



THE CLEANER,
SAFER WAY TO TRAVEL

TX – The Electric Taxi
See inside for more details

LEVC
PEOPLE DRIVEN



More trade stories than all the others put together

Issue 278 December 2020/January 2021



SEND IN THE CLOWNS...

*Pages
2&3*

INSIDE



LCDC WRITES
TO NEW TFL
COMMISSIONER

PAGE 4

NEWS



CAB: APP
CROWDFUND NEW
NATIONAL APP

PAGE 18

NEWS



TRADE'S SEND OFF
TO WWII HERO
FRED GLOVER

PAGE 26

QUOTAX
INSURANCE SERVICES

To see how much you could save call
0208 127 8418

London's leading
Taxi Insurance

Visit Us: (Quotax Insurance Services, Workhouse Road, London, W6 9EP)
On site at Aldgate, C20 1JF - 0208 127 8418, Mon-Fri 11:00 - 5:00, Sat 10:00 - 4:00
www.quotax.net





Published by
The London Cab Drivers' Club Ltd.
Unit A 301.3,
Tower Bridge Business Complex
Tower Point, 100 Clements Road
Southwark, London SE16 4DG

Telephone: 020 7394 5553

E-mail for membership enquiries:
E-mail: thelcdc@gmail.com
Web: www.lcdc.cab

Editor: Grant Davis

The Badge is distributed free to the
Licensed London Cab Trade.

For advertising enquiries please contact the office on
020 7394 5553 or E-mail: thelcdc@gmail.com

All advertising in The Badge is accepted under our
terms and conditions. These are available
at the LCDC office.

Before entering into any commitment, financial
or otherwise, always remember to seek
professional advice.

The views expressed in this publication are not
necessarily those of the Editor or of the
Management Committee of the
London Cab Driver's Club.

Contributions for publication are welcomed
and should be sent to the Editor at the
above address.

The London Cab Drivers' Club Ltd.

Printed by Iliffe Print. T: 01223 656500
www.iliffeprint.co.uk

WHAT WILL THE NEW YEAR BRING?

I would like to welcome back readers to our first published edition of the Badge since the beginning of lockdown at the end of March.

This is without doubt the most serious situation facing this country since the second world war and the biggest challenge most of us will face in our lifetime.

As in most crises some suffer more than others. I think it is fair to say that our trade has been one of the many service industries that has borne the brunt of the effects of the Covid pandemic.

Whilst acknowledging the difficulties facing the government dealing with this situation, many of the decisions taken by the PM and his cabinet as well as those by Sadiq Khan and TfL quite honestly defy logic and illustrate a complete lack of comprehension of how a major city functions.

Asking people to work from home at the start of the lockdown was understandable

but once restrictions were eased people should have been encouraged to go back to their places of work.

What we got instead was a raft of road closures, LTNs and the installation of bike lanes - not only costing millions but also causing disruption to local communities at a time when what residents really needed was to be able to carry on their lives without added stress and anxiety.

One could easily be mistaken for thinking that last year's election was won by the Green Party such is the severity of Govt / TFL policies.

Make no mistake that Boris and Sadiq are two cheeks of the same arse.

On a lighter note may I wish you and your families a Happy and Healthy Christmas and hopefully a busy and prosperous New Year.

Keep healthy and safe.

Grant Davis
LCDC Chairman



TX4s TO RENT

- Ascotts maintained
- Pay by cash/bank/online
- Mercs also available

CALL US TODAY

07957 465423
e16-taxirentals.co.uk

Did you drive a London Black Cab between 2012 and 2018?

If so, you could have a legal claim against Uber worth up to

£25,000

Register now:

www.bulit21.com

No Cost - No Commitment

TAXI

RGL

BULit21

Black Cabs v UBER Litigation 2021

LCDC calls for taxi age limit freeze



**NO RESPONSE AT
TIME**



Grant Davis
Chairman
London Cab Drivers Club

11th November 2020

The Mayor of London
City Hall
The Queens Walk
London
SE1 2AA

London Taxi Age Limits

Dear Mayor,

As part of the Mayor's Transport and London Environment Strategy, in 2015 to address taxi emissions TfL consulted on reducing the taxi age limit to 10 years, 12 years or remaining at 15 years with a range of incentives to drive uptake of zero-emission capable taxis (ZEC). Following the consultation, it was decided to retain the 15 years age limit. The size of the taxi fleet in 2015 was 22,000 and instead of changes to the age limit a target of 9000 ZEC taxis in service by the end of 2020 was set. If achieved this would lead to a reduction of around 45% in taxi NOx emissions from 2013. This would have meant that by the end of 2020 there would be 13,000 diesel cabs operating in London.

As we know the 9000 figures never materialised and as a result, a phased reduction of the taxi age limit to 12 years by 2022 would be needed to deliver the reduction in taxi emissions required to achieve compliance by 2025. However, the reality of the current situation does not bear this out, as of the 4th. November 2020 the number of taxi vehicle licence are as follows: 14,984 of which 3837 are ZEC vehicles, this leaves us 11,147 diesel cabs. This would mean that according to the Government's 2017 Air Quality Plan that just under 50% of NOx emissions has already been achieved.

With the current 14-year age limit currently in place a further 2200 cabs are scheduled to come off the fleet by 31/10/2021. When one also takes into account that on average in the past 4 years some 4,500 drivers have surrendered their licences and the likelihood of under 1000 new licenced drivers entering the trade within the next four years, it is fairly obvious that the 14-year age limit is more than sufficient to be able to meet the reduction in emission levels targeted for 2025 by TFL.

Due to the economic devastation caused to the licensed taxi fleet by the C19 pandemic, the LCDC asks you Mr Mayor to reconsider your policy regarding taxi age limits and keep it at its current limit of 14 years.

This would not only help stabilise the plummeting residual value of taxis, but also help maintain a sufficient number of WAV taxis that would enable us to offer some semblance of a fleet for Londoners. Because make no mistake that if you decide to retain the 12 year age limit, the licence taxi trade in London as we know it will cease to exist.

Yours sincerely
Grant Davis
Chairman



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

LCDC writes to new TfL Commissioner



Grant Davis
Chairman
London Cab Drivers Club
1th October 2020

Commissioner Andy Byford
197 Blackfriars Road
London
SE1 8NJ

United Taxi Trade Letter

Dear Mr Byford,

Let me start by welcoming you to your post as our new Commissioner, I am sure you could not have chosen a more difficult time to take up this position, talk about a real baptism of fire.

I must say that we as a trade were truly heartened to hear your recent comments relating to the London Licensed taxi trade when you stated.." taxis must be factored in any scheme that we introduce" As a part of the Public transport system we always believed that quite simply, "where buses go...we go".

.The service we offer to Londoners really is the Gold standard and with every taxi WAV, we offer true transport inclusivity and a recent FOI request showed that out of a fleet of 87k TFL licensed PH vehicles, there were only 0.6% WAV, highlighting the need to preserve our services to the disabled community. The disabled transport advisory committee (DPTAC) published its position on the importance of taxis for disabled people was that "disabled people use taxis more than non-disabled people despite more of them living in relative poverty" taxis provide a door to door service, with scope for individual assistance with the particular needs of a disabled passenger.

I am not sure if you are aware that Mayor Khan outlined his new transport strategy back in 2018 when he stated that 80% of all journeys in the Capital should be made by public transport, walking or cycling, it was made very clear to us that we were no longer included and not deemed to be part of public transport. Since lockdown, TFL and many London Authorities have taken it upon themselves to vigorously carry out his vision for London. The result being that with the combination of cycle lanes, LTN road closures, we as a trade are unable to carry out the world famous service that we are renowned for. From the perspective of the taxi trade, we would like to see a fundamental review of the impact of the London Street-space plan on the taxi trade.

We urge you to take the serious issues we raise arising out of the unintended consequences of how London street-space plan are being implemented locally into consideration so there is an overview of the cumulative effect this is having on our trade and passengers alike. When you announced the removal of the Euston Road cycle lane, myself and the business community as a whole breathed a sigh of relief that someone at last was showing a modicum of common sense.

I have spoken to the other trade groups and it was agreed that a joint letter from the trade was written and sent to you laying out the very serious situation the licensed taxi trade now faces in our Capital City.

So much so that currently UTAG and the LTDA are in the process of going to court to try and get taxis access into Bishopsgate / bus gate, why anybody would wish to ban licensed taxis from transporting businessmen to one of the most dynamic financial hubs in the world just does not make any sense.

We strongly believe that the London licenced taxi trade has a major role to play in helping restore the economy of this great City, if only we were given the chance to do so.

Whilst we appreciate that at this moment in time you must be inundated with problems to deal with, we would very much appreciate if you could possibly find some time in your busy schedule to discuss the very serious issues we have raised in this letter.

Yours sincerely
Grant Davis
Chairman

Commissioner's response

Transport for London



Grant Davis
LCDC

Andy Byford
Commissioner of Transport

Transport for London
Palacia
197 Blackfriars Road
London SE1 8NF

By email only: davisgrant29@yahoo.co.uk

26 November 2020

Dear Grant,

As you know, I took up my post as Commissioner of Transport for London in late June at the height of the pandemic which has brought with it a range of challenges. As I have settled into the role, I have been meeting with members of my team to receive updates from across the organisation. I've met with Helen Chapman, our Director of Licensing, Regulation and Charging on several occasions to understand the challenges being faced by the taxi industry at this time.

I know that the pandemic has been an incredibly challenging period for the taxi industry. In addition to the challenges that we are currently facing, I am aware that the Department for Transport's new Statutory Standards were also announced in July and some of these standards have implications for the industry. I know there are also the ongoing longer-term considerations like the need to balance the affordability of fares with ensuring an appropriate income for drivers and the requirement to address London's toxic air quality in London remain a constant.

Helen recently updated the Deputy Mayor for Transport, Heidi Alexander, and I on a range of matters relating to the taxi and private hire industry and also told me that you have been an active participant in the regular stakeholder calls that we set up at the start of the pandemic. I know we have found these meetings invaluable to discuss the latest Government guidance and the best ways to disseminate this information to licensees. These meetings, and your input to them, have been instrumental in helping us to understand the impact that the pandemic is having and learning how we can make adjustments to our processes to help support the industry during this difficult time. I'd like to thank you for your ongoing support in this matter.

Heidi and I agreed that it is important we meet you in the near future so we can also listen to your concerns and discuss the strategic direction of the industry and how our role, as regulator, fits into that.

I've set aside some time on Tuesday 15 December for Heidi, Helen and I to meet you. Given the current restrictions in place in London the meeting will take place via MS Teams rather than in person but I look forward to meeting you then and hopefully one day we will be able to meet in person.

Yours sincerely

Andy Byford



LEVC PROTECT. THE PROFESSIONAL CHOICE.

Keep your TX in showroom condition,
inside and out.

Powered by Supagard® and carried out by our fully trained technicians, our exterior and interior protection treatments help keep your TX in pristine condition. You'll also receive a complete set of professional aftercare products to maintain the premium finish.

