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Issue 281 November 2022

INSIDE



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PRIVATE HIRE NUMBERS **SOAR**

1,139 new drivers passed in just 3 weeks

Pages 4 & 5

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OVERWHELMING RESPONSE TO RETURN OF THE BADGE

I am pleased to say that the response we have had from the trade to the relaunching of the Badge has been quite overwhelming.

This month's edition is again action packed with stories about our trade and as usual, we pull no punches.

In this edition on p3 we cover the story of the recent TFL letter drivers received about the 12-year age limit, which caused more confusion and upset to drivers.

On pages 4-5 we reveal the shocking rise in PH numbers and how TFL have buckled under pressure from the PH Industry and put back regulations, thus creating an open-door policy to new PH driver entrants.

On page 6 we publish the latest financial statement from London EV Company Ltd. Quite

frankly they are alarming as they show losses of £118m for the year ending December 31st 2022, with job losses announced as we went to press.

On page 19 you can read WOTM, who this month writes about the upcoming tariff negotiations and the negative impact the recent LTDA drivers' survey has had on TFL's attitude.

On a slighter lighter note, I keep getting told that the UCG claim to be the second largest trade Org....but in their latest published accounts up to 31/03/2022 they had £1,536 in the bank, mind you this is a bit better than last year when they were down to just £48....

If they're the second largest, God help the rest of us.





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

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

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

- Grant Davis, LCDC Chairman

Tel: 0207 405 1999
FAX: 0207 405 1991



CONFUSION REIGNS AFTER TFL'S AGE LIMIT LETTER

After last month's confusion over the introduction of the new

driver policy, TFL managed to cause chaos once again within the

licensed cab trade. Many drivers received a letter from TFL regarding the

new 12 age limit, see letter below. You can also read some of LCDC's email

correspondence with TFL trying to clarify the situation for our members.

Your ref: Our ref: 10/10/2022

Transport for London
Taxi & Private Hire
5 Endeavour Square
Stratford, London
E20 1JH
Phone 0343 222 4444
tfl.gov.uk

Dear Sir / Madam

New Taxi Age Limit from 1 November 2022

I'm writing to you as the licensee of a non-Euro 6 diesel taxi that is already, or will be 11 years old in the coming months.

Due to the forthcoming changes to the maximum taxi age limit, you will **not** be able to license your vehicle again on or after 1 November 2022 if it is in its 11 year. I am writing to you to set out the action you must take if you want to license your vehicle for a further year. If your vehicle will shortly turn 11 please ensure after 1 November 22 you relicense your vehicle before it turns 11.

From 1 November 2022, non-Euro 6 diesel taxis will be subject to a 12-year maximum age limit. Consequently, from that date, **no** Euro 3, 4 or 5 diesel taxis will be relicensed if they are 11 years or older. This is because the vehicle would breach the 12-year maximum age limit during the 12-month duration of the licence.

If you are seeking to relicense your taxi for a final time **before** it is 12 years old, then you need to ensure that you have presented your taxi at a vehicle licence inspection centre **before** 1 November 2022. You can check the latest possible date you can license your vehicle using the Taxi Age Limit Calculator on our website, however, you should allow time for any repairs and a re-test should your vehicle not pass its licensing inspection first time.

We encourage you to book as early as possible to allow sufficient time for your taxi to be inspected and, if required, any faults resolved within the time permitted to allow a licence to be issued.

The age of a taxi is calculated using the first DVLA registration date and this date for your taxi is below.

Vehicle registration mark (VRM)	DVLA registration date	Licence expiry date
[REDACTED]	23/01/2012	21/01/2023

Taxi age limit exemptions
On 1 November 2019 the taxi age limit exemptions for alternative fuel conversions, historic/classic/niche vehicles and hardship/personal circumstance were removed.

MAYOR OF LONDON

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To any members that received the TPH letter re 12 year taxi maximum age. If you panicked and booked a overhaul with taxi only in 10th year. Can you call the office or just confused by letter please contact us

09:41 · 17/10/2022 · Twitter for iPhone



The max age limit for a non-Euro 6 diesel taxi will reduce to 12yrs on 1 November 2022. From this date you will not be able to licence a taxi if it is 11yrs old. From this date you will need to relicense your vehicle for a final time before it turns 11.

tfl.gov.uk/info-for/taxis...

09:50 · 17/10/2022 · Twitter Web App



Taxi age reduction letter confusion. A vehicle will not be licensed after 1/11/22 if it's 11 years or older. Ignore 'if it's in its 11 year'. Obviously a vehicle could be 10 years and 1 day on 2/11/22 and would be in its 11th year, a licence would be granted.

DANIEL OREGAN
Sun, Oct 16, 3:09 PM
to xxxx, me



Hi xx
Thanks for reply.
If you read the letter sent, it states 'you will not be able to licence your vehicle again on or after 1 November 2022, IF IT'S IN ITS 11 YEAR'
Obviously this is incorrect, if on the 2nd of November a vehicle is 10 years and 1 day it's in its 11th year and would be allowed to be licensed.
To prove the point of confusion a LCDC member, Paul xxxx read the letter as above and booked an appointment and

obviously paid. His vehicle still has approx 2 1/2 months before he needs to relicense for his final year. Is it possible you can refund or allow him to rearrange nearer the time the vehicle is due?
Kind regards
Danny

xxxx
Mon, Oct 17, 8:33 AM
to DANIEL, me, TPH



Hello Danny,
We'll contact Paul, check the exact status of his vehicle, and if he wishes to amend his booking, help him to do so.

I'm not sure a discussion on semantics benefits anyone here.
The important point with this is that, after 1 November 2022, a vehicle that is 11 years or older (since first date of registration) will not be licensed. Therefore, someone in a ten year old vehicle will be under the impression that they have a couple more years. However, if that 10 year old vehicle turns 11 years on 2 November and they bring it in – it will not be licensed. Hence us writing to those vehicle owners who may wish to take immediate action but also those who will need to do so before their vehicle turns 11 years old.
Kind regards,

DANIEL OREGAN
Oct 17, 2022, 9:24 AM
to xxxx, me



Hi xx
Semantics! Come on xx it was blatantly incorrect.
Though I've spent the weekend having to reassure members we understand and appreciate you trying to get the message across.
I've spoken to Paul to advise, his appointment today is 2.30 so I'd appreciate if you could contact him promptly as he's still concerned.
Kind regards
Danny

TFL CAPITULATE TO PRIVATE HIRE INDUSTRY

In May this year, PH driver numbers were already comparable to pre-covid levels. In the past three weeks alone, another 1,139 PH drivers have been licensed

In the Mayors Taxi & PH Action Plan 2016 he promised " Ensuring the highest of standards in the PH trade benefits everyone with a stake in the Industry"..

