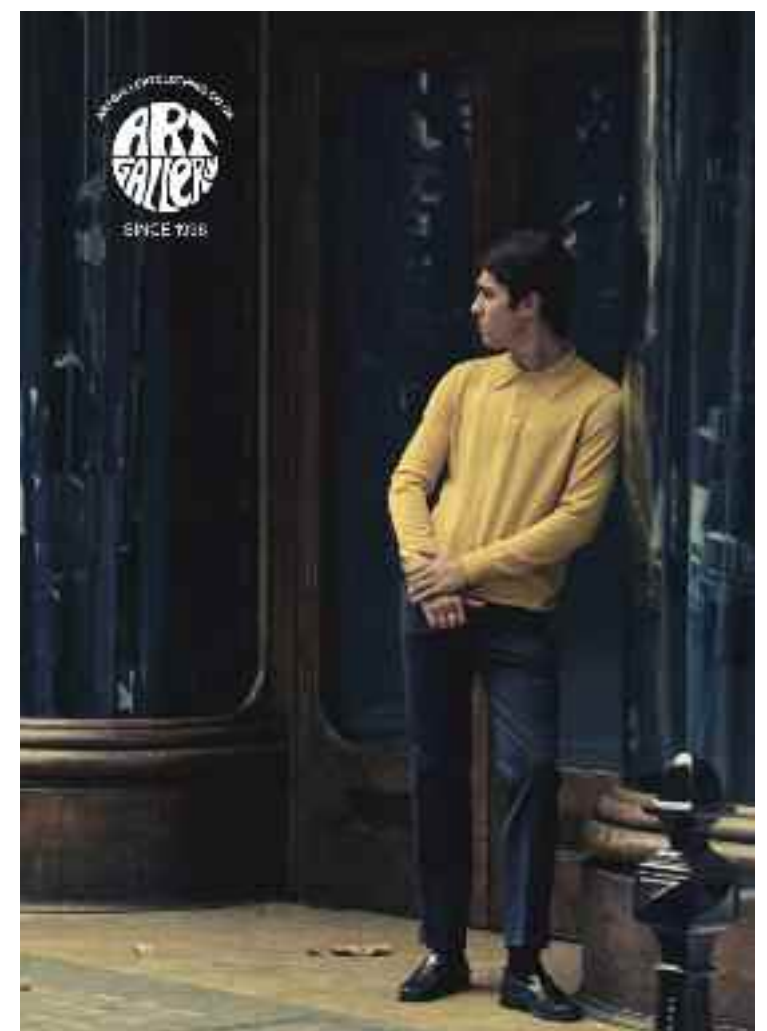
In the 'Portraits' film, this is the song that 'last orders' are called to and it is the perfect song for that particular job. Queenie is in fine voice as the song climbs to its climax even throwing in a bit of East End scattling to great effect.

So there you have it. A record I only have a few details of, but know enough of, to recommend it you, my devoted followers. I hope you check out what you can find on YouTube. I promise you won't be disappointed.

All I've got to do now is get Columbia to re-release the original album... Anyone got their email?




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The Cockney Cabbies

Joe Cartwright, Jon Cox and I, Jamie Owens have embarked on a little project that we have called The Cockney Cabbies Guide to London.

We have started to make London Guide videos and publish them on Youtube, along with a podcast, blog, website and of course all of the usual Social Media offerings including Facebook, Instagram, and Twitter, etc.

The idea was born during a telephone conversation between myself and Jon when discussing ways of generating some tour work for ourselves, we had recently put up a website offering our services for London tours and tours of the English Countryside and we were looking for ways to promote the website to the traveling public.

During the conversation, we were talking about tour guides in general and the various walks of life from which they originate, when I said jokingly, "maybe we should make some Youtube videos and call ourselves the Cockney Cabbies" as all three of us were born in London and could loosely be considered Cockney's.