Download the brochure or contact your nearest
participating dealer at levc.com/levc-protect

Technology by
Supagard

LEVC PROTECT PACKAGE

Get the guaranteed protection your TX deserves with our special package deal:

- Professionally applied latest-generation paint sealant
- Plus professionally applied interior and upholstery preserver
- Supplied with our complete aftercare kit

£399





THE CLEANER, SAFER WAY TO TRAVEL



Zero-emissions capable



Full accessibility for those with impaired mobility



Large passenger cabin



Passenger/driver partition with digital intercom



Separate passenger/driver air-con

TX – The Electric Taxi

For more information on TX's clean credentials, please visit levc.com





Alan's Angle



Feeder ranks

There seems to be some confusion with a few drivers on how to work a feeder rank.

Now feeder ranks are not new to the trade, they've been around for years and most of us know that when a taxi moves of point you must move over to take up the new vacant space on the rank. Seems easy enough but over the last few months some drivers, and it's not all of them that work the Shard rank seem to have forgotten the rules.

Since St Thomas Street was made one way going west and our feeder rank got relocated behind the two cab ranks at the Shard a few drivers are refusing and yes refusing to move over on to the two cab ranks. Drivers want to stay at the head of the feeder as they feel they've more chance of getting a job either out of the hospital or from London Bridge station.

Now when I've asked drivers are you going to move over I've been told "no I'm staying here

but you can feed over if you want to".

Now we all know that's not how it works and these very same drivers wouldn't do that at say Paddington or Sloane Sq. Also I am being told the same practice is being done at King's Cross with drivers holding back on the second feed hoping to get a walk up. Now if we all acted like this there would be untold arguments on all feeder ranks but like I said some feel it's ok to do. I know it's hard, I'm out there 12 hours a day to but let's play the game and move up when spaces become available and let other drivers get on the rank rather than leave them hanging up illegally parked behind the last cab.

I've been told if this keep happening and TPH keeps getting complaints there could be a chance that we might lose the two cab rank to stop all the arguments and complaints. That would be a great loss to us as many of us demonstrated to get that two cab rank outside the Shard in the first place.

Pop up Ranks

Rant number two: now before I start I've got nothing against pop up ranks and well defend



drivers using them as long as they're not causing traffic problems. We've actually had ranks appointed when we can say why the pop up rank is there and it's working. Customers get used to the drivers being there and it starts to turn over as more customers use it. What TPH and councils do seem to understand is that if there wasn't any work we wouldn't be parked there. Now pop up ranks normally appear when there is not a rank to

service an area where work is coming out from. You shouldn't be forming a rank when another rank is in plain sight, it not fair to the drivers working

the legal rank. But it is happening down on Shoe Lane and from where I stand it's not on - when I went round there last week I saw 6 cabs sitting on the rank in St Brides Street and there must've been 10 in Shoe Lane and two feeding into Little New Street.

I spoke to the drivers in St Brides St and they said "it was happening quite a lot in the evenings". It's not on, you would not set up a pop up rank

in front of a station rank. The drivers that are on the pop up must see the rank with the drivers on it. The staff from Goldman's are very used to

walking out to the taxis in St Brides Street but if they see - Taxis forming a rank outside the main door I don't think they would know they should walk to the rank. If we can show there is a need to move the rank up maybe the city can relocate the one from St Brides Street onto Shoe Lane. The only thing that will go against us if they have to keep coming around and move cabs that are parked up we will have no chance.

PAYTON'S SOLICITORS

Suite 12, Temple Chambers,
3, Temple Avenue,
London EC4Y 0HP

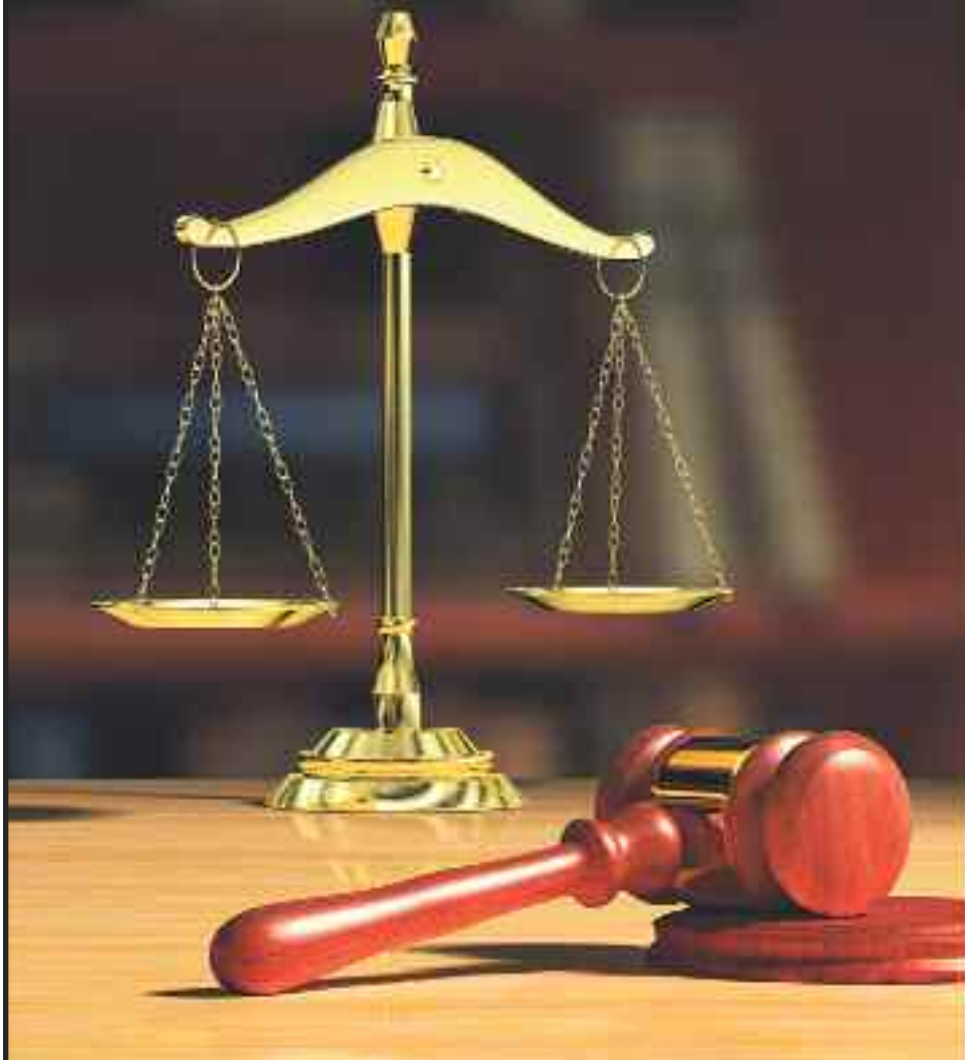
We at the LCDC don't often bang our own drum when it comes to helping our members with their legal troubles. A lot of the cases which come our way with members are quite sensitive and we respect their wishes to keep things in house and out of the paper which I can fully appreciate.

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

Tel: 0207 405 1999
FAX: 0207 405 1991

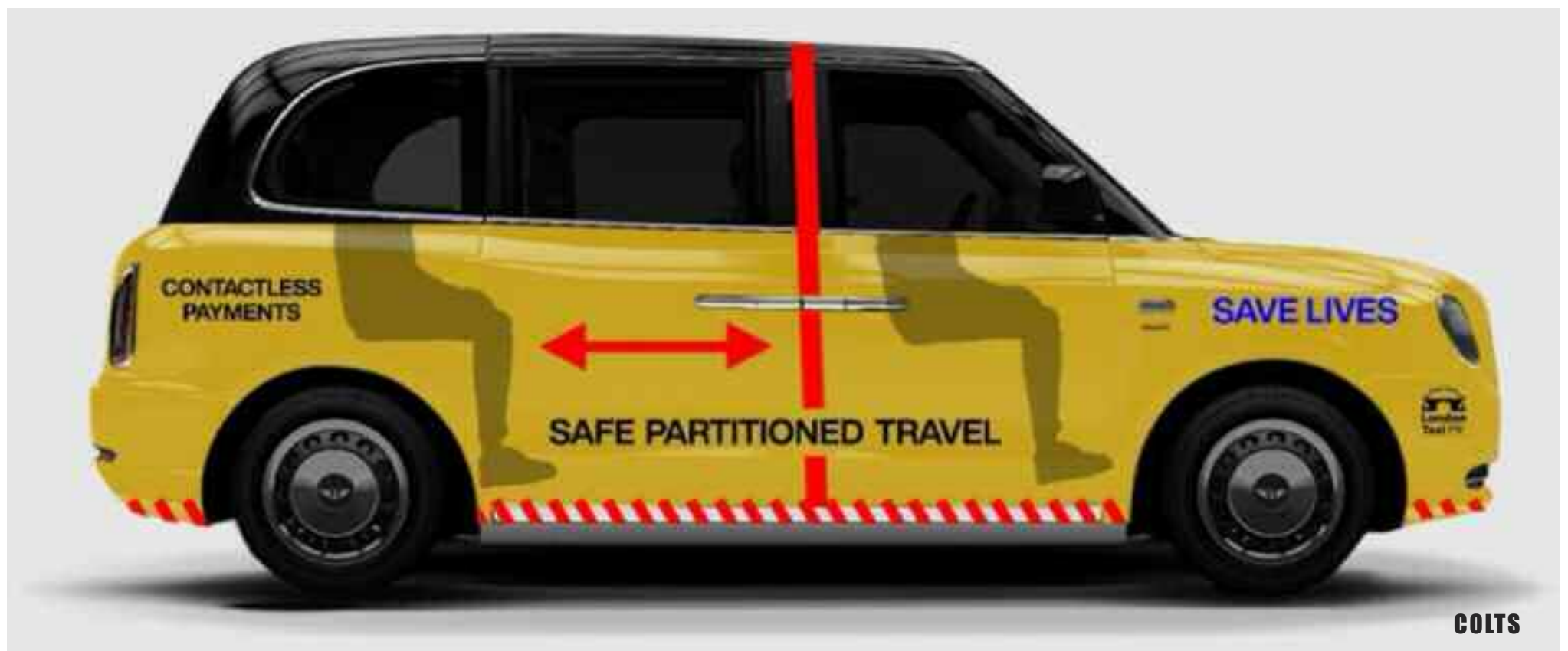


COLTS CABS LTD

100-102 DUNBRIDGE STREET LONDON, E2 6JG



**‘All Taxi Rents half
price until March 2021’**



NEW HOLDERS OF A CAB LICENCE

20 POUNDS OFF ON THE CURRENT RATE OF OUR VEHICLES TO HIRE. WE WILL BEAT ANY QUOTE YOU RECEIVE FROM OUR COMPETITORS.

EXISTING HIRERS

LOYALTY DEALS NOW AVAILABLE.

Phone only to make an appointment to discuss.

All offers above are subject to terms and conditions.