It would appear that even six years after this commitment was made by the Mayor, TFL have still refused to implement a higher driving proficiency test than normal road users despite 154 other licensing authorities that do.

Even worse, if you read below, TFL has now backtracked on their commitment to introduce English Language and Regulatory understanding for Private Hire drivers (below you can see the extracts from this recent Tfl notice)

In May this year PH driver numbers were already comparable to Pre - Covid levels (and steadily rising) . We can now report that in the last three weeks some 1,139 PH drivers have been licensed. Surely it can be no coincidence that the above postponement of these PH regulations have led to a surge of PH drivers applying for a license. What is the reason for the postponement of these regulations once again being put back? Could it be that TFL are in a financial dilemma and see the licensing of thousands of extra PH drivers as a "cash cow" or is it once again political pressure from high up doing the bidding from our American friends?



"Ensuring the highest of standards in the private hire trade benefits everyone with a stake in the industry." *London Mayor Sadiq Khan*

Uber plans to sign up 20,000 more drivers in UK as lockdown easing boosts trips

Uber is planning to sign up another 20,000 drivers in the UK by the end of the year after a surge in usage since lockdown rules were eased last month.

The ride-hailing app has seen a 50% increase in trips since rule changes on 12 April allowing bars and restaurants to serve customers outdoors as well as non-essential shops to open.

Demand is expected to rise more over the summer as restrictions are eased further.

Courtesy of Sky News



ADCU
@ADCUnion

The politically omnipotent private hire lobby, under unflinching command of Steve Wright of @LPHCA, demand regulators open flood gates & suck another 100k drivers into a trade where they'll be brutally exploited. They cry shortage even as Uber boasts highest driver number ever!

23:51 · 06/10/2022 · [Twitter for Android](#)



DanA12
@Sammyscarf

london.gov.uk/questions/2021...

@MayorofLondon Private Hire Industry!!

Those big multinational exploitative operators have recovered to pre covid levels!!



PHV reporting period | Total unique vehicles | Total unique drivers |

Period 1 | 1 May - 28 May 2021 | 72,026 | 88,171 |

Notice 14/22

Transport for London
London Taxi and Private Hire



Update on English Language Requirement and Safety, Equality and Regulatory Understanding Requirement for London Private Hire Vehicle Drivers

New transitional arrangements are being introduced which provide more time for drivers to comply with the English Language Requirement (ELR) and Safety, Equality and Regulatory Understanding (SERU) requirement.

This Notice explains the new arrangements for compliance which supersede those in [TfL Notice 14/21](#).

Background

All London PHV drivers must demonstrate an appropriate level of English language proficiency (known as the ELR). The appropriate level is equivalent to B1 on the Common European Framework of Reference (CEFR) for reading, writing, speaking and listening.

The ELR was introduced in London in 2018 and transitional arrangements were put in place to allow drivers time to comply. The Department for Transport published Statutory Standards, to further enhance the safety of passengers using taxi and private hire services, in July 2020. One of these Standards was for licensing authorities to test the English language proficiency of taxi and private hire drivers.

On 1 October 2021, we changed how we assess London PHV drivers' English language skills and introduced a requirement for drivers to show an understanding of safety, equality and regulatory matters (the SERU assessment). Drivers must satisfy the ELR by taking and passing a new speaking and listening test and the SERU

- If their evidence is **satisfactory**, drivers will be required to undertake the SERU assessment by **31 March 2023** (an additional 24 months) but they will not be required to take and pass the English language speaking and listening test.
- If the evidence is **unsatisfactory**, drivers will have until **30 September 2024** (an additional 18 months) to take and pass the English language speaking and listening test and the SERU assessment.

3. Applicants for a PHV driver's licence who applied on or after 1 October 2021

Anyone who applied for a new PHV driver's licence on or after 1 October 2021 and was licensed without having taken and passed the English language speaking and listening test and SERU assessment now has until **30 September 2024** (an additional 18 months) to take and pass both assessments.

Please note: this deadline applies to drivers who submitted an application for a new PHV driver's licence between 1 October 2021 and 31 March 2023 inclusively (see below for requirements on or after 1 April 2023).

4. Applicants for a PHV driver's licence who apply on or after 1 April 2023

Anyone who applies for a new PHV driver's licence on or after 1 April 2023 will be required to take and pass both the English language speaking and listening test and SERU assessment **before they can be licensed**.

Next steps

We will be writing to applicants and drivers to provide a date and time for their speaking and listening test and SERU assessment.

Once you hear from us with a booking, please make every effort to attend. If you are unable to attend on the date and time specified, please get in touch with us to reschedule your appointment.

assessment is used to assess their reading and writing skills. The standard needed to meet the ELR remains at Level B1 on the CEFR.

All new applicants for a London PHV driver's licence and existing licensees who have not met the ELR, are required to take and pass both the speaking and listening test and the SERU assessment. Existing licensees who provided satisfactory evidence that they meet the ELR before 1 October 2021 only have to pass the SERU assessment.

Transitional arrangements were put in place to provide drivers with sufficient time to take the assessments. However, in the light of experience in administering the requirements and as the industry is still recovering from the impact of the pandemic, we have decided to extend the transitional arrangements. This will allow more time for drivers to prepare for, undertake and pass the ELR and SERU requirement.

New transitional arrangements

The new dates by which individual drivers will need to comply with the ELR and SERU requirement will depend on which of the four categories they are in:

1. PHV drivers who did not provide ELR evidence by 30 September 2021

Any PHV driver who did not provide any evidence that they met the ELR by 30 September 2021 now has until **30 September 2023** (an additional 12 months) to take and pass the English language speaking and listening test and the SERU assessment.

2. PHV drivers who provided ELR evidence by 30 September 2021

Any PHV driver who provided evidence that they met the ELR by 30 September 2021 will have their evidence reviewed by TfL. The majority of evidence has been reviewed and TfL is contacting each driver to confirm whether or not their evidence is satisfactory.

We will also be producing a video showing drivers and applicants what to expect from their assessments and to help them prepare.

The SERU assessment is based on information found in the [PHV Driver Handbook](#). Drivers and applicants should read and familiarise themselves with the Handbook before undertaking the assessment.

We also have an [online assessment guide](#) which includes example questions within the subject areas covered by the Handbook which we encourage applicants to use.

If you have any concerns about which of the above category you are in and what you need to do, please contact us by emailing phv.enquiries@tfl.gov.uk.

More information on these requirements can be found on our website:

tfl.gov.uk/ph-licence

Graham Robinson

General Manager
Taxi and Private Hire
Transport for London

23 September 2022

For previous Notices and additional licensing information, please visit tfl.gov.uk/ph

LEVC announces its results for 2021

LEVC has just released its Annual Accounts for the year ending in December 2021 and we thought it would be worth having a closer look at them.