Jon went a little quite which normally means that he is thinking, after which he said "you bastard, you keep coming up with these ideas which mean a lot of work, but I think you might be onto



something" This meant we would end up going in a completely different direction to the one we first envisaged.

So we decided to go for it but thought we may have to think of another name as we never for one moment thought we would be able to get the domain name cockneycabbies.com, and we definitely thought that the social media accounts

would have been registered a long time ago.

I set about trying to register the domain name, and to my surprise, I managed to get cockneycabbies.com, co.uk, and cockneycabbies.london, I also managed to register the Facebook page and Instagram accounts while Jon registered the Twitter account @cockneycabbies.

The next task would be to tackle Youtube which was not going to be easy. You cannot get the Youtube URL until you have gained over 100 subscribers and have had the account registered for at least 1 month, so we needed to get some short teaser videos up to gain subscribers and see us through the first month. To our delight, we managed both and got youtube.com/cockneycabbies.

This week saw us publish our first real video, The Ghost Phone of Portland Place which is a little light-hearted look at the history of Taxi Rank Phones coupled with the Ghost tales of both the Langham Hotel and BBC Broadcasting House.

We intend to make a mixture of guide videos and history videos in the future

with the odd comedic one thrown in for good taste.

Making Youtube videos involves a lot of work and time, not just in filming the videos, but also in the editing of the video and audio, plus all of the other stuff that goes along with running various social media accounts and building a professional website.

We are aiming this at the general public and hope that to some extent it showcases the London Black Cab Trade to the World and promotes our wonderful 365-year history, as we are producing these videos from the perspective of a working London Cabbie.

This is where we need your help, we need a little favour, could you go to our Youtube channel and subscribe we would really appreciate it and be eternally grateful youtube.com/cockneycabbies

We aim to put out a new video every 2-3 weeks and also a podcast every 2 weeks, you can also follow us on all of our Social Media accounts of which all the links are on our website cockneycabbies.com

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VETS VISIT HMS QUEEN ELIZABETH



On 28 February a group of veterans enjoyed a private visit to the Royal Navy's largest aircraft carrier HMS Queen Elizabeth, as special guests of the Captain and Commodore

A fleet of six London Licensed Taxis escorted the group of nonagenarian veterans from London for this VIP visit to tour HMS Queen Elizabeth in Portsmouth Harbour.

Following an overnight stay at the Royal Maritime Club, the black cabs escorted the seven veterans to Portsmouth Harbour where they were joined for the visit by Taxi Charity Patron, Vice Admiral Sir Adrian Johns KCB, CBE, DL. The group of veterans included five WWII veterans, two, who served on aircraft carriers, one, who was part of the Russian Convoy, one who served in the in the Royal Navy and a WREN who was stationed at Fort Southwick on D Day.

The tour of the ship included, a walk through the aircraft hangar, refreshments in the Captain's cabin and a tour of The Bridge. From The Bridge, WWII veteran WREN Marie Scott, pictured, who transmitted messages to and from the beaches on D Day, had the honour of transmitting a short message over 75 years after she sent messages to those coordinating Operation Neptune.

Marie Scott, WWII D Day Veteran, said, "It was a real honour that The Taxi Charity for Military Veterans arranged for me to transmit a message today, 75 years after I transmitted messages to and from the beaches on D Day."

Frances Wyhowska, Vice President, Taxi Charity for Military



Veterans, said, "The Taxi Charity would like to thank the Captain and crew of HMS Queen Elizabeth who gave us all VIP treatment during our visit. The look of excitement on the veterans' faces made today an outstanding experience for us all."

Commander Charles Guy RN – HMS Queen Elizabeth's Commander and Second in Command. "We are always delighted to host our Naval Veterans but especially so in this important anniversary year for the Victory in Europe. We are grateful for the support of the Taxi Charity for Military Veterans; it is a remarkable organisation."