All deals above require an initial phone call to make an appointment to discuss

TELEPHONE

020 7613 0684 | 020 7613 0630

Age limit plea rebuffed



Department
for Transport

Grant Davis
Chairman
London Cab Drivers Club Ltd
The Biscuit Factory, Unit A303.2
100 Clement's Road, London
SE16 4DG

Baroness Vere of Norbiton
Minister for Roads, Buses and Places

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dfi.gov.uk

Web site: www.gov.uk/dfi

Our Ref: MC/319673

27 November 2020

Dear Grant,

Thank you for your letters of 11 and 12 November to the Prime Minister and the Secretary of State about the taxi age limits in London. Your letter to the Prime Minister has been transferred to this Department and he has asked me to write to you as the Minister responsible for this issue.

The Department for Transport is responsible for setting the regulatory structure within which local licensing authorities in England license the taxi and private hire vehicle (PHV) sector. It is up to local licensing authorities to decide the makeup of their taxi and PHV fleets, within the regulatory structure. There are no legislative requirements which stipulate the age of a taxi for licensing purposes.

My Department has supported the trade to transition to lower emission vehicles to help reduce greenhouse gas emissions and improve air quality in areas where people live, work and shop. This also helps to reduce the level of Vehicle Excise Duty (VED) that the trade pays. The Plug-In Taxi Grant offers up to £7,500 off the price of eligible vehicles. This has supported over 3,800 vehicles in London and increasing numbers in other towns and cities across the UK. Recognising the need for continued support in this area, at the March 2020 Budget the Government announced a further £129.5 million to extend the Plug-in Grants for vans, taxis and motorcycles to 2022-23.

Last year we also introduced legislation to exempt zero emission capable taxis from the higher rate of VED, which applies to vehicles with a list price exceeding £40,000. The 2020 Budget then exempted all zero emission cars from this VED supplement.

Whilst I sympathise with the London black cab trade, any decisions about the age limits for London taxis is a local matter for the Mayor and Transport for London and I have no power to intervene.

*Yours,
Charlotte*

BARONESS VERE OF NORBITON

DR MIKE GALVIN: A London

London's taxi vehicles and taxi drivers have been in decline for seven years now, but should anyone care?

Will less black cabs mean more work for the few black cabs that do remain and the few new drivers appearing on London's streets? Will their demise simply mean a displacement of business to minicabs, app companies and public transport? Who can say but we are soon to find out unless something is done to stem the decline.

The facts are that recently (week ending 18 October) Transport for London (TfL) ended the week with 331 less taxis than the previous week, leaving a mere 15,641 familiar black cabs trawling London's streets. In 2013/14 there were almost 23k licensed taxi in London. Taxi driver licences are also falling, with 21,546 licensed drivers remaining vs 25,500 in 2013/14. Last week saw another fall in driver numbers of 47 with only 5 new badges being issued. No one needs an A level in maths to work out that the decline in taxis and drivers could mean that by the end of the next decade there will be none left or certainly none worth talking about left. The old mantra of taxis ending up like the gondoliers in Venice is fast becoming a reality.

I should declare an interest in the dim and distant past I undertook the Knowledge of London and became a green badge (all London) taxi driver. At that time the Knowledge could be completed in a year or so, minicabs were unlicensed and therefore taxis had the kudos of being the safer form of personal transport. Following big bang in 1986 the big American banks poured into London, consultancies grew, law firms grew, the airport got busier and busier and in the early 90's Canary Wharf was born. London saw many ups and downs but overall grew strongly as did the taxi industry. When I was a youngster growing up in London the black taxi driver was seen at the upper end of a working-class hierarchy of occupations. It sat alongside dockers, printers, publicans and wholesale market workers as a 'good job'.

From a customer perspective black cabs have served London well. They have been available,

safe, comfortable and only a wave away. When you got back from holiday the familiar sight of a black cab was welcoming and reassuring. Yes, they had their foibles; refusals were the curse of the industry – not going that way, too late, too early, don't go to South London etc was the very reason I came into the industry. When I was looking for a new industry and living in Islington my thoughts were that this can't be a bad job as I am often being refused in the West End as Islington was 'too far'. Happily, as I entered the trade in 1981 the fares increased by the biggest percentage in decades, waiting

drivers had to undertake the same background checks as Black Cab drivers. The advent of app companies, the growing levels of congestion and a reducing number of people who were prepared to spend what was now years on the Knowledge all had their impact on the beginning of the taxi's decline. Taxis were priced out of the market, radio circuits declined and some faded away altogether and the slowdown in growth turned into a modest reduction in numbers that has morphed into a steady and now quickening decline.

So, is this all about COVID-19 and



time became an important feature of the meter and suddenly all journeys became worthwhile.

The requirement for wheelchair accessibility whilst initially not the most popular of decisions quickly became a real asset to taxis enabling them to get to the parts of London others were not allowed to. Radio Circuits enjoyed their zenith in the early noughties and then the unthinkable or certainly the unwanted happened – minicabs were licensed and taxis lost their mantra of unlicensed minicabs being driven by rapists and muggers and instead minicab

will things simply reverse once things go back to normal? Well two responses to that; going back to normal is not a foregone conclusion and no as the reasons for the decline of taxis in London did not begin with COVID-19 although it has certainly exacerbated a difficult situation. I was asked to attend a meeting at City Hall probably three years ago to speak about 'how we save the black taxi'. My words whilst politely received did not accord with the prevailing anger at what appeared to be a consensus that TfL were four square to blame. The rationale was largely around the licensing of Uber and the belief that they were being allowed to do

what they liked whilst an impotent regulator watched from the side lines.

My views were that the Knowledge of London took too long thereby capping, and as it has transpired reducing, overall taxi numbers, that the product cycle of the taxi as a service was on the wane and that like any service or product the customer proposition needed to be updated and relaunched. Whilst the price was out of kilter with the now larger part of the industry private hire that in itself was not in my view its death knell. There is a price to pay for instant access. The expectation that TfL would somehow protect the taxi industry, interestingly something I have heard in relation to private hire at private hire meetings as well, was not realistic. TfL as a regulator has no legal obligation to assist either side of the market. Possibly in its role as transport provider it does. BUT what I suggested was that the industry should be leading its own fightback. No institution knows the industry better than the industry itself and no institution is better placed to address its problems.

The taxi industry enabled many working-class people to leave the factories, leave mundane jobs, and leave low pay behind. After the travails of the Knowledge taxi drivers were able to work hard, work independently and prosper. The flexibility of the role and the security of knowing that they would always have a job and be able to earn a living meant that it was considered a good job by working class London. The strict criteria for criminal background checks, the omnipotence of the Public Carriage Office and the personal achievement of the Knowledge of London by people who had left school at fifteen with a swimming certificate all conspired to put the taxi driver at the top of the manual jobs' hierarchy. Social status, a decent income and being part of London and London's streetscape, all contributed to the aspiration to join this industry.

From a customer's perspective, one could raise a hand and be whisked safely along London's streets in the hands of an expert who knew every crack in the pavement. Their trenchant views were entertaining and how else could you treat yourself to the comfort and privacy of personal

without the Black Taxi?



transport with entertainment thrown in? When it was dark, wet and cold who hasn't breathed a sigh of relief at the sight of a yellow light?

I personally have a lot to thank the taxi industry for. I earned a good living as a taxi driver. I enjoyed the role and the comradeship. I moved from driving to managing Computer Cab (now ComCab). I also saw the other side of the industry after licensing moving to work with TfL and with Private Hire. I also wrote my Doctoral Dissertation on the taxi industry. The final words of my dissertation were that the taxi industry after surviving for 350 years now faces its greatest threat to survival. That was probably premature given what has happened since.

To return to the questions at the beginning of this piece can I please say this; Taxis, minicabs and public transport are the reasons that less people use private cars. If we want to reduce congestion in London, if we want to improve air quality, if we want to reduce private cars in London then the whole eco system needs to work. The public need

visible physical evidence of the availability of transport – taxis provide that. If the taxi industry is doing well, the private hire industry does well and people use public transport and importantly are more inclined to leave the car at home. There is much research to show that people have a portfolio of transport, they use different parts of that portfolio to suit different scenarios – all parts are important. If you remove one of the parts the portfolio becomes less attractive. Choice is important and differences are likewise important. More choice = more customers.

I honestly do not believe that the benefits of displacement from a defunct taxi industry will have any great benefit for any other part of the personal or public transport sector. I believe that the opposite is probably true that demand will reduce as a consequence, helping no one.

As we move into a period of higher unemployment as machines (well, tech) replaces jobs, high touch personal services such as taxis will provide an important opportunity for

those who want to change careers. Many will start off as minicab drivers and progress to become taxi drivers once again providing choice. Not everyone leaves school with a plethora of qualifications and a career lined up, for many taxi driving provided a career opportunity, improved status, social standing, self-confidence and independence and we as a society ignore this at our peril.

So what do the taxi industry need to do to survive and, having achieved that, thrive? Do they need to dump the vehicle and reduce price – I would say no. I believe that they need to get better at what they do well. The vehicle, especially the new electric taxi is great. The Knowledge still has both an intrinsic and extrinsic value but it needs to be quicker to complete. To those in the taxi industry who baulk at more drivers – believe me Sage's Law (supply creates its own demand) should never be forgotten. Being instantly available, being visible, being entertaining, providing privacy for that important private call, providing Wi-Fi, laptop chargers and... well that is for the

taxi industry to define and propose to their customers.

Lastly, I would say this – private hire is always likely to be bigger, it will certainly be cheaper and it will work to different rules BUT taxis have been in and around London for 350 years they would be sadly missed by customers, aspirant drivers and their competitors. An ecosystem that offers choice, difference and a reason to leave the car at home is what the personal transport industry needs to deliver.

A London without black cabs would be a poorer place on many levels. The industry and the transport provider in London have work to do to stop what has been happening over recent years and to turn the tide before it is too late.

This article was written by Dr Mike Galvin of Mobility Services Limited. Dr Galvin leads the company who are a solutions provider to the mobility industry focused specifically on at scale Taxi, Private Hire and Demand Responsive Transport sector

£20 monthly Subscription Fee
100% of the metered Fare

**ALL NEW BADGE
DRIVERS JOINING
TAXIAPP GET 3
MONTHS FREE SUBS**

HELLO, WE'RE TAXIAPP



The black cab app run by black cab drivers.
We're not a corporate, we're a co-op.
A group of cabbies trying to keep the trade alive.
And give punters a fair deal.
No surge charges. Or surcharges.
No commission, you get what the meter says.

Where 365 years of tradition meets
TECH**KNOWLEDGEY**.

Find out more at
taxiapp.uk.com/drivers



Run by cabbies
for you.

 **taxiapp**
Where to?

Low-traffic neighbourhoods make air pollution **WORSE**:

Report reveals toxic nitrogen dioxide levels rose when council closed 11 south London streets

The level of a toxic car exhaust pollutant dropped across parts of south London following the scrapping of Low Traffic Neighbourhoods (LTN), according to a report.

Levels of nitrogen dioxide (NO₂) were higher at 11 south London streets when residential roads were closed and dropped when seven Wandsworth Council schemes were halted, The Telegraph reports.

Four weeks of analysis revealed in a council review show that pollution levels were higher on main roads where congestion had shot up considerably, often coming to a complete stop during rush hour.