Now more than ever London's taxi trade depends on just one purpose-built taxi, LEVC's Vista. We know that Dynamo has pulled its NV200 and there won't be an electric Vito, certainly not in the next 3 or 4 years if at all. So, we all need the TX Vista to be successful, providing LEVC doesn't over-inflate its prices in a 'one-horse market'. But with accumulated losses of over £400 million at its LEVC subsidiary how long will Chinese parent company Geely Automotive tolerate these horrific losses? The results for 2021 show a loss of £118 million for the year. While some may argue that Covid was at least part of the cause of the eye watering loss, a quick look over the published accounts show that it's not the taxi that is the problem. Rather, the problem is poor sales of the Vn5 van and a huge overhead at the Ansty based company.

In its first full year of sales, there were only 390 Vn5 van sales. In addition, there were 1,230 taxi sales. (LEVC declare a total of 1,620 van and taxi units sold). This is in a factory that was built to make 20,000 units a year!

How much further could they grow taxi sales? Lets analyse the numbers. We know there were 1,104 new taxis licensed in London in 2021 (TfL figures) of which around 70 were Nissan NV200's, so 1,030 must have been TX Vista's; that means export sales of taxis must be

around 200 units. If I was a Sales Manager sitting in Ansty I would know that in the long term potential sales in London will only be 1,000 to 1,200 units. The sums are easy – a 15,000 market with an average 15-year replacement cycle equals 1,000 sales. Add a few for out-of-town sales plus 200-300 export sales and the best you can hope for is to build around 2,000 taxis.

That leaves LEVC needing to target 18,000 van sales per annum if they're going to fill that big Ansty factory and make good money for Geely. But the van is trying to sell in the most competitive commercial market segment, against everything



that the likes of Ford, Peugeot, Nissan etc have to offer, with their large dealer networks and bigger volumes to offer more competitive prices. And the competition is also introducing hybrid and fully electric models, so there is no great benefit for the LEVC van with its range extender. In its Annual Report, LEVC declares, "This vehicle (the van) occupies a much larger market segment than our existing Taxi product so will ultimately determine the long term success of the company." If the van doesn't work out has the taxi got a future?

Unless we see Vn5 van sales at around 3,000-4,000 units in 2022 then there can be no prospect of Ansty making a profit, and Geely in the current

economic climate must think about doing something drastic to reduce overhead costs. Let's hope the TX Vista can continue to be built because, as many in the trade would say, it's the best taxi we've had in London. Moreover, the accounts show

that LEVC (Geely) has already invested £184 million in the TX Vista so it's unlikely they will throw that down the drain. But where could they build it? China? Or in a smaller factory in the UK? And what will they do with their London operations

– like its sister company, Volvo, will LEVC move over to selling on the internet? And how will that affect quality and customer service?

We will watch carefully because something substantial needs to change.

Excerpts from annual accounts

Review and analysis of the business

2021 saw LEVC's sales grow to 1,620 units (+45% vs 2020) mainly as a result of VN sales. The effect of successive lockdowns and economic uncertainty continued to suppress demand for the TX, although a sales increase of 7% vs 2020 was achieved. 2021 was the first full year of VN sales and 390 units were sold.

Long-term decision making

The Company aims to bring value to its ultimate shareholders by creating a sustainable and profitable business. VN5 growth has been fivefold in 2021 versus 2020 as this has been the first full year of sales. This vehicle occupies a much larger market segment than our existing Taxi product, so will ultimately determine the long term success of the company.

(c) Factors that may affect future tax charges

The Group had trading tax losses available to carry forward of £339,899,000 at 31 December 2020 and will be updated for 2021 trading losses once finalised, comprising £100,223,000 of losses incurred pre 1 April 2017 and £239,676,000 of losses incurred post 1 April 2017, which have not been recognised as deferred tax assets as the directors consider that recognition of tax assets would be premature until such time that the business can forecast with a high degree of certainty generating a taxable profit and begins able to utilise brought forward tax losses or an opportunity presents itself to surrender its losses elsewhere in the wider UK Geely Group.

Notwithstanding that the current year tax loss has not yet been quantified, the directors remain of the opinion that these current year tax losses would be recognised as deferred tax assets in the same way as the brought forward losses detailed above.

	Note	Continuing operations		
		Year ended 31 December 2021		Year ended 31 December 2020
		Underlying £'000	Non underlying (note 5) £'000	Total £'000
Turnover	3	91,662	-	91,662
Cost of sales		(166,764)	(2,278)	(169,042)
Gross loss		(75,102)	(2,278)	(77,380)
Distribution costs		(17,477)	-	(17,477)
Administrative expenses		(9,466)	(146)	(9,612)
Other income	4	913	1,017	1,930
Trading loss		(101,132)	(1,407)	(102,539)
Gain on disposal of leasehold property		-	-	-
Foreign exchange gain on foreign currency borrowings	8	282	-	282
Operating loss		(100,850)	(1,407)	(102,257)
Interest payable and similar charges	9			(15,693)
Loss on ordinary activities before tax	6			(117,950)
Taxation	10			(342)
Loss for the financial year				(118,292)
Other comprehensive income				-
Total comprehensive loss attributable to the parent company				(118,292)

Grim news from Coventry-based black cab maker LEVC as it announces 140 job losses after struggling during pandemic. We reported a few weeks ago it had slumped to a £118m loss.

Jon Yeomans - Sunday Times business

• Black-cab maker LEVC slumped to a £118 million pre-tax loss last year despite growing turnover by 20 per cent to £91.7 million. The Coventry-based company, owned by Geely of China, blamed a "challenging" year with Covid-19 lockdowns suppressing demand for its flagship product, the all-electric TX5 taxi. Alex Nan, chief executive of LEVC, said its core taxi business was "heavily impacted by the pandemic", as was the launch of its electric VN5 van. He added: "We expect our sales to be 50 per cent higher in 2022, compared to last year. To date, we have produced more than 7,600 electric TX taxis, saving 137,000 tonnes of CO2."

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A tale of two cities...

Black cab driver tells Just Stop Oil mob to 'get a job' as activists glue themselves to the road blocking busy junction in central London before police make 16 arrests

A black cab driver told Just Stop Oil activists to 'get a job' after the eco mob blocked a busy junction in central London this morning before police made 16 arrests.

Eco zealots caused gridlock as they blocked a road junction near Holborn tube station at around 10.50am, over demands the Government halts all new oil and gas production.

It comes only one day after the group sprayed orange paint across the world-famous Harrods before blocking all traffic outside, prompting furious members of the public to drag them from the road.

During today's demonstration, some sat in the road with banners while others glued themselves onto the tarmac. Meanwhile, an angry motorist ripped a banner out of the hands of a protestor.

The Metropolitan Police said they had arrested 16 people blocking four junctions at Kingsway in central London.

Five protesters had glued themselves to the road and required being unstuck by a specialist team. 16 protesters were arrested for wilful obstruction of the highway connecting Kingsway and High Holborn.