About HMS Queen Elizabeth

HMS QUEEN ELIZABETH is one of two 65,000 tonne aircraft carriers in service with the Royal Navy. The ship is currently alongside in her homeport of Portsmouth, enhancing her capabilities as she gets ready for further training with her F35 Lightning jets and Strike Group off the South coast this summer. This represents the final steps as she prepares for her global Carrier Strike Group deployment in 2021.

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



Heathrow Update March 2020

There have been a number of meetings at Heathrow recently to follow up the survey that was carried out before Christmas.

A number of issues were voted on and compared with the previous survey carried out in 2016. There has been a hardening of attitudes towards fixed and capped prices to and from the Airport, with only 50% of drivers willing to offer fixed or capped fares from Heathrow, probably because of the horrendous traffic congestion. Individual drivers have always been able to give prices to passengers as long as the fare agreed is not more than the metered price (except on trips outside the licenced GLA area).

We passed this information onto TfL's Darren Crowson at the recent tariff meeting, telling him that when TFL fix the traffic, we'll consider fixing the prices. Needless to say TFL have decided to give it a swerve.

Whereas 90% of drivers were prepared to pay a levy to promote the trade at Heathrow via a levy on the gate in 2016, only 50% would pay a subscription to a commercial entity (like London Taxi PR) to do the same. HAL have said that they would not be prepared to collect money for drivers, nor would they allocate funds from a sum set aside from the gate fee.

One only has to look at other schemes in the trade to see that if something is not made mandatory then at least (and sometimes more) 50% of drivers will not participate. For example, UTAG has only managed to get around 20% of drivers to fund legal action against TFL and Uber and less than



50% of drivers are in a trade org.

Social media often has comments regarding the effectiveness of the unions and associations that represent the trade, but with less than hLf of drivers contributing to actions how can the trade do anything?

We could understand if the money went to fund company cars for Reps but when the money is going into a pot to protect your licence or trade then it beggars belief.

However, the Heathrow survey was a good snapshot of the trade and the decisions taken in future will reflect the choices made even if they suggest a lack of support from drivers. It is no good trade reps banging their heads on the walls of Compass House (HAL's HQ) about mobile taxi desks or advertising if there is no money available to pay for them.

There have been a number of meetings this year that included all of the trade groups.

Unfortunately, the RMT decided not to help fund the survey, but they have been included in subsequent meetings to discuss the outcomes.

Ironically, it was the RMT who called for the trade to meet in the first place and the 5 questions supplied by them were included despite the fact that they did not chip in.

Many in the trade on social media questioned the policy introduced (without any prior consultation or proper warning) by HAL, to stop issuing TAGS, although the trade had been warned that they were becoming scarce and that HAL now needed to charge individual drivers rather than the cost to come from the gate money. Limits were also introduced to the amount drivers could top up at the same time.

Despite some claiming this was a 'closed shop', it was not done with the trade's agreement and at the most recent Airport meeting held to discuss the survey, it was unanimously agreed that every All London (Green Badge) Cabbie should be able to work the Port.

The survey itself reflects the difficulty in doing that though as with almost as many drivers saying they

were satisfied with the decision by HAL as those who were opposed. An almost equal number did not care, one way or



‘The taxi trade still wants proper answers about our immediate, medium and long term future.’

t’other.

On the other 4 issues, regarding moving the Taxi Feeder Park, sharing a multi-storey car park with PH, a centralised PH booking scheme, or paying a £15 to drop off, there was a unanimous vote against. Not surprisingly, drivers then voted of 90% in favour of direct action. Two letters were later sent to HAL asking that a meeting be setup with the Expansion Team to discuss the future of the trade at the Airport and another one criticising the HAL Liaison meeting and the failure of HAL to attend the most recent Compliance

meetings. These letters were on behalf of ALL the groups. At last weeks Liaison meeting, the tone of the meeting was less than desired and HAL’s Charanjit Brar Singh rejected the request for a further meeting out of hand as Heathrow’s expansion plans had been rejected at the High Court.