The borough had brought in seven LTNs in August amid a Government drive to promote walking and cycling following the lockdown.

Trials were halted in September because of the 'impact on access for the emergency services' and 'significant and sustained traffic congestion on the main roads was identified, raising concerns about pollution', according to the 25-page report.

The report says that the LTNs led to 'an unexpected and unacceptable outcome that required the council to take the decision to pause, step back and review' them.

It comes amid claims that Boris Johnson went 'ballistic' in a row over a controversial cycling lane - and his cycling tsar pledged to send the Prime Minister riding down it if council leaders agreed not to remove it.

The cycle lane in Kensington High Street became the unlikely battleground in the row between cycling zealots and furious drivers.

Last night, the row took a bizarre turn when it was revealed that Mr Johnson's £95,000-a-year cycling tsar told the Royal Borough of Kensington and Chelsea not to rip out the bike lane - and even pledged to send his boss along to be pictured riding down it.

Andrew Gilligan made the outlandish offer as he desperately pleaded with transport chiefs over the Kensington



route amid nationwide fury at the new £250 million bike lanes that have caused major congestion and blocked emergency vehicles in traffic across the country.

His move came as Labour's London Mayor, Sadiq Khan, last week threatened to seize control of the road from the Tory-controlled local authority, reinstate the lane and force council chiefs to repay the £300,000 of public money used to put it there in the first place.

The LTN review by director of environmental and community services, Paul Chadwick, reveals the effect of road closures and cycle lanes on pollution.

It says: 'The results in comparison of air quality data between the period monitored during the LTN showed an increase in NO₂ when compared to the suspension of the trial. This increase was predominantly around main roads.'

The report authors say that the data should be viewed with 'heavy caveats', including the unusual patterns of travel amid the Covid-19 pandemic and the limited monitoring period.

Typically, air quality surveys are

conducted over six months, so the four week 'sampling window' can only provide a 'snapshot', they add.

The council monitored levels of nitrogen dioxide at 11 locations in and around LTNs when road closures were in force and after they were stopped.

Each location showed that the levels of NO₂ pollution - emitted from car engines - were higher while LTNs were in force, compared to when they had been discontinued.

Four areas saw NO₂ levels soar over the council's air quality objective. When the council scrapped the project, NO₂ levels dropped dramatically, with just one slightly over the recommended level, reports indicate.

Potential reasons for higher traffic and slower 999 response times include the introduction of cycle lanes - meaning a removal of some vehicle lanes.

Another reason for increased congestion could be sat navs and emergency services not 'picking up' newly closed roads.

A Department of Transport spokesman said: 'As the report itself

makes clear, it is impossible to draw any firm conclusions from this limited data, and therefore it is misleading to imply that the Low Traffic Neighbourhoods in Wandsworth led to a worsening in air quality in the area.

'Well-designed cycling and walking schemes can bring environmental and other benefits for everyone, but as we have emphasised it is essential that proper consultation is undertaken with local stakeholders before they are introduced. Cycling and walking schemes should be kept under constant review, including their impacts on air quality and traffic.'

The news comes as ministers pledge £3.9million to plant more trees in towns and along rivers to reduce the risk of flooding.

The funding will help Boris Johnson's Government reach its target of planting 30,000 hectares (74,000 acres) of trees every year across the UK by 2025.

From the cash boost £2.5million will go towards planting in cities, towns and the countryside to tackle climate change and create new habitats for wildlife.

Courtesy of The Daily Mail

LONDON'S FINEST BLACK CAB INSURANCE

Happy Christmas from all
at Plan Insurance Brokers

Wishing everyone in the
trade a happy Christmas
and a Happy New Year.



0800 542 5946
planinsurance.co.uk/blackcab

Plan. Always Ahead.

*The Plan Group Ltd is authorised and regulated by the Financial Conduct Authority (FCA) no. 307349

plan[®]
insurance brokers

ALARM BELLS RING AT TFL AS TPH POST £31M DEFICIT FOR 2019 / 2020

In the latest published accounts for Tph it shows a deficit of £31m, an increase of £3.7m from the previous year 2018/19.

But what is really concerning is that in the year 2015/16 Tph actually showed a surplus of £1.4m, a year in which there were 78,139 registered PH vehicles and 21,759 licensed taxi.

In 2019 / 20 there were registered 94,712 PH vehicles compared to just 18,504 licensed taxis.

Despite an increase in PH operator license fees these figures clearly illustrate that the fees are not sufficient to cover the ever increasing cost of regulating the seemingly never ending growth of PH numbers.

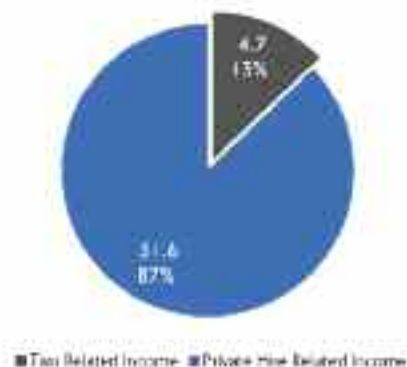


Financial summary for 2019/20

The total regulatory income received from licence fees for the year was £36.2m 10 per cent higher than the previous year. The total regulatory expenditure incurred in the year was £40.3m 5 per cent lower than the previous year. This has resulted in a £3.7m deficit for the year.

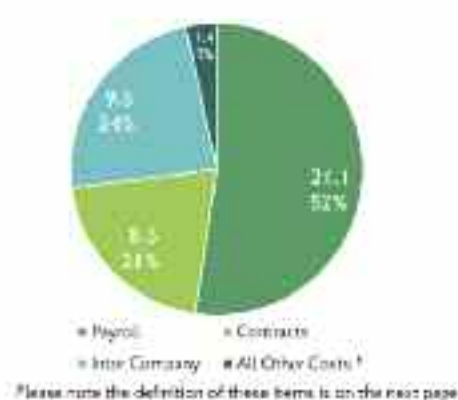
A more detailed breakdown and comparison against 2018/19 is provided overleaf.

Total Income of £36.2m



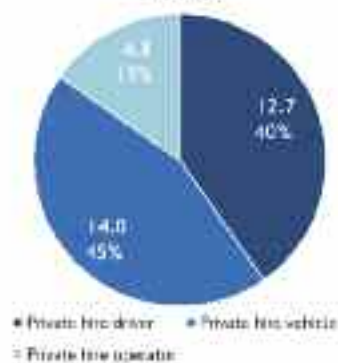
■ Taxi Related Income ■ Private Hire Related Income

Total Expenditure £40.3m



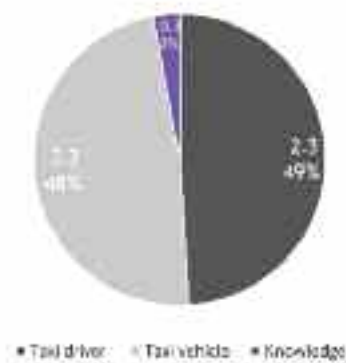
* Please note the definition of these items is on the next page

Breakdown of Private Hire Income £31.6m



■ Private Hire driver ■ Private Hire vehicle ■ Private Hire operator

Breakdown of Taxi Income £4.7m



■ Taxi driver ■ Taxi vehicle ■ Knowledge

Income and expenditure 2019/20 and 2018/19

Detailed financial tables

Income and expenditure account

* All Other Costs include Other Costs, Depreciation and Non-regulatory costs.

	2019/20 £m	2018/19 £m
Taxi driver	2.3	2.4
Taxi vehicle	2.2	2.3
Knowledge	0.1	0.2
Private Hire driver	12.7	10.7
Private Hire vehicle	14.0	13.1
Private Hire operator	4.9	4.3
Total licensing income	36.2	32.9

- Private Hire driver increased by £2.0m (19 per cent) primarily as a result of higher numbers of new applications.
- Private Hire vehicle increased by £0.9m (7 per cent) primarily as a result of new applications and higher renewal rates.

Expenditure

	2019/20 £m	2018/19 £m
Payroll	(21.1)	(22.4)
Contracts	(9.5)	(8.3)
Inter-company	(8.5)	(9.5)
Other	(0.7)	(1.4)
Depreciation	(0.3)	(0.3)
Total expenditure - regulatory	(39.9)	(41.9)

- Payroll decreased by £1.3m (6 per cent) primarily as a result of compliance costs now charged as inter-company costs.
- Other costs decreased by £0.7m (53 per cent) primarily as a result of savings in property costs and other general cost savings (e.g. IT savings).

Surplus/ (deficit)

	2019/20 £m	2018/19 £m
Net surplus / (deficit) - regulatory	(3.7)	(9.0)
Non-regulatory costs	(0.4)	(0.4)
Net surplus / (deficit) - total	(4.1)	(9.4)

In-year net regulatory position improved from a £9.0m deficit in 2018/19 to a £3.7m deficit in 2019/20.

	2019/20 £m	2018/19 £m
Retained regulatory surplus / (deficit)	(27.3)	(16.3)
Opening retained surplus / (deficit)	(3.7)	(9.0)
Closing regulatory surplus / (deficit)	(31.0)	(27.3)

A concerted effort will continue to be made to further reduce the in-year net deficit position, to ultimately balance licensing income and expenditure. This will primarily be delivered by regulatory expenditure savings.

Retained net regulatory position worsened from a £27.3m deficit in 2018/19 to a £31.0m deficit in 2019/20, a decrease of £3.7m.

Notes defining expenditure items in the financial table

1. Payroll - includes basic pay for all staff employed on the and private hire licensing and compliance activities including associated welfare insurance and pension contributions. Note: The Commission, General Counsel, Managing Director, Director of Compliance, Policy and Customer Services and Director of Licensing, Regulation and Charging payroll costs are excluded.
2. Contracts - includes all taxi and private hire contractual charges such as those relating to payments made to RFL for vehicle inspections.
3. Inter-Company - includes support by other parts of TfL for licensing and compliance activities. Includes the costs of TfL's internal legal, HR and IT.
4. Other - includes all other charges such as those related to consultancy, IT consultancy, training and finance lease payments.
5. Non-regulatory costs - These costs fall outside the scope of licence fees, for example non-regulatory staff and admin costs, and the associated benefits, IT.

Explanation of significant variances

Income

Exceptional Warranty Protection

At the Auto Group, we are proud to be supporting the
London Black Cab Industry
We understand the importance of
the iconic industry and the culture and community that surrounds it.



Our Warranties
run for
12, 24, and 36 months

**Can you afford
NOT to be covered?**

We offer cover for
Mercedes -
Benz Vito Taxis,
Euro 5 & Euro 6
TX4, TXe
Commercial
and Fleet Vehicles

Reasons to say yes:

1. Door Locks
2. Engine
3. Gearbox
4. Turbo
5. Alternator
6. ECU's
7. Rear Wheel Steering
8. Electric sliding door motors



For a no obligation quote, please call our sales office on
0333 323 0383, and mention The Badge



A PRODUCT DESIGNED BY THE DRIVERS.....FOR THE DRIVERS



AS AN L.C.D.C MEMBER YOU WILL RECEIVE:

■ 24 HOUR DUTY SOLICITOR EXCLUSIVE TO THE CAB TRADE

Your 24 Hr duty solicitor hotline membership card.
Peace of mind 24 hrs of the day.