Little over an hour after the roadblock started, police said the mob had been taken into custody at a central London police station, and all four junctions are now open.

One protestor, Patrick Walker, 33, a council worker from Newport, said: 'I realised then the government wouldn't listen and I had to take action if I wanted a future for my family. I

have no choice but to resist.'

Adam Beard, 53, a gardener from Stroud, said he was taking action because he's 'had enough of government lies and inaction on the climate crisis'.

He added: 'I hope that my actions in support of Just Stop Oil will inspire other ordinary people like me to step forward and take a stand against this government's disastrous energy

policies.'

Today's roadblock marks 21 days of protests that have wreaked havoc across the capital. Yesterday's protest two eco-zealots splattered Harrods department store in Knightsbridge, central London, with orange paint at around 9am.

A further 20 supporters of the group glued themselves to

Brompton Road, directly outside Harrods, with some using locks to attach themselves together.

A video shared on its Twitter page showed protesters spraying their distinctive orange paint on the windows of the luxury shop, as members of the public can be heard asking: 'What are you doing?'

Footage then appeared to show Harrods security staff taking those spraying paint inside the store.

This prompted furious members of the public to attempt to drag the protesters, all of whom are wearing orange jackets and holding a banner aloft, off the road as traffic was at a standstill.

One man, dressed in a black suit, who is seen hauling and throwing banners away from the road, shouted: 'People have places to be instead of f****g wasting time.'

Another man said: 'How are you saving the planet? These cars are now kicking up more fumes.'

It comes as police have made around 555 arrests across 21 days of highly disruptive protests as Just Stop Oil continues its 'civil resistance' throughout October.

Courtesy of The Daily Mail

Eco morons are arrested after gluing themselves to floor of German Volkswagen factory...then pleading for medical treatment because their hands were sore and they couldn't go to the toilet

Eco-demonstrators who glued themselves to the floor of a Volkswagen factory then moaned that their hands hurt and they could not go to the toilet have been arrested.

Nine activists from the Scientist Rebellion group broke into Autostadt, a museum and car showroom opposite Volkswagen's main factory in Wolfsburg, late on Wednesday and glued themselves to the floor of the Porsche pavilion.

They vowed to continue their protest until Volkswagen agreed to lobby ministers to decarbonise the transport industry. But they began complaining after just a few hours that they had no food and staff had refused to bring them a bowl to defecate in.

Gianluca Grimalda, who had declared he was on hunger

strike, then began complaining his hand - which he had covered in superglue and stuck to the floor - was swollen and said medics warned him he was at risk of blood clots.

After just a day of protest he agreed to leave for medical treatment and was arrested, before riot police moved in to round up the rest of the demonstrators.

Agisilaos Koulouris, another demonstrator, tweeted an image of dozens of riot officers inside the museum with the message: 'They are arresting everyone.'

The activists are members of Scientist Rebellion, a group promoting itself as a collection of scientists 'willing to tell the truth about the climate crisis, and act on it'.

They are urging Volkswagen, one of Germany's largest

carmakers, to step up in the fight against pollution.

Pictures of the protest were shared online and showed six activists glued to the ground in front of three Porsches.

They had also glued mocked-up newspaper front pages reporting on global warming to vehicles inside the showroom.

As the protest got under way, Mr Grimalda tweeted: 'Together with 15 other members of Scientist Rebellion I have occupied the Porsche pavilion at Autostadt. Nine of us glued to the floor and some of us on hunger strike until our demands to decarbonise the German transport sector are met.'

But just two hours later, he had begun complaining that museum staff 'refused our request to provide us with a bowl to urinate and defecate in a

decent manner while we are glued, and have turned off the heating'.

He added: 'People in support can get out of the building but then they couldn't get back in. We can't order our food, we must use the one provided by Volkswagen.'

'Lights off. Random unannounced checks by security guards with bright torches. Police just came in.'

After a night sleeping on the floor, Mr Grimalda tweeted an image of his swollen hand saying that a doctor had been brought in to examine him.

He said: 'Doctors ascertained the possibility of life-threatening blood clots in my hand and recommended an immediate transfer to a hospital.'

'My health is of course paramount. I accepted to leave



this wonderful group and was taken to hospital.'

So, just over a day into the demonstration and with none of his demands met, Mr Grimalda was taken out of the pavilion where activists say he was arrested. Then Mr Koulouris tweeted: 'Now, just a few minutes later they're warning us that we need to leave immediately otherwise we'll be arrested.'

Images showed dozens of riot police inside the pavilion and people being arrested outside, ending the protest on its second day. Climate protesters have been wreaking havoc across Europe as they demand governments act on addressing climate change.

Courtesy of The Daily Mail

LUKIN ST. E1 0BN



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Mayor Sadiq Khan lectures Londoners on going green - despite racking up 361,146 air miles during time in office

LONDON Mayor Sadiq Khan lectured Londoners about going green while jetting around the circumference of the globe **FOURTEEN** times over during his time in office.

The two-faced Labour chief and his top team have racked up an absurd 361,146 air miles during his time in City Hall so far, Sun analysis reveals.

That's enough to fly around the world 14 times, or travel to the moon and around it 18 times.

And it would emit nearly 200 tonnes of carbon - and would require another 10,000 trees to be planted to suck it up.

The London Mayor claimed he had to go to this week's eco-conference in sunny Buenos Aires in person rather than virtually - despite it being nearly 7,000 miles away.

He is attending the gathering alongside the Deputy Mayor for the Environment and Energy, Shirley Rodrigues - and another FIVE members of staff.

He has also travelled to Poland, San Francisco, LA, New York, Copenhagen and Rotterdam on official trips since he's been in office.

Tony Devenish AM, GLA Conservatives environment spokesperson, told The Sun: "Londoners will be wondering which is heavier: the 23.1 tons of CO2 Sadiq Khan and his team will emit on the flights, or the hot air he will put out when he gives his inane speech. Hasn't he heard of Zoom?"

"Sadiq Khan's flagship environment policy is in pieces. He should cancel his jaunt to Argentina, chuck his ULEZ plans in the shredder and start taking real action."



The Mayor's office said last night that the climate change conference was paying for his flights - and would "offset" any emissions from the conference.

And they defended the decision, saying they would be giving sustainable aviation fuel to British Airways to make the long-haul flight more green.

But it does not change his commercial flight - and just goes into a general pot.

City Hall said he has plans for 17 meetings in his time at the C40 summit - and all travel costs were paid for by the conference and not taxpayer cash.

A spokesperson for the Mayor of London said last night: "Climate change is the biggest threat facing our planet, with cities responsible for 70% of

carbon emissions worldwide.

"As the elected Chair of the C40 network of global cities, the Mayor is attending the C40 World Mayors Summit to lead critical discussions on the direct action major cities can take to help tackle the climate crisis while creating millions of new green jobs.