However, the taxi trade still wants proper answers about our immediate, medium and long term future. We want to be part of the solution for any expansion or future at Heathrow not discarded like an old fish and chip wrapper.



Tony Casey Joins LCDC Heathrow Rep Team

Many drivers in the trade know the name Tony Casey from his past exploits for the trade back in the 90’s at Cranbourne St, Xenon’s and Ministry of Sound to name but a few.

With 33 years in the saddle, Tony still has a burning passion to improve cab drivers’ livelihoods by whatever means necessary.

Tony says...” At this time, we desperately need all the organisations to come together with each of their expertise and speak with one voice at Heathrow for the betterment of all cab drivers’ futures” Tony has attended four meetings thus far for the LCDC.

The first meeting with HAL did not go well and subsequently the HUTG

agreed a letter signed by everyone stating just how unhappy the trade was with the lack of concern by HAL.

Tony then attended a compliance meeting where he told TFL that the trade needed a designated compliance team at Heathrow (which the Club has been asking for since Val Shawcross) Currently there is NO dedicated team operating at Heathrow and this is just unacceptable.

Tony feels that there are two areas that could be improved upon urgently:
1. Enforcement
2. Establishing new sites for taxi business

The central bus station at Heathrow now with the night tube and the 24Hr bus / coach park has great potential for new

business throughout the night and could prove very lucrative for the trade but we are just not present at that locality and Tony is trying to persuade other groups to agree in gaining a taxi rank there.

Tony believes collectively the trade can come together and achieve great things at Heathrow by speaking with one voice.

Once the upcoming LCDC Heathrow office is in the feeder park, Tony will be only too happy to meet drivers and discuss any ideas they may bring to the table. For too many years the trade has been “reactive” and not “proactive” and this especially at Heathrow must change for us to survive.



CoronaVirus won't stop us

There is no doubt that most people are currently concerned about CoronaVirus and rightly so, although you have to wonder about the intelligence of those who have decided to stockpile toilet paper!

CoronaVirus can make you seriously ill, but one thing it will not do is make you shit yourself, so out of the many thousands of things that you could possibly decide to stockpile, toilet paper would not be the top of my list, that is unless you have decided to lock yourself in your house to never venture outside, ever again?

There is no doubt that this virus is having an adverse effect on the number of people traveling in and around London which is clearly evident at Heathrow Airport where drivers have reported waiting in the feeder park for 7 hours or more before getting a job.

But there could be an unforeseen

benefit for taxi drivers from customers who still have a need to travel around the City but are not willing to chance taking public transport with the risk of mixing with others who may be infected, but instead, prefer the benefit of using a taxi and being segregated from the driver in their own passenger compartment.

Whilst the World spirals into hysteria over the outbreak, here at Cab Chat we are going to carry on producing our shows in our secret location, with our supply of toilet paper neatly stacked in the corner of the studio, sorry did I admit to that out loud?

In the February article, I wrote about the old 2-hour shows and asked whether any of our listeners would like me to start producing a 2-hour show with music once a month and I received a huge response, all



stating how much they would love to hear the old style;e of show even if it was just once a month, So the beginning of March saw the first of these published for your listening pleasure.

The longer show will only be a monthly thing, with the other 3 weeks having the newer shorter style Cab Chat show without the music and jingles and in addition to our weekly news show.

TFL reduced the speed limit on 37 major roads within Central London to 20mph down from 30mph on the 2nd March 2020,

this was announced to the taxi trade in the regular email sent out to all, but it seems that PH and Bus drivers do not appear to have received the same email! Most taxi drivers seem to be trying to adhere to the new speed limits whilst being tailgated by bus and PH drivers, I even had a tipper driver flashing his headlights and hooting while driving on my back bumper because I was doing 20mph!

During the daytime, I find it extremely hard to achieve 20mph with the congestion in London caused by the numerous road closures and works, but of a night, when the roads are a lot clearer it seems as though you are crawling along at a snail's pace with the customer in the back looking at you and probably wondering why you are driving so slow as most passengers are totally unaware that TFL has put these speed reductions in place. Even cyclists are overtaking taxis flying past in the inside and outside as obviously these new speed limits do not apply to them, maybe buses are also exempt from these new speed limits?