■ LEGAL COVER

Our fantastic team of City Of London based solicitors and barristers, experts in Hackney Carriage and road traffic law.

■ COMPLAINTS AND APPEALS

As a member of the LCDCC, we will deal with any complaint that has been made against you by members of the public.
Also we will attend the LTPH with you on any personal appeals that would affect your licence.

■ HEATHROW AIRPORT REPRESENTATION

With our reps at the airport working

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

■ RANKS AND HIGHWAYS

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

■ CAB TRADE ADVICE

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

■ TRADE'S FUTURE

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

■ CAB TRADE REPRESENTATION

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

■ VEHICLE MANUFACTURERS

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

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

■ CLUB PROTECTA

To help drivers who have acquired twelve points keep their licence.

**JUST
£3 per
month**

* £12 per month is tax deductible



**Join over the
phone - just call
and we'll take
your payment
details**



**JOIN THE
LCDCC IN JUST
FIVE
MINUTES!**

- 1: Call 020 7394 5553
- 2: Get the DD link sent to your phone
- 3: Activate the link
- 4: You are now a member of the London Cab Drivers' Club

**WELCOME
ABOARD!**

CAB:APP CROWDFUNDING NEW NATIONAL TAXI BOOKING APP

Many taxi drivers will know cab:app as a card payments provider as they have been supporting the taxi industry with next day payments for the last 8 years.

You may have seen on the LCDC podcast and across social media that cab:app has a live crowdfunding to raise capital to invest in a new driver friendly national taxi booking app.

The initial target was to raise £250,000 and the total now stands at £272,180 with a further £22,180 to be added from match funding from the UK government under the Future Fund scheme on Seedrs crowdfunding platform.

There are a total of 89 investors who will become Shareholders in the business with the majority of new investors being taxi drivers from across the UK and Ireland as the minimum investment starts at £10.

The cab:app nationwide taxi app platform will become a 'one stop shop' for cab drivers with a full suite of services via the app designed to reduce a driver's costs, grow their income and offer one point of contact if there is ever a problem.

By bringing together multiple services on one app, working life will be made easier for cabbies and put more money in drivers pockets. With 12,000 drivers registered on cab:app it provides the volume and buying power to negotiate the best deals on drivers' behalf.

Derek Stewart, Founder of cab:app, said: "First and most importantly, our business model is all about helping and supporting drivers so everything starts from the centre and works out, as without motivated drivers there is no great service for passengers and there is no taxi supply chain".

"Drivers pay the wages of everyone involved in the taxi industry including trade orgs, garages, vehicle manufacturers, insurance companies and card providers like cab:app – so we need to make sure drivers come first."

Stewart continued: "On the new national booking app there are several USPs that help everyone on the taxi journey. For drivers, there will be no booking commission (in perpetuity) for all passengers they sign up or hear about cab:app via word of mouth. If the passenger books via the



app and pays cash we make nothing and if they pay by card we just charge the card fees.

"So imagine in London alone, 20,000 taxi drivers will do over 50 million journeys per year so if every driver tells their passengers about the new app then those jobs will come back free of any driver commission. If you expand this nationally to over 300 million journeys then drivers across the country will benefit from word of mouth, so if a driver in London gets me to download the app and I then travel to Glasgow to visit family, that local taxi driver in Glasgow

will also get the booking commission free as a fellow driver introduced me to cab:app."

cab:app already has over 12,000 taxi drivers registered on the platform and process card payments in 59 towns and cities. This alone places them ahead of the pack when it comes to making the next move towards a fast-growing national taxi booking app.

As trust between some taxi booking apps begins to waver amongst some cabbies, cab:app recently changed its company constitution by adding

clauses to their articles of association. Importantly no private hire vehicles will ever be permitted to use the cab:app platform and all driver-initiated bookings promoted to passengers will be 0% commission in perpetuity.

But what about the passenger in all this? What do they get from the platform that is different from other apps?

Stewart said: "From a passenger's perspective, they will now be able to book a black cab or licensed taxi from one app anywhere they go across the UK and Ireland – so it will be

much more convenient.

So cab:app will focus on promoting the app directly to corporate and business account customers, as well as travel affiliate partners where there is a need for taxis e.g. airlines, train companies, hotels, bars, restaurants, events, conferences, etc.

We will charge drivers 10% booking commission to win and service this type of work and as part of this we will also re-distribute a 2% share to help other sectors. So for corporate accounts we will donate 2% to their favourite charity and for the hospitality sector we will return 2% cash back, as both sectors need help and support to get back on their feet post COVID."

So what's next? How will cab:app make that leap forwards to become the UK's biggest taxi booking platform?

Stewart said: "We have spent the last 6 months engaging with drivers and trade orgs on our future plans with surveys, emails, podcasts, zoom calls and 1:1 meetings, so have received lots of great feedback and ideas. We've now completed the design and specification for the new national app, so we are ready to kick off with this major project as soon as the crowdfunding closes in December.

"We're doing this via crowd funding as many drivers have expressed interest in being a shareholder and we would love nothing more than having thousands of taxi drivers as partners/shareholders in the next phase of cab:app. However, we appreciate how difficult it is financially for everyone involved in the taxi trade so we have set the minimum investment at £10 so it's hopefully within reach for any driver that wants to get actively involved."

The crowd funder has just under 3 weeks to run and is open to everyone including drivers, garages, trade organisations, manufacturers, insurance companies, accountants, media companies and family/friends of the taxi community that are supportive of a new driver friendly app.

If you would like to learn more about cab:app's plans and the opportunity to become a shareholder then please contact Derek Stewart at derek@cabapp.net





TX-MAS GIFTS

What do you get a cab driver who has everything? Our LEVC merchandise makes a thoughtful Christmas gift and there's something for everyone, whether you love your cab, or know someone who loves theirs. And now you can order with your local LEVC dealer by phone, with delivery direct to your home.*

Browse the brochure at levc.com/xmasgifts

*Participating dealers only. Delivery charges apply.



GENUINE ACCESSORIES | TX



JUST HOW CLEAN ARE

The widespread view that fossil fuels are “dirty” and renewables such as wind and solar energy and electric vehicles are “clean” has become a fixture of mainstream media and policy assumptions across the political spectrum in developed countries, perhaps with the exception of the Trump-led US administration.

Indeed the ultimate question we are led to believe is how quickly can enlightened Western governments, led by an alleged scientific consensus, “decarbonize” with clean energy in a race to save the world from impending climate catastrophe. The ‘net zero by 2050’ mantra, calling for carbon emissions to be completely mitigated within three decades, is now the clarion call by governments and intergovernmental agencies around the developed world, ranging from several EU member states and the UK, to the International Energy Agency and the International Monetary Fund.

Mining out of sight, out of mind

Let’s start with Elon Musk’s Tesla. In an astonishing achievement for a company that has now posted four consecutive quarters of profits, Tesla is now the world’s most valuable automotive company. Demand for EVs is set to soar, as government policies subsidize the purchase of EVs to replace the internal combustion engine of gasoline and diesel-driven cars and as owning a “clean” and “green” car becomes a moral testament to many a virtue-signaling customer.

Yet, if one looks under the hood of “clean energy” battery-driven EVs, the dirt found would surprise most. The most important component in the EV is the lithium-ion rechargeable battery which relies on critical mineral commodities such as cobalt, graphite, lithium, and manganese. Tracing the source of these minerals, in what is called “full-cycle economics”, it becomes apparent that EVs create a trail of dirt from the mining and processing of minerals upstream.

A recent United Nations report warns that the raw materials used in electric car batteries are highly concentrated in a small number of countries where environmental and



labour regulations are weak or non-existent. Thus, battery production for EVs is driving a boom in small-scale or “artisanal” cobalt production in the Democratic Republic of Congo which supplies two thirds of global output of the mineral. These artisanal mines, which account for up to a quarter of the country’s production, have been found to be dangerous and employ child labour.

Mindful of what the image of children scrabbling for hand-dug minerals in Africa can do to high tech’s clean and green image, most tech and auto companies using cobalt and other toxic heavy metals avoid direct sourcing from mines. Tesla Inc. TSLA -1.2% struck a deal

last month with Swiss-based Glencore Plc to buy as much as 6,000 tons of cobalt annually from the latter’s Congolese mines. While Tesla has said it aims to remove reputational risks associated with sourcing minerals from countries such as the DRC where corruption is rampant, Glencore assures buyers that no hand-dug cobalt is treated at its mechanized mines.

There are 7.2 million battery EVs or about 1% of the total vehicle fleet today. To get an idea of the scale of mining for raw materials involved in replacing the world’s gasoline and diesel-fueled cars with EVs, we can take the example of the UK as provided by Michael Kelly, the

Emeritus Prince Philip Professor of Technology at the University of Cambridge. According to Professor Kelly, if we replace all of the UK vehicle fleet with EVs, assuming they use the most resource-frugal next-generation batteries, we would need the following materials: about twice the annual global production of cobalt; three quarters of the world’s production lithium carbonate; nearly the entire world production of neodymium; and more than half the world’s production of copper in 2018.

And this is just for the UK. Professor Kelly estimates that if we want the whole world to be transported by electric vehicles, the vast increases

ELECTRIC VEHICLES?



30,000 pounds of carbon-dioxide emission. The equivalent amount for manufacturing a conventional car is 14,000 pounds.

Once on the road, the carbon dioxide emissions of EVs depends on the power-generation fuel used to recharge its battery. If it comes mostly from coal-fired power plants, it will lead to about 15 ounces of carbon-dioxide for every mile it is driven—three ounces more than a similar gasoline-powered car. Even without reference to the source of electricity used for battery charging, if an EV is driven 50,000 miles over its lifetime, the huge initial emissions from its manufacture means the EV will actually have put more carbon-dioxide in the atmosphere than a similar-size gasoline-powered car driven the same number of miles. Even if the EV is driven for 90,000 miles and the battery is charged by cleaner natural-gas fueled power stations, it will cause just 24% less carbon-dioxide emission than a gasoline-powered car. As the skeptical environmentalist Bjorn Lomborg puts it, “This is a far cry from ‘zero emissions’”.

As most ordinary people mindful of keeping within modest budgets choose affordable gasoline or diesel-powered cars, experts and policy advisors the world over have felt compelled to tilt the playing field in favor of EVs. EV subsidies are regressive: given their high upfront cost, EVs are only affordable for high-income households. It is egregious that EV subsidies are funded by the average tax-payer so that the rich can buy their EVs at subsidized prices.

The determination not to know or to look away when the facts assail our beliefs is an enduring frailty of human nature. The tendency towards group think and confirmation bias, and the will to affirm the “scientific consensus” and marginalize sceptics, are rife in considerations by the so-called experts committed to advocating their favorite cause. In the case of EVs, the dirty secrets of “clean energy” should seem apparent to all but, alas, there are none so blind as those who will not see.