"London is a global city and the Mayor and his deputy mayors have always played a vital role in banging the drum for the capital overseas to promote growth and to generate new trade and investment opportunities.

"This role is now more important than ever as we work to recover from the impact of the pandemic and the economic damage recently caused by the Government."

Courtesy of The Sun

London council is first in the UK to have power to issue 20mph speed fines

A London council is to become the first local authority in the country to issue fines to drivers who breach 20mph limits.

Labour-run Wandsworth has won permission to run a pilot scheme for up to eight months, starting next week. If successful, the crackdown could be rolled out across the capital.

Normally speeding offences are enforced by the Metropolitan Police using fixed

cameras and mobile patrols. But it tends to concentrate on trunk roads and higher speeds — meaning 20mph limits in many residential areas go unenforced.

Drivers caught by the council speed cameras will be sent a £130

penalty ticket but will escape the three points being added to their licence that normally results from a police caution.

Wandsworth has chosen to target two roads where residents frequently complain about drivers exceeding the speed limit — Priory Lane in Roehampton, and Wimbledon Park Road.

Priory Lane is heavily used by cyclists riding between Putney, Roehampton and Richmond Park. Wimbledon Park Road is a busy street that includes Southfields Tube station and leads to the Wimbledon tennis grounds.

Recent traffic studies found that one in four vehicles broke the speed limit in Priory Lane and one in five in Wimbledon Park Road.

Wandsworth's Labour leader Simon Hogg said: "Speeding traffic is one of the biggest sources of complaints we receive.

Ensuring drivers stick to the 20mph limit not only improves pedestrian safety levels and encourages more people to walk or cycle, it helps reduce harmful emissions too.

"If judged a success, we will look to make it permanent and carry out enforcement in other parts of the borough where we know

vehicle speeds are excessive."

Nearly half of London roads have a 20mph limit — including all roads within the central London congestion charge zone - and a majority of the 33 boroughs recognise it as the "default" legal maximum.

Last week Transport for London announced that more than 17 miles of roads in Camden, Islington, Hackney, Tower



Hamlets and Haringey would become 20mph by March 2023.

Drivers caught by the Wandsworth cameras will initially receive a warning letter. Fines — reduced to £65 if paid within a fortnight - will be imposed several weeks after the scheme launches.

Wandsworth will use an experimental traffic order to run the crackdown. The move was approved by London Councils, which represents the 33 boroughs.

Income from police speeding tickets normally goes to the Treasury. However, the money raised by the council cameras can be ploughed back into road safety initiatives in the borough.

Wandsworth said this would help it to play its part in London mayor Sadiq Khan's "vision zero" target of no deaths or serious injuries on the capital's roads by 2041.

Councils are already empowered to use cameras to fine drivers for "moving traffic" offences, such as driving in bus lanes, making banned turns, stopping in yellow box junctions and breaching low traffic neighbourhood (LTN) and "school street" restrictions.

Courtesy of The Evening Standard

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

■ **RANKS AND HIGHWAYS**

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

■ **CAB TRADE ADVICE**

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

■ **TRADE'S FUTURE**

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

■ **CAB TRADE REPRESENTATION**

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

■ **VEHICLE MANUFACTURERS**

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

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

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Alan's Angle



Radical redesign of Holborn proposed to make deadly junctions safer for cyclists

X marks the spot: new crossing proposed beside Holborn Tube station (Camden council)

A radical redesign of the Holborn gyratory has been proposed to make the area safer for cyclists.

Eight cyclists have been killed in the area since 2008, including paediatrician Dr Marta Krawiec in August last year and former corporate lawyer Shatha Ali in March.

Camden council has launched a consultation on "urgent" road safety changes that include an "X-shaped" pedestrian crossing beside the Tube station and reducing traffic to a single lane in Procter Street, with a separate bus lane and a two-way protected cycle lane.

There are currently four lanes for traffic in Procter Street – two for buses and two for general traffic but no segregated cycle lane, despite the high number of riders who pass through the junction.

Will Norman, London's walking and cycling commissioner, said the proposals were "really exciting".

The Labour-run council said it was "imperative" to make changes to "reduce the risk of injury or death around High Holborn, Drake Street and Procter Street".

It has already made a series of changes to Southampton

Row following the death of Dr Krawiec, who was hit by a left-turning lorry as she attempted to cycle south onto Kingsway.

Proposed changes include increasing the depth of advance "cycle boxes" from 5m to 7.5m at many of the junctions.

Two-way cycling would be permitted in and out of Red Lion Square, effectively allowing cyclists to ride against the one-way system.

Procter Street would be reduced from four lanes to one lane for cars, one for buses and a two-way cycle lane (Camden council). Procter Street would be reduced from four lanes to one lane for cars, one for buses and a two-way cycle lane (Camden council).

A "cycle gate" on Procter Street would allow cyclists heading south to go ahead of buses and cars.

A similar measure would be used in High Holborn to allow cyclists heading west to set off ahead of vehicles.

On the High Holborn approach to Southampton Row, a cycle early release would be provided which would allow cyclists to have a four-second start ahead of vehicles to prevent left turning vehicles cutting across people cycling.

At the junction of High Holborn and Southampton Row, a two-stage right-turn would be created to reduce the risk of collisions.

Cyclists go first: the proposed new layout in High Holborn (Camden council)

The council said its aim was

to reduce road casualties and serious injuries to zero by 2041 and make the area more environmentally friendly.

Camden said the estimated cost for the proposals was approximately £500,000 to £750,000, subject to the final design, utilities works and junction infrastructure details.

Of this, £500,000 has been secured from Transport for London. The council has ringfenced a further £250,000 to ensure the scheme is delivered, subject to consultation.

The plans had initially been part of a "liveable neighbourhoods scheme" that was suspended at the start of the pandemic.

Last week TfL said it would restart work to make roads safer for pedestrians and cyclists but the £150m available each year is well below pre-pandemic budgets.

The existing southbound bus lane on Southampton Row, which can be used by cyclists and taxis, would be extended from Catton Street through the junction to 20m south of High Holborn.

Traffic on Kingsway would be banned from turning right at the Tube station junction. Instead drivers would only be able to turn right about 50m south, at Remnant Street, to improve road safety and reduce the risk of collisions.

The consultation closes on November 11. Camden will then consider the responses and other information to decide whether to progress the scheme.



ST JOHN'S WOOD HIGH STREET Proposed Public Realm Improvements

The **St John's Wood High Street Public Realm scheme** aims to improve the pedestrian environment and accessibility along the high street between Wellington Place and St John's Wood Terrace. The scheme takes a pedestrian-centric approach, with the permanent conversion of the two-way street to become a one-way street southbound for vehicles, allowing the widening of pavements on either side.