On a serious note, Drumslayer

tackled a personal health problem that made a lot of the team think about their own health, and that is the issue of prostate cancer and getting regular checks. It cannot be stressed enough that everyone over 50 years of age should get their PSA levels checked. Regular checking will show up any changes in your PSA level and early detection can mean that any problems can be dealt with, and normally cured, but if left, it could be harder to deal with, So please guys, get yourself checked.

As always I would like to thank you for taking the time to listen to the Cab Chat Show and encourage you to get involved if you have something to say, Just record whatever you want to say on your smartphone and send it into us, or go to our website, cabchatshow.uk and leave a voice message that we can play on the show.

Until next month, I hope that this virus does not have too much of an impact on your earning potential and you earn well, have a great month, stay safe, be lucky and most of all, have fun.

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Frank Warren's view on big fight



EVERYBODY ENJOYED A lively launch to the Dubois-Joyce festivities at the BT Tower on Friday and it would be true to say that both of our big fellas acted a little out of character.

Young Daniel showed right from first thing in the morning on Good Morning Britain that he was not about to be the silent partner in this enterprise and was not slow to tell big Joe exactly what he intends doing to him.

Nobody has prompted these two to increase the volume before the huge showdown at the o2 Arena on April 11, I suspect it is more that both realise the magnitude of the fight they have signed up for and want to seize every little advantage along the way and, if that means speaking up, then so be it.

I am not all that surprised about Daniel having a bit more to say for himself because his confidence is growing all the time and his character will show itself more as a result.

His public profile is soaring and he is gradually adapting to the attention he receives.

What did take me aback a bit was Daniel giving Joe a big shove when the two went head-to-head and Joe got up a bit close. That was out of character and is not something I expect to see repeated over the course of the build-up.

Both Daniel and Joe are very business-like and their focus will be on one thing from now on and that is getting ready for the biggest domestic collision of the year, one which has met with the approval of fight fans right across the board.

Everyone has a contrasting opinion over the outcome and that is what you want. There are no certainties in this one. The Joyce camp seemed to enjoy poking a bit of fun at the ring record of Daniel during the



'It is no secret that I believe Daniel to be the best young heavyweight in world boxing'

media conference and came up with a couple of baffling claims, including that he has fought nobody with a winning record...

The truth of the matter is Daniel has not fought anyone with a record in deficit and Joe will actually be the third unbeaten fighter he has taken on in his last four fights. We have matched our man strategically across his 14-fight pro career to pick up experience, rankings and titles. He has gone through the traditional process from

Southern Area through to British and Commonwealth, while also winning coveted international belts that have placed him highly in the rankings.

I think some people underestimate his win over Nathan Gorman. I would confidently back Nathan against anyone on Joe's record and I am also certain that Daniel would overcome those opponents in a more brutal and speedy fashion. Joe's team keep banging on about Kyotaro Fujimoto, but

that job was chosen because the Japanese enjoyed a lofty ranking with the WBA. He wasn't just picked as pointless fodder and it was a fight that also saw Daniel add the WBC Silver title to his collection. All this being said does not detract from the fact that I am a huge fan of Joe and we proudly represent him on a promotional basis. I think he is a top, top heavyweight and that is what makes this forthcoming fight with Daniel such an appealing prospect. It has got all the makings of a classic heavyweight ding-dong.

Some people have pointed to the fact that I am taking sides with Daniel but this is because he has been with us from day one and is a cornerstone of our promotional business. If

Joe beats him, the same as if Nathan Gorman had, he will push himself to the forefront. However, it is no secret that I believe Daniel to be the best young heavyweight in world boxing and, as I revealed to the press men on Friday, I am delighted that he has signed a five-year extension to his existing contract with us that will see us looking after his interests for most of the rest of this decade.