Courtesy of Forbes Magazine.

in the supply of the raw materials listed above would go far beyond known reserves. The environmental and social impact of vastly-expanded mining for these materials — some of which are highly toxic when mined, transported and processed — in countries afflicted by corruption and poor human rights records can only be imagined. The clean and green image of EVs stands in stark contrast to the realities of manufacturing batteries.

Zero Emissions and All That

Proponents of EVs might counter by saying that despite these evident environmental and social problems

associated with mining in many third world countries, the case remains that EVs help reduce carbon dioxide emissions associated with the internal combustion engines run on gasoline and diesel fuels. According to the reigning climate change narrative, it is after all carbon dioxide emissions that are threatening environmental catastrophe on a global scale. For the sake of saving the world, the climate crusaders of the richer nations might be willing to ignore the local pollution and human rights violations involved in mining for minerals and rare earths in Africa, China, Latin America and elsewhere.

While one might question the inherent inequity in imposing such a trade-off, the supposed advantages of EVs in emitting lower carbon emissions are overstated according to a peer-reviewed life-cycle study comparing conventional and electric vehicles. To begin with, about half the lifetime carbon-dioxide emissions from an electric car come from the energy used to produce the car, especially in the mining and processing of raw materials needed for the battery. This compares unfavorably with the manufacture of a gasoline-powered car which accounts for 17% of the car's lifetime carbon-dioxide emissions. When a new EV appears in the show-room, it has already caused

Battle of Kensington High Street!

Nigel Havers and Mail on Sunday lead charge against deserted and polluting cycle lanes - as Sadiq Khan, Extinction Rebellion and Boris Johnson's bike tsar try to save them

It's the narrow battleground that sparked a passionate debate in this newspaper between actor Nigel Havers and broadcaster Jeremy Vine over the cycle lanes springing up all over Britain.

After Havers blasted a West London council for turning Kensington High Street into a 'fume-choked Bedlam', cycling celebrity Vine hit back by saying that if the new lanes were ripped up, he would swap his bike for an 'exhaust-burping, child-crushing SUV'.

And last night the row took a bizarre turn when it was revealed that Prime Minister Boris Johnson's £95,000-a-year cycling tsar told the Royal Borough of Kensington and Chelsea not to rip out the bike lane – and even pledged to send his boss along to be pictured riding down it.

Andrew Gilligan made the outlandish offer as he desperately pleaded with transport chiefs over the Kensington route amid nationwide fury at the new £250 million bike lanes that have caused major congestion and blocked emergency vehicles in traffic.

His move came as Labour's London Mayor, Sadiq Khan, last week threatened to seize control of the road from the Tory-controlled local authority, reinstate the lane and force council chiefs to repay the £300,000 of public money used to put it there in the first place.

During an extraordinary phone call, former BBC journalist Mr Gilligan claimed that the Prime Minister had gone 'ballistic' after Kensington and Chelsea Council axed the trial scheme after seven weeks, following a petition signed by 3,000 residents. A source said: 'He said the PM is personally interested in the scheme and is going ballistic about it. He said if we keep the lane, he would get Boris to come and do a cycle ride down it.'

'We thought this couldn't be true, we thought the PM would be more busy than that, but that's what Gilligan said.'

The cycle lane in Kensington High Street has become the unlikely battleground in the row between cycling zealots and furious drivers.

Extinction Rebellion activists last



week blocked council workers as they tried to remove bollards between traffic and the bike lane.

Meanwhile, Mr Khan warned that Transport for London, which is under his control, was considering 'all other options' as well as clawing back the cost of the bollards.

The council said it axed the £300,000 bike lane after scores of complaints from residents, businesses and disability groups. Havers, one of the borough's famous residents, wrote in The Mail on Sunday last month that the gridlocked road was choking with traffic fumes after the two-lane highway was reduced to one.

Council insiders said they did not want to install the cycle lane in the first place but were coerced into it by Mr Gilligan. A source said: 'We were being forced to do things for which we were being obliterated by our own residents, because No 10 said we will get something worse if we didn't. We did it because we felt a bit intimidated, and a bit bullied.'

Actor Nigel Havers complained about the cycle lane claiming it caused traffic chaos.

Last night, Mr Gilligan denied bullying or intimidating anyone.

A former colleague of Mr Johnson at The Spectator magazine, Mr Gilligan served as Cycling Commissioner for London between 2013 and 2016, despite accusations of 'cronyism'. He was instrumental in rolling out the so-called 'Boris bikes' for hire across London.

In 2004, he resigned as a reporter for the BBC – along with its director-general and chairman – after he reported that the Prime Minister at the time, Tony Blair, had 'sexed up' a dossier claiming that Iraq dictator Saddam Hussein could fire missiles at Britain in 45 minutes.

Mr Gilligan quit after the Hutton Inquiry said his claims were 'unfounded.'

Last night, Labour MP Rupa Huq said: 'It's fine for Boris to go cycling, but he has got other more pressing items in his in-tray at the moment, like Brexit and the pandemic. As a regular cyclist, I am up for cycle lanes, but these pop-up ones can be a bit haphazard and disjointed. A permanent, dedicated and fully segregated network of lanes covering

all the major arterial routes is what London needs.'

Robert Goodwill, a Conservative MP and former Cycling Minister, said: 'These are decisions that need to be made by local people, not Mr Gilligan in No 10. When some of these schemes were introduced, they were always seen as temporary measures because of lockdown and the fact that people were not using public transport.'

A spokesman for No 10 said he would not comment on whether there had been an offer to have the Prime Minister cycle down Kensington High Street and that Mr Gilligan had 'no recollection' of it.

He said: 'Mr Gilligan had a brief and civil conversation last week with a councillor from the Royal Borough of Kensington and Chelsea, in order to ask him to send over the evidence on which the council had acted, which he did.'

He added there was 'no threat made over funding, nor was the tone of the conversation "bullying" or "intimidating".'

Courtesy of The Daily Mail

Cabvision

Our Best Ever Offer!



1%



Transaction Fee

Available till 1st March

Until 31st December

Pay-As-You-Go Payment Device

Only **£9.99** inc VAT*

Fully Approved Payment System
Only **£169.99** inc VAT*

Next Day Payments **7** Days a Week*

UK Phone Support **24/7**



Money Bag Expense Tracker
Coming Soon!



www.cabpay.co.uk 020 7655 6970

* 7 day payments until 31st December

* Terms & Conditions Apply

I believe the trade will come back stronger - Darren Lazarus of ID Taxis

I would firstly like to say a Happy Christmas and Prosperous New Year to all my fellow cabbies out there, I know this year has been terrible for the trade, but as you read this, we are hearing about a vaccine being launched this month, so hopefully we may (and I say may) have turned a corner.

A couple of weeks ago, Grant the Chairman came into my garage ID Taxis to have a bit of work done and we did a periscope interview that went down very well and I was happy to see the mainly positive remarks on Twitter, so when Grant asked me to do this article, I agreed.

I have been a taxi driver for over 20 years now and I followed in my families footsteps with both my parents being cabbies as well as my brother and several uncles, so this trade means a hell of a lot to me.

I truly believe that our trade will come back in 2021 stronger as the drivers who still rely on driving a taxi will be all going the extra mile in giving an outstanding level of service to the public and with the fleet being made up now with newer, cleaner taxis, I feel the fleet in London will now be in a fantastic shape to rejuvenate ourselves.

Maybe, with the lockdowns and drivers being at home not working, I feel from speaking to other drivers, they really appreciate the job a lot more and realise just how enjoyable it is to get back into the saddle now hopefully work levels may pick up. Like many of you reading this, the ridiculous road closures have been disastrous

For us all and hopefully the new TFL Commissioner, Mr Byford will see what a terrible impact these are having on the London economy.

As a driver, I had become upset at how some garages were treating their drivers and customer service was a thing of the past and getting the cab back from the garage with oil and grease on the floor, dirty steering wheel etc..... etc and so when I decided to form ID Taxis at the back of my mind was to give a service to drivers that I would have wanted as a driver myself and so my ethos has always been to help the drivers and understand the drivers in what they want and how we deliver that to them.

Our fleet at ID is mainly made up of Mercedes Vito taxis both E5/E6 a handful of LEVC and a few late TX4s and as a repair garage we mainly repair and service Vito's because we have the latest Mercedes Star machine we can plug this into the taxi to find any faults and rectify these pronto.



Recently we have been designated an Authorised Repairer for the new Autogroup Warranty which we feel is fantastic news to all taxi drivers who own both TX4 and Vito taxis and with this warranty, items such as the RWS and side steps on the Vito are all

covered. With many drivers presently sticking with their taxis, this could be a way of having piece of mind for the future.

I have always enjoyed driving my taxi and I am really hopeful to what the future holds for us all, so again,

Happy Christmas, chins up and I look forward to seeing you both out there on the ranks and maybe here at ID.

Darren Lazarus
ID Taxis

ID TAXIS

Service & Sales



10%
discount for
all LCDC
members who
show their
membership
cards

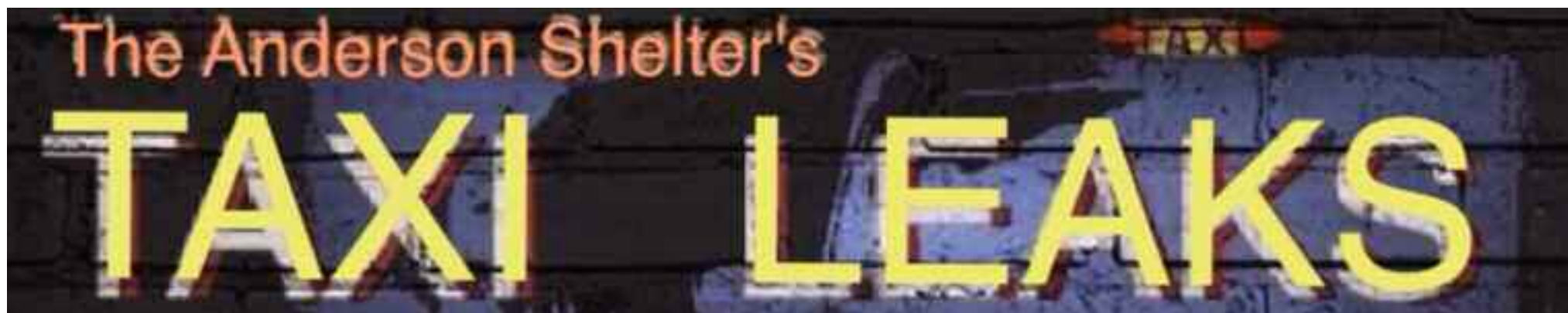
**BLACK TAXI GARAGE SPECIALISED IN VITO TAXIS
EURO4-5-6 INC RWS, TIMING CHAIN, REAR DOORS, SIDE STEPS
+ ALL YOUR MERCEDES TAXI NEEDS**

PROMOTION FOR SERVICE A OR B & BRAKE PADS

OVERHAUL & FULL DEALER FACILITIES AVAILABLE

WE ALSO BUY YOUR EURO6 AND EURO5 VITO TAXIS FOR BEST POSSIBLE VALUE

**Call us on 0208 591 0700 OR Email:
idtaxicentreltd@gmail.com for booking and info.**



The Taxi Charity Says a Final Farewell to WWII Veteran Fred Glover in Brighton

On 2 December, veterans, cabbies and volunteers from the Taxi Charity for Military Veterans joined family and friends for the cremation of WWII veteran Fred Glover, 94, at Downs Crematorium in Brighton.