One of our manifesto pledges is to protect and invest in Westminster's high streets. This includes improving their infrastructure and supporting businesses through enhancing the local economy. This scheme offers such opportunities for alfresco dining, junction improvements, new informal crossing points, trees, benches, and traffic calming measures. Such proposals will increase the levels of accessibility and ease of pedestrian movement.

Barrow Hill Road will also be made one-way with contraflow cycling to facilitate more pavement space at the high street junction and to complement the School Street proposals introduced in Bridgeman Street.

SUMMARY OF ST JOHN'S WOOD HIGH STREET PROPOSAL 2022

- The retention of one-way traffic, reversed to southbound.
- Pavement widening along the whole length of the high street by approximately 1 metre on both sides providing more pedestrian space and opportunities for outside dining and greening.
- New pedestrian crossing points situated along the length of the high street and at Circus Road/Cochrane Street.
- 14 new trees to be planted.
- Reallocation of parking and loading.
- Two new electric vehicle charging units on Greenberry Street.
- Introduction of a 7.5 tonne lorry ban (with an exemption for loading) on Allitsen Road towards the High Street to deter unnecessary lorry through-movements.

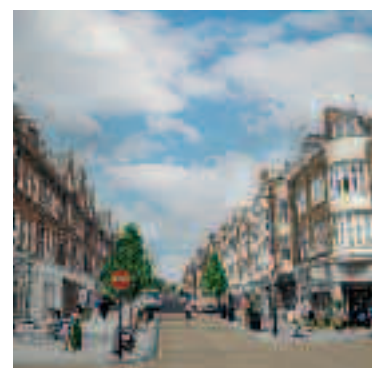
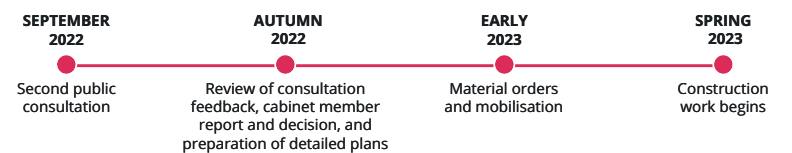
- Cycle contraflow access on Barrow Hill Road.
- New seating and cycle parking areas.
- Improved pedestrian wayfinding.
- Renewal of pavement materials, carriageway resurfacing, and new street lighting.



TIMELINE

Construction of the scheme will commence in Spring 2023. The scheme will be built in phases to focus construction areas to only one section of the high street, starting at the southern end (by Barrow Hill Road) and moving north gradually.

Pedestrian access to all properties will be maintained throughout. However, some parking suspensions and road closures in discreet sections will be required to facilitate safe practices and excavation.



HAVE YOUR SAY

A detailed plan showing the proposed changes for St John's Wood High Street can be viewed on the website with the associated traffic order and other formal consultation documents.

Have your say on the proposals by filling in the questionnaire from 28th September, please visit: www.smartsurvey.co.uk/s/SJWhighstreet/

Please provide all responses by 23.59 on the 19th October 2022.

CONTACT US

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Taxi Charity attends unveiling of Desert Rats memorial

The Taxi Charity was delighted to accept an invitation from Lt Col S P Copley-Smith, Chair of the Desert Rats Association to attend the dedication and unveiling of a powerful Desert Rats monument at the National Memorial Arboretum in Staffordshire, on 23 October, the 80th anniversary of the second battle of El Alamein.

Taxi Charity volunteers Brian Heffernan and Dean Euesden collected six Chelsea Pensioners from the Royal Hospital on Saturday 22 October and drove them to Lichfield for an overnight stay at Whittington Barracks. They were joined at the service the following day by Taxi Charity Vice Presidents,

Frances Wyhowska and Dick Goodwin and charity volunteer Michael Calvey.

The new memorial was unveiled on 23 October, the 80th anniversary of the second battle of El Alamein and commemorates the British Army 7th Armoured Division which saw distinguished active service during WWII in the western desert campaign gaining it the Desert Rats nickname.

After the service, guests enjoyed a buffet lunch and listened to an excellent speech from guest of honour General Sir Adrian Bradshaw KCB, OBE, DL, Governor of the Royal Hospital Chelsea.

Brian Heffernan, London taxi Driver and Chairman of the Taxi Charity for Military Veterans said, "Dean and I

picked up Chelsea Pensioners, Arthur, Ted, John, Andy, Albert and Mick from the Royal Hospital Chelsea on Saturday and had a fantastic 36 hours together attending the unveiling of the beautiful memorial to the Desert Rats at the National Memorial Arboretum in Staffordshire. We stayed at the Whittington Barracks and would like to thank our hosts for their hospitality. It was truly a privilege to attend the dedication and unveiling."

Frances Wyhowska, Vice President, Taxi Charity for Military Veterans said, "It was an honour to attend the unveiling of the imposing Desert Rats Memorial at the National Memorial Arboretum with six Chelsea in-Pensioners on the



anniversary of the second Battle of El Alamein. The service was fittingly dignified and the monument is an impressive tribute to all those who bear the Desert Rats' insignia, past and

present."

To find out more about the support the Taxi Charity offers to veterans or to donate visit www.taxicharity.org

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The Anderson Shelter's TAXI LEAKS

The App Drivers and Couriers union (ADCU) have recently accused TfLTPH of being biased in favour of the Licensed Taxi trade and accuse TfL of racism, when it comes to the English Language tests for private hire drivers. They assert that all knowledge students should be made to take the English test!

They also made the statement that Taxi drivers are tested in knowledge appearances by "unqualified examiners". I bet the examiners would have something to say about this! Obviously we in the trade know this to be a complete fabrication of the truth.

While the Taxi trade vehicle and driver numbers dwindle at an alarming rate, and with knowledge student numbers at an all time low, TfL have actually licensed over 800 new PH drivers in the fortnight prior to the ADCU Twitter post.

As a trade we've known for many years that TfL have bent over backwards to give Uber an easy passage into the London market. We also saw their limp reaction to Uber's relicensing after initially saying they weren't going to renew their operators licence.

As for bias...TfL have made it increasingly harder for Taxi drivers to renew licences, most apparent with their total disregard of the Transport Act 1985 section 17 subsection 7, which clearly states as long as a driver has applied in full (including DBS request) before expiry, then if there is a hold up, the driver's old Bill is still valid until they are in receipt of a renewal (or in rare cases a revocation).

Taxi Leaks has in its possession, an email from Sir Peter Hendy, confirming this. Yet under a procession of new commissioners they've posted on their Twitter account that drivers couldn't work.

Taxi leaks have finally got them to admit they were wrong and in fact the Transport act covers drivers. In regards to Project Horizon, in answer to David

Kurten's question, Sadiq Khan said at first "it didn't exist". When it was pointed out that TfL's Gareth Powell was shown on his LinkedIn page as director of Project Horizon, Khan suddenly changed to "Project Horizon has nothing to do with the Taxi trade".