I believe this to be a fantastic development for both parties and I also believe he will be our next world heavyweight champion after Tyson Fury has settled his score with Deontay Wilder on February 22.



BoxNation subscription is £12 per month for Sky TV. €15 per month plus €10 registration fee for ROI Sky TV customers. £11 per month with no registration fee for Virgin Media customers. £12 per month and no registration fee for TalkTalk, Freeview, EE, online and app (iOS, Android, Amazon) customers. No minimum term.

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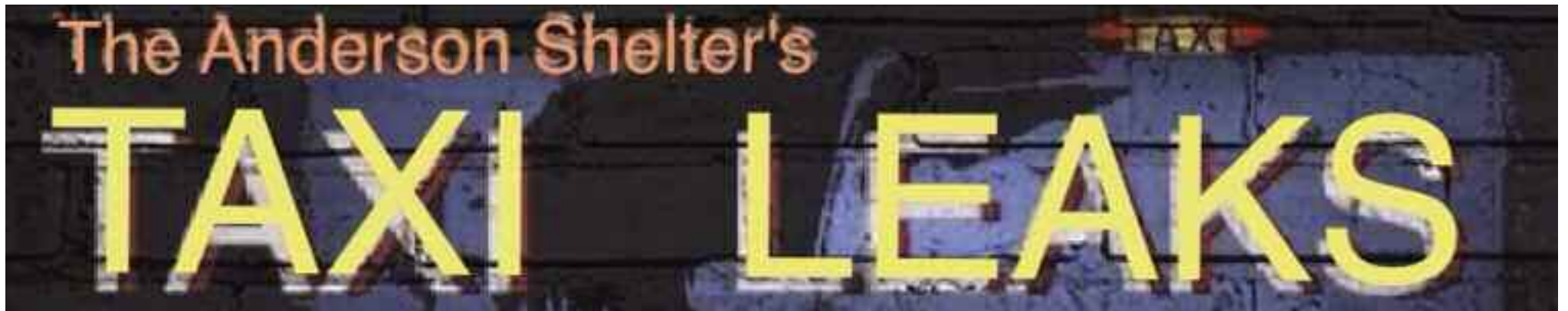
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CORONAVIRUS AT PALESTRA PROMPTS DEEP CLEAN

A TRANSPORT for London worker has tested positive for coronavirus in the capital's traffic control centre building.

Worried staff at Palestra House, in Blackfriars, were told this morning that a colleague had been infected with the deadly virus as the number of UK cases today climbed to 280.

Worried staff at Palestra House, in Blackfriars, were told this morning that a colleague had been infected with the virus. London Mayor Sadiq Khan said people are unlikely to be advised to stop using public transport during the outbreak.

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But TfL staff were ordered to attend work as usual after the office where the person worked was thoroughly deep cleaned.

The building is home to the Surface Transport and Traffic Operations Centre, which monitors traffic congestion,



incidents and major events in the capital.

The infected patient worked for TfL within the building but not in the control centre itself.

A source said: "Staff were only told about the case this morning and were shocked they were still allowed in to the office."

"They are worried but bosses

have assured them it is safe for them to be there."

There have been 280 confirmed cases of coronavirus in the UK, including 51 in London.

Three people have so far died after testing positive for the bug, two men and one woman.

London Mayor Sadiq Khan said people are unlikely to be advised

to stop using public transport during the outbreak.

He said last week: "I don't foresee a situation where we're advising people not to use the Tube or public transport, but we review this each day."

TfL said: "We are working closely with Public Health England and are following their

advice after a member of staff tested positive for Covid-19.

"The safety of our staff and customers is our top priority, so we are taking all necessary precautions and a deep clean has taken place within the building used by the staff member."

Source : *The Sun, The Metro, Apple News*



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Quotax was started by John Fosker. As a London Green Badge Taxi driver he built up a relationship with Ascott Cab Company, a well-respected family-run London Taxi garage.

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