During WWII Fred Glover was in the 9th Battalion, The Parachute Regiment. On D Day his battalion was charged to assault and silence the guns of Merville Battery which could have fired on the troops landing on the beaches and the ships in the Channel. Brian Heffernan, London Cabbie and Taxi Charity Volunteer, said, "Today it was my pleasure to pick up veterans Tom Schaffer and John Pinkerton in Brentwood to take them to say their final farewells to Fred Glover in Brighton. Fred was a legend, and it is not often that you can say you knew a real hero. We shouldn't forget what these guys did for us all those years ago and I'd like to think that they made the world a better place."

Dave Hemstead, London Cabbie and Taxi Charity Volunteer, said, "It was an honour to have known Fred. I always loved to see that on Taxi Charity trips to The Netherlands, he was always surrounded by Dutch school children who loved to spend time with him. Everyone involved with the charity will miss him greatly."

Patrick Granger, Ex Para, London Cabbie and Taxi Charity Volunteer, said, "I have been volunteering for the charity ever since I did The Knowledge 18 years ago. On days like today it is so important to join the other Para's who have gathered here, from all over the country, to pay their respects to this hero."

About Fred Glover

Fred Glover joined the Army at 16 (having lied about his age) and after his training volunteered for the Parachute Regiment and was posted to 9 Battalion.

On D Day, 9 Battalion was charged to assault and silence the guns of a battery sited near the village of Merville, situated to the



east of the beaches.

When interviewed some years ago Fred said, "We are informed that the guns must be silenced by H Hour minus 30 minutes; that is to say 30 minutes before the first of the sea borne troops hit Sword Beach. The briefing closed with the statement that failure is not an option and with these words imprinted in our minds, we waited for the command to go."

Armed with automatic weapons, grenades and the Fairbairn-Sykes fighting knife Fred flew from RAF Brize Norton into Normandy in Horsa glider number 27 one of the 150 men who formed A Company. Once across the Channel ack ack fire from the German 20mm gun hit the gliders fuselage and several men were hit. Fred received wounds to both legs.

Once on the ground the men were immediately engaged in a fire fight with enemy troops moving from the village of Gonneville to reinforce the defenders of the battery. "With the withdrawal of these German troops we are able to make our way the short distance to the battery; I needed assistance as I felt blood inside my boots and the pain is beginning to bother me. My wounds were dressed, and I attempted to follow my comrades but after a short distance I can go no further."

His fellow men left Fred with two German Prisoners. One of the Prisoners, a German officer was in acute pain and Fred, in an act that would ultimately save his life later, gave him his morphine.

When German reinforcements arrived, Fred was captured and

was destined to be shot until the German Officer that Fred had helped with morphine asked for clemency and instead Fred was taken as a prisoner of war to Hopital de la Pitié-Salpêtrière in Paris.

The hospital treated Fred's open wounds and he began working with the French Resistance who were operating out of the hospital. When news reached them that the allies were near, Fred's escape was planned.

On the day of his escape Fred worked as an Orderly, the Resistance staged an incident outside the main gate and Fred made his escape carrying a full bed pan past the guards.

When the Americans arrived, Fred was flown back to the UK and after making a full recovery re-joined his Battalion and fought in the Ardennes in December 1944.

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 The Netherlands, 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

In Parliament Yesterday: Chancellor Asked What Steps He's Taking To Support Taxi Drivers Who Recently Purchased A Zero-Emissions-Capable Taxi

Kerry McCarthy Shadow Minister (Transport)
To ask the Chancellor of the Exchequer, what steps his Department is taking to support (a) taxi drivers who have recently purchased a zero-emissions-capable taxi and offset the cost against their earnings using capital allowances and (b) other self-employed people not eligible for the self-employed income support scheme.

Hansard source

(Citation: HC Deb, 4 December 2020, cW)

Kerry McCarthy Shadow Minister (Transport)
To ask the Chancellor of the Exchequer, what assessment he has made of the economic effect of the covid-19 outbreak on drivers who have leased a zero-emissions-capable taxi; and what steps he plans to take to support those people.

Hansard source

(Citation: HC Deb, 4 December 2020, cW)

Jesse Norman The Financial Secretary to the Treasury

This is a challenging time for many sectors and individuals, including taxi drivers.

In response to the second national lockdown, the Chancellor announced that the next Self-Employment Income Support Scheme (SEISS) grant, which covers the period from November to January, will increase to 80% of average profits, up to £7,500.

The SEISS continues to be just one element of a substantial package of support for the self-employed, and those ineligible for the SEISS Grant Extension may still be eligible for other elements of the support available.

The Universal Credit standard allowance has been temporarily increased for 2020-21 and the Minimum Income Floor relaxed for the duration of the crisis, so that where self-employed claimants' earnings have fallen significantly, their Universal Credit award will have increased to reflect their lower earnings.

They may also have access to other elements of the package, including Bounce Back loans, tax deferrals, rental support, mortgage holidays, self-isolation support payments and other business support grants.

More widely, the Government uses the tax system to encourage the uptake of vehicles with low carbon dioxide emissions to help meet the UK's legally binding climate change targets.

Since April 2019, purpose built zero-emission capable taxis have been exempted from the Vehicle Excise Duty expensive car supplement. At Budget 2020, the Government also announced that First Year Allowances on purchases of zero-emission business cars, including zero-emission taxis, will remain available until at least March 2025. Businesses hiring zero-emission cars also retain the ability to set 100% of rental costs against taxable profits

Gaunty: we've all been betrayed

I thought it might be a good idea to catch up with broadcaster and columnist, Jon Gaunt to check out how he is coping with the Pandemic lockdown and also get his view on how the politicians are dealing with it. He certainly didn't disappoint with his forthright opinions.

So, Jon how have you coped with Lockdown?

The first one wasn't so bad and to be honest Grant I agreed with it. In fact, I wanted it harder and sharper and Boris should have gone for a lockdown weeks before the Cheltenham Festival. But he dithered and delayed. In fact, he even told us, along with one of his medical advisers, that large events were safe and we didn't have to wear a mask!

When the lockdown eventually came in it was too little and much too late. A quicker lockdown might have saved more lives and definitely not wrecked the economy of the world's fifth richest nation.

Yes, but it was tough call Jon and he has to balance lives with the economy.

Yes of course it was Grant but I am sorry he wanted this job since he was at Eton so tough titty! He has to make the big decisions and on that he has failed.

It has been one cock up after another mate and the way he and Rishi have treated the self-employed who work through limited companies, like a lot of London Cabbies, has been an absolute disgrace. There are over 3 MILLION people who have been forgotten and that still needs remedying.

They should use the cash that the big supermarkets are giving back to help out the cabbies and other self-employed directors don't you think?!

That said the furlough scheme has been good but again he should have extended that earlier and don't get me started on Eat out to Help out!

What a disastrous scheme that was? It came down to a Big Mac and Fries with a side order of Covid-19!

He should have used the money he spent on subsidising junk food actually on the hospitality sector direct.

Also, what a great irony that Rishi was promoting junk food whilst Boris was trying to get a campaign going to cut obesity. Plonkers!

Jon I thought you would support Boris on fighting the flab with your Simple as Fat diet business.

Well for starters, Grant, Simple as Fat is not a diet it is a way of life.



I know that sounds like a cliché but just counting calories will never result on winning the war on obesity. We need to really cut the amount of sugar we consume and the hidden sugar as I believe it is a real killer.

In fact, as the Cancer charities are now saying, Sugar and obesity is the new smoking.

Boris can run and cycle as much as he likes but unless he changes what he is putting in his mouth he will never lose real amounts of weight.

So Simple as Fat is a Low Carb High Fat plan or Keto and the idea is to retrain your body and brain to eat in a better way.

But that means you can eat a fry up, steak, fish, great veg and even have the occasional glass of wine.

Many cabbies have tried it and have got some pretty amazing results. They can take a look here www.simpleasfat.com

I would go as far as to say that so many things are now out of our control so that the only thing you really can take control of is your health, weight and fitness and that is what I and my members are trying to do with SAF. It is all about planning and having a vision which clearly Boris hasn't had.

Are you disappointed in him?

Is the Pope a Catholic? He has been

a total flop in this pandemic, granted it nearly killed him but that is no excuse for his pitiful performance. I voted for him and I think in normal times he would have been a good leader but unlike his hero Winston Churchill he is no wartime PM.

And make no mistake we are at war. I hope peace is on the horizon with these new vaccines but you still have to worry about this new normal.

At the moment I don't want my government banging on about green issues I want jobs. Look at the nonsense happening in London with these new cycle lanes that are strangling the last bit of life out of our wonderful capital. It now looks like Boris is in some self-destruct partnership with Sadiq Khan to completely wreck London and the livelihoods of millions.

It also broke my heart to see all those redundant black cabs parked up in a field.

Again, if Boris had acted quicker and stopped those mass protests by BLM and the rest the spread might have been less.

What did you make of the second lockdown?

Forget the second lockdown Grant we are now in a third lockdown just by another name!

This tier system is more draconian for us who are in Tier 2 or 3 than the total lockdown was and it's hammering the final nails into the Hospitality Industry.

The problem is that those in government, on all sides of the political spectrum, don't and have never lived in the real world. So, when they say some jobs are no longer viable and you should retrain they have absolutely no idea how stupid and naïve they sound. It's a joke, a sick bloody joke!

Did we need the Tier system?

What we needed more, was the 'world beating track and trace system' that Matt Hancock promised us and has so far failed to deliver.

It looks to me that the only person they have successfully tracked is Boris...twice and didn't we all know that he lives at number 10!

I joke, but you get my point? Hancock has spunked 11 million up the wall on that app. And the plonker has still got a job!!! Meanwhile unemployment is going to be back to the levels it was in the early eighties. We are really all in it together aren't we?!

So, what now Gaunty?

Well I think we have to accept as they say in the Gangster movies "it is what it is" and we've all got to get on with trying to survive and look after our family.

There is no point in talking about electing anyone else because they all as bad as each other. We have been completely betrayed by the Establishment Elite.

So, in my case, as well as concentrating on my Simple as Fat business, I have also started doing a live TV show three times a week on YouTube and Facebook.

In this show I can speak without any censorship and any political interference and I am loving it.

I am not making any cash out of it at the moment but if I can build the audience who knows?

I think that message for everyone is to grab the cash wherever you can and let's hope and pray the Elite don't FU*K up the vaccination and the recovery.

As you Guys say "Stay Lucky!"

Jon's Simple as Fat lifestyle can be found here
www.simpleasfat.com.