So, why are TfL intent in running down the Taxi Trade while expanding Uber and the PH trade?

When it was first announced that Private hire were to become a licensed service, we were promised by the leader of our largest representative group (LTDA), their their expanding numbers "would dramatically drop and that touting would then become their problem, not ours".

Of course, none of these promises came to fruition, the number of PH drivers quickly doubled and sexual attacks on passengers escalated.

TfL's biggest mistake was to licence satellite offices, where a clipboard man would escort jobs from clubs/restaurants to lines of illegally ranking minicabs. Allegedly done as a precursor to a one tier trade.

I made a video 11 years ago, to try and shame TfL into doing something about the mounting number of rapes and sexual assaults that were still being carried out by private hire drivers, touting in large numbers across central London, at clubs, bars, restaurants and rail termini, under the guise of "satellite office clipboard men".

Sir Peter Hendy who was the TfL commissioner at this time, went on LBC and said he didn't recognise the statistics (even though they were published on TfL's own website), then went on to say they were the ramblings of a militant Taxi drivers blog.

TfL dramatically failed to do anything about the problem associated with the clipboard mob, who were eventually replaced by online apps. The way forward with one particular app (Uber), was heavily supported by, not only TfL, but also top



GMB Pro Drivers
@GMB_Pro_Drivers

Following representations TfL have advised Wheelchair accessible private hire vehicles (WAV PHVs) to be exempt from the licensing requirement to be Zero Emission Capable (ZEC) on a case-by-case basis. This will help drivers replace vehicles.



ADCU @ADCUnion · 3d

We can reveal @TfLTPH are once again bending rules for black cab drivers. Instead of applying same English language test as for PHV drivers, TfL now looking to say Knowledge appearances before untrained examiners is an equivalent. It isn't. This is racism, a double standard!



ADCU @ADCUnion · 3d

Surely @TfLTPH would want taxi drivers to meet the same high standards for English language as minicab drivers? If not, why not?

government politicians.

One of the biggest scandals ever, appeared in the Times newspaper, in an article which stated over 13,000 PH drivers had used an online company to obtain fake DBS criminal records certificates.

TfL said they would write to each of the drivers and get them to reapply using

genuine DBS certificates.

When the heat died down, it emerged that they only contacted just over 2,600 drivers. TfL's Director of TPH told trade reps at a meeting that the 13,000 figure appearing in the Times article was nothing more than a myth and that they only needed to contact the 2,600 PH drivers.

As far as TfL being economical with the truth, who could ever forget Leon Daniels telling the GLA transport committee that Uber drivers didn't need full comprehensive PH insurance, saying they only needed full insurance when they were POB....He went on to say they had a form of "on off" insurance! Taxi leaks checked this and were informed by the ABI, that no such policy was available.

He also told the committee that Uber did have a land line (a licensing requirement) and gave it to the committee. Amazingly when we rang it just to check, it turned out to be Uber's regional general manager for Northern Europe Jo Bertram's desk number.

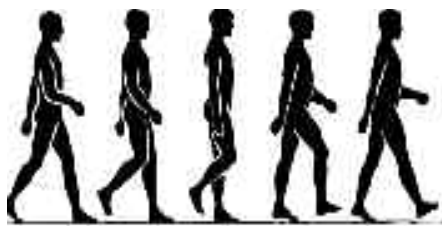
"A single lie discovered, is enough to create doubt in every truth expressed".

Amazingly, no heads rolled over this matter, and most involved (except one) have always been move on to greener, richer pastures, allegedly with a nice golden hand shake.

In every area, Uber's workplace practices have always been fuelled by an abusive culture that came from the very top, and it ensured that men in positions of power didn't face consequences for their actions. We heard of customer payment details being hacked and a system Uber had in place to track movements of selected people (God's Eye)

But whatever the issues, TfL always deemed Uber worthy of a license? And believe it or not, many representatives of the Taxi trade, still don't believe that Project Horizon ever existed.

On a final note, the GMB have made representation, which appears to have been accepted by TfL, that wheelchair accessible vehicles be exempted from the licensing requirement to be zero emissions capable (ZEC) on a case by case basis. Wonder what GMB Licensed Taxi members feel about that?



Walker on the march...

DO YOU WANT A PAY RISE?

That sounds like a stupid question because who wouldn't want a pay rise? Well, that's the question TFL ask every year and a fair proportion, albeit a minority, of drivers that answer the consultation say that they do not want a fare increase (pay rise).

LTDA FARES SURVEY

You may have seen or heard that the LTDA recently surveyed their membership on whether they want a fare increase (pay rise) in April next year. The amount indicated by the Taxi Cost Index (TCI) is 11.64% and any increase is expected to be put into place next April.

The survey results can lead to misinterpretation fairly easily. The basic question is reasonable. 49% of drivers wanted the 11.64% increase (pay rise) and 51% did not want the increase (pay rise) and preferred a decrease in current earnings in real terms.

The question on rate 4 (R4) was equally clear, even if the concept of R4 itself, isn't. A majority 54% felt that R4 should be frozen. I wonder if those drivers actually understand what that means.

R4 was originally supposed to be an increased running rate after 6 miles to compensate for an empty return. It was originally set at 50% above the meter. What many will not understand is that currently R4 is only increased on R1. On weekends or evenings/ night, R4 is a rate reduction, not a rate increase. Knowingly or not, half the LTDA membership wanted that reduction increased.

Then the survey gets a bit murky. The members that didn't want the 11.64% increase (pay rise) were asked what they wanted and this is where there can be misinterpretation. 51% wanted an increase of 7.61% and 24% opted for an increase of just 4.03%.

The LTDA and TFL are misreading this as an overwhelming 75% of member surveyed majority of drivers want an increase of less than the 11.64% indicated by the TCI. The reality is that of those surveyed, only 26% wanted a 7.61% increase and only 12% wanted a 4.03% increase.

Lastly, the response to the flag fall makes no sense, economic or otherwise. Who doesn't want 40p for nothing on every fare? The term "minimum fare" is misleading. It may make many drivers think "well, I never do a fare a fare under £4.20 anyway". Dooh! The minimum fare is broken into two parts; hiring charge and two units of time/distance.

You get £3.40 when a customer steps inside your cab and then they get two units of travel for the £3.80. If this increases by 40p, you get another 40p per fare nor doing nothing except stopping and half of the surveyed LTDA members don't want it.

If these are the same drivers that don't want any increase for night

men/women, they are denying these drivers even the paltry fare increase of 40p per fare and nothing on the meter. It's also a badly constructed question/response as it's not clear whether half didn't want an increase in the flag or only half of the half that didn't want the 11.64% increase (25%).