His new TV show is live every Monday, Wednesday and Friday at 7 on Facebook, Twitter and here
<https://www.youtube.com/c/JonGauntTV>



WE ARE HERE FOR



SALES - BODYSHOP - PARTS - SERVICE



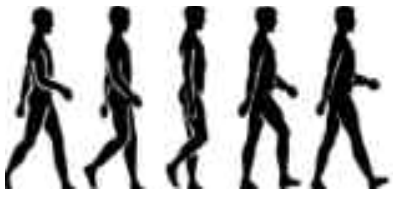
**WE NOW OFFER UP TO
3 YEAR EXTENDED WARRANTIES
FOR MERCEDES-BENZ, TX4 (EU5/6) & TXE MODELS
SPREAD ALL YOUR BODYSHOP, MECHANICAL REPAIR
& SERVICING COSTS WITH OUR BRAND NEW**

**0% INTEREST
PAYMENT PLAN**

CALL 0207 377 2182

www.kpmautomotive.co.uk

T&C's Warranty (age & mileage limitation) Payment plans over 10 months
Repair and servicing is subject to credit approval maximum loan £3000. Terms 6 months with a 25% deposit



Walker on the March...

WHAT A POXY YEAR I hope you are all well.

This has been a year we'll all want to forget and never repeat. I know we are all supposed to say it's only our health that matters but so does money and there hasn't been a lot of that about for our trade.

Hopefully, most of us will have muddled through and kept our heads above water, what with Self-employed grants (SEISS), Bounce Back Loans (BBL), rent/loan/lease payment holidays, etc. All of this will unfortunately catch up with the trade in the future as well as the present.

Our regulator, TfL, isn't helping matters. In the middle of this economic meltdown, they continue to heap cost on the trade. They are more or less continuing with their policy of taking perfectly good cabs off the road because of an arbitrary age limit, at a time when new sales are almost non-existent.

This is decimating our trade because drivers are choosing to leave the trade rather than put their head in a noose when their cab reaches the age limit. The result of this is that in just three years, our number has reduced by 11%, while our fleet of cabs has reduced by a massive 31%.

It seems reasonable to think the discrepancy between the two reductions is that drivers have retired or left the trade but kept their licences. In that case, the true picture is that our whole trade has shrunk by almost a third in just three years. If that's true, one has to wonder if the ancillary suppliers to the trade – manufacturers, meter and cab hirers, dedicated apps and radio circuits etc – will be able to continue their supply, even after the current mess is over.

Did I hear somebody say "yeah, well, it's Covid, innit." Unfortunately, this is not so. When we compare the PH trade, their driver numbers have only shrunk by 5.8% and their vehicles by 5.1%. Not only is this a far smaller percentage, but the reduction in drivers matches the reduction in vehicles.

This is because there is no point in holding onto a PHV licence if you're not using it; it's valueless. On the other hand, the average current KOL student slaves for an average 5 ¼ years – yeah, you read that right – and he ain't gonna give that licence up even if he gives the job up.

However, for TfL that isn't enough damage done. They have suspended an increase in the tariff (rightly so) for 2020 and have

yourself with excitement! Hurrah, TfL have saved the trade!

ARE YOU WITH THE BANK THAT LIKES TO SAY YES? I AM!

I've been banging on about the LTDCU (London Taxi Drivers Credit Union) for years. Are you a member? No? Why not? Why won't you help out your fellow drivers? Why won't you allow your fellow drivers to help you out when you

savings and repayments are taken automatically from his earnings as a Comcab subscriber. At the end of six months, he either pays up any outstanding loan and takes a new one or tops up his existing one.

He hasn't worked during lock-down and has managed to live on Universal Credit and the SEISS grants. However, recently he fell behind with some mortgage payments. After several pointless hours

business. The LTD is a family of cab drivers rather than a business.

It is owned by its members so nobody is making a profit. The income comes from reasonably low interest paid by driver/members taking loans. After the expenses of running the credit union (and those girls are worth three times whatever they earn) the surplus is shared among the drivers' via interest paid to deposit accounts.

The whole thing is just about drivers helping each other out. How often have you been stuck to pay for an overhaul, tax or insurance bill, holiday, etc? Well, the LTD is just a call away and they don't interrogate you. You need a loan? Well, you just walk into the office and 15 minutes later, you'll walk out with a cheque or cash. Then, any interest you pay on that loan is paid to your fellow drivers that are lending you the dosh. What's not to like?

The only small problem is that they are now based in Wembley but I live in Kent and it's not a problem for me. You can do everything online or by phone, except for filling loan forms but I think they can be done by post.

After opening a deposit account, you will never be committed to adding savings unless you take out a loan. Most of us at some stage will need a loan.

Right! Do it now! Join and help your fellow drivers. Get in touch with Annie by phoning 0208 904 3818; or on the web at www.ltdcu.co.uk.

Come on, join our club. You know it makes sense.

IDENTIFIERS
Is it just me or has anybody else noticed cabs starting to appear in the West End and City without back screen identifiers again? Desperate times, maybe?

END NOTE
That just leaves me to wish everybody as good and happy a Christmas you can have, under the circumstances.

I wish you all a very happy, healthy, prosperous and

TFL is rated Bad

Based on 615 reviews



Trustpilot

already indicated that if there is an increase in 2021 it will be later in the year. Fair enough but now they are consulting on whether we should be compelled to have CCTV in our cabs, mostly because of the number of sex pests that are lurking in Private Hire Vehicles.

Now, if we didn't have a wall between us and the rider and we didn't have our impeccable reputation, unlike the PH mob, this may be justifiable once some sort of recovery from the current economic meltdown has been made. However, I'm told that such CCTV would work out to around £125 per year. In normal times, this may be manageable, but currently that almost a week's takings.

The good news is they will have given the Taxi and PH trades some assistance by the time you read this. They are giving us 1.5 million masks (11 per driver) and 30,000 bottles (2.1 per driver) of hand sanitiser. I know, you're wetting

need it?

Seriously, I have never been able to understand why every cab driver and/or his family do not join and support the LTD CU. Many moons ago, I know that some drivers objected to their ties with the LTDA. But those ties were cut more than 20 years ago. They do not even share the same premises any longer and have absolutely no specific association with any driver organization.

The LTD CU is a driver collective, owned by and run for its members, every one of which is either a London taxi driver or his/her family members.

Let me give you an actual recent experience of a driver I know (no, it's not me). He has been a member for more than 10 years and the same applies to his High St Bank/mortgage lender. He follows a pattern with the LTD CU. He saves a small amount on a weekly basis. He also takes a loan from them every January and July to pay his tax bill. The

talking to his bank, they still wouldn't not accept that he would be paying these arrears in full when he received the latest SEISS payment (which he since has had and paid them). They made his life even more problematic until he sorted it out and got them off his back.

Now compare his experience with the LTD CU. Knowing there may be a tax bill coming soon and that no payments had been made from Comcab since March, he rang Annie at the LTD CU. She told him how much loan was outstanding and also not to worry. They would reduce the repayment amount to slow down the arrears and that if he does get a tax bill in January, they would sort it out.

HUMANS; NOT MACHINES

When you contact the LTD office, you speak to Annie or Mary. They will know you by name and ask about your family, etc before dealing with any

Underdog Arthur shocks Yarde



**Yarde vs Arthur results:
Lyndon Arthur beats
Anthony Yarde by split
decision to retain
Commonwealth title**

Lyndon Arthur came in with the Commonwealth light heavyweight title and an underdog tag from the oddsmakers, but he left with the belt and a big win over Anthony Yarde today in London.

Arthur nicked past Yarde on split decision scores, two cards of 115-114 going his way, and a third (rather absurdly) going 117-111 to Yarde. Bad Left Hook had the fight even, 114-114, with Arthur opening up an early lead, but Yarde coming on a bit stronger late in the bout.

There wasn't much action in this one, which didn't suit Yarde (20-2, 19 KO) very well, as Arthur (18-0, 12 KO) was able to jab his way to the tight victory, as he kept Yarde rather easily at range a lot of the time, with the confident 29-year-old Yarde failing to cut off the ring well, and not finding the higher pace that did trouble Arthur when Yarde was occasionally able to force it.

Yarde was flabbergasted after the fight, insisting he'd won and refusing to hear suggestions from interviewer Steve Bunce that maybe he could have been busier in some rounds, which were fair; it's also fair that Yarde would be understandably upset in the moment, so we'll see how he responds in the days and weeks to come.

We also saw, for instance, Shannon Courtenay lose a close one to Rachel Ball in August and seem to focus



her blame on others at first, but when we heard from her this weekend after a return win, it was clear she'd rededicated herself and decided to get on with her career and be the best she can be.

For the 29-year-old Arthur, this is a big, big win, and puts him really only behind Callum Johnson and Joshua Buatsi on the British 175-pound scene, and even then, not far.

Yarde is a former world title challenger who gave Sergey Kovalev a decent scrap; flawed as he is, he has some name value and came with a bit of credibility here, and was, again, the clear betting favorite.

Arthur may not have that eye-popping, elite tier skill or style, but he is a very good domestic /European-level light heavyweight, and he was able to further expose the limitations of Yarde's game in a frankly rather predictable way.

Yarde had his successes, maybe had an argument to nick the fight, but all in all Arthur and his team probably couldn't have drawn this up a whole lot better.



Saunders sees off Murray

GRIEVING Billy Joe Saunders edged Martin Murray toward retirement with another defence of his WBO super-middleweight title.

The 31-year-old champ lost uncle Tom Beaney in the build-up to the all-English Wembley Arena clash and had his name emblazoned on his kit.

And he did him proud with

the 30th win of his career - showing moments of supreme skill and dogged heart - to see off the 38-year-old warhorse, who now has five failed world title bids on his impressive CV.

The southpaw was too fresh, slick and accurate for the St Helens hard man but not powerful enough to stop the respected veteran.

The three judges got to

watch a masterclass from Saunders, scoring it 120-109, 120-109 and 118-110 and he can now return to chasing down career-defining fights with Canelo Alvarez and Gennady Golovkin.

He said: "I have been out for over a year and it was like boxing in a cemetery because I like to box for a crowd."



One-to-One Personal Service.

Martin Cordell & Co.

Accountants & Tax Specialists to the Taxi Trade

We're here to help. We want to meet you as we understand your business. Let us take the strain of dealing with your tax obligations.

With over 45 years experience of the taxi trade, and more than 40 expert staff members, we are the leading taxi drivers' accountancy firm in the UK.

Our services include:

- One-to-One personal service
- Annual confidential meeting
- Preparation of accounts
- Tax enquiries & investigations
- Limited company trading advice
- PAYE, VAT & company registration expertise
- Loss of earnings claim advice
- One point of contact for ongoing continuity
- Easy payment terms

CALL US FOR A FREE FIRST CONSULTATION
IN PERSON OR OVER THE PHONE

Phone us today on: **020 8980 7161**

See us at: Unit 6, Quebec Wharf, 14 Thomas Road, Limehouse, London, E14 7AF

Email: info@mcordell.co.uk

Web: www.martin-cordell.co.uk

or: 9 Church Road, Stanmore,
Middlesex HA7 4AR

Thank you to all our clients in 2020

It goes without saying 2020 has seen the Taxi Trade severely impacted by Covid with many of our clients affected financially. We hope 2021 brings a swift return to normality where the Taxi trade can flourish once again.

**Wishing you a very Merry Christmas
and prosperous New Year!**