ALTERNATIVE SURVEY RESULTS

So, the LTDA fares survey could be read as follows:

- 49% of respondents want the full 11.64% increase across all tariffs
- 26% of respondents wanted a 7.61% increase.
- 12% of respondents wanted a 4.03% increase.



54% of respondents wanted rate 4 to remain below the level of rates 2 and 3.

48% wanted no meter increase for night men/women. The effect of this would mean that nightmen/women will have received no increase on the meter for at least eight years by the time the tariff is adjusted again in 2024.

25% or 50% (result not clear) of respondents wanted no 40p increase in the hiring charge.

This looks very different to the way the LTDA have apparently interpreted the results and which TFL are happy to concur with, but this analysis is every bit as valid.

Another thing that should be considered is what proportion of LTDA members actually responded to the survey? There is no mention of this in the results published in taxi. They would be very lucky if they got even a 10% response from the membership.

Then, if we consider that the LTDA represent less than half of all drivers, that cuts the survey population down to 5% of the trade and this in turn means that only 2.5% of taxi drivers are known not to want the full 11.64% increase.

The UCG also did a survey in response to the LTDA survey and overwhelmingly supported the full increase. So, does this mean that if all drivers were surveyed, they would favour the full 11.64%?

The moral is that you can do whatever you like with surveys and statistics. The

LTDA asked certain questions, in a certain way. The UCG asked a single question in a different way. The two came up with opposite results.

YOUR INCOME

Ok, we don't get wages, we earn profit. There are many factors that will determine profit but the TCI is the best way to establish a tariff increase. Prior to 1984 our tariff was a political football decided by parliament. Often, we never received any increase and when we did, the amount was rarely logical.

This came to a head in the 1970s, when government refused us an increase for several years, while our expenses doubled. Then, in 1980, government decided to give us a 51%

pay) and demand effects. Demand effect is not their business, it's ours. We do not work for TFL; we are self-employed. As for the old and disabled, this is not our business. We already pay through the nose (rightly so) to have disabled-friendly vehicles but we cannot be fairly asked to maintain our fares to what those least able to pay can afford. We are running businesses, not charities, no matter how much we may sympathise.

If TFL want lower fares for these people, then they should make it possible by reducing our regulatory costs, which would reduce our tariff and therefore, reduce fares. Otherwise, they should increase the subsidies they make to the old and disabled to negate fare increases, totally or partially. Otherwise, improve their own public transport system to cope with carrying these people and stop using us as a cheap option and at our cost, to provide a private service that really should be a public service.

PROFIT v EARNINGS v WAGES

Here is the real reason why some LTDA members and probably some other drivers, do not want a tariff increase. They are frightened of losing business as a result of an increase. Everybody knows that if you put your price (fares) up, less people will use your service. This is correct but it depends on something called PED (Price Elasticity of Demand). This can be modeled. While true, that demand will fall, what matters is by how much?

We are fortunate to have an inelastic demand. This was established by a high-powered consultancy group by TFL that they, TFL, expected to show a tariff increase could be bad news. This consultancy actually found the opposite and the consultation disappeared without trace.

By matching their findings with many £ millions of credit card fares, we can produce a model of what happens if we get an increase. I wouldn't try to bore you with the calculus but the results are:

Should we increase the tariff by the amount the TCI says we should get, 11.64%, the probability is that your actual earnings will rise by 5.6%.

Should the tariff be adjusted by the 7.61% that the LTDA appear to favour, the probability is that your actual earnings will crease by just 3.63%.

The problem we now have, if you think it's a problem, is that TFL are very aware of the surveys and their results and this may shape their thinking in what they decide to do with the tariff in April.

One last thing. The TCI only measures increases in inflation for a year. If it is not applied to the tariff, it is gone forever. For example, this current debate about 7.03% or 11.64%. if the 7.03% is chosen, this other 4.61% is gone; it will not be included in any calculations in following years.

increase. Thank whoever your god is that there was no licensed PH in those days. This all changed in 1984 when a T&G member wrote a thesis on taxi fares for his PhD doctorate and came up with the TCI.

The TCI is split into two part – costs and income. This moves around a bit but is split roughly into 60% for expenses and 40% for income. The result of this is that we have more or less received an increase every year and at least R1, which was the only rate that existed when the TCI was introduced, has increased by the amount indicated by the TCI.

In the unlikely event that costs and/or average national wages reduced, the tariff would also reduce and I doubt anybody at TFL would complain about that.

The TCI does not allow for an increase in wages/earnings in real terms but only increases to match inflation. Thus, any increase less than that indicated by the TCI (which already runs costs a year behind) is effectively a decrease in wages/earnings.

Thus, there is no rational argument for TFL refusing anything less than this amount. For them, or the LTDA for that matter, to make arbitrary decisions on whether or not to apply the tariff adjustment in line with the TCI, is grossly unfair to cab drivers.

TFL want to consider customers ability to pay (especially those less able to

Airport matters

by Mark White



Compliance & Enforcement Update

2022-23 (Periods 4-6)
26th June – 17th September 2022

Overview of Activity

What we did in 2021 and what we're doing in 2022:

- All authorised officers continue to receive refresher training, including the requirement to carry out thorough vehicle examinations, operator inspections and effectively capture any illegal activity.
- Continued focus of compliance activity at Heathrow Airport, with more 'Days of Action' / HLT / CAS Stop / Stop and Detention of illegal activity amongst Private Hire Drivers during Op Departure.
- Allocation and continuation of Parking Enforcement powers on Red Routes and Electronic Vehicle Signs (see attached data).
- Engagement with drivers about the recently introduced Driver Safety Package.
- Monitoring of Taxi Drivers using a secure smartphone payment device.
- Greater focus on Franchises and Fleets.

Notes

Please note that 'VCC' types of non-compliance refers to issues such as...

- Taxi Lic & Photo missing on windscreen
- PHC Licence Plate not fitted, correctly or incorrectly displayed
- Wheelchair accessibility and fitness of the ramp

Current TPH Structure

Our current structure remains area based including coverage at all the airports in London and surrounding counties. This continues to allow for greater coverage and clearer lines of responsibility. The leads for each Team are as follows:

North Area inc. Heathrow: Dean Giannasi
South Area inc. Gatwick: Carlo Delgaudio
Central Area inc. Heathrow: Perry Kissin/Dean Giannasi
Nights: Perry Kissin
Fleets inc. Woking DVT: Jason Rose
Compliance Administration: Kelly Nolan & Jeffrey Badu
TPH Investigations: Steve Hobdson

Total Taxi Drivers & Vehicles Checked

Drivers	Checks	Compliant	% Compliant
Last 12 months	14,030	13,338	95.06%
P4	1,146	1,099	95.90%
P5	823	779	94.65%
P6	1,007	954	94.74%
Total	2,976	2,832	95.16%
Vehicles	Checks	Compliant	% Compliant
Last 12 months	14,500	12,711	87.62%
P4	1,195	1,036	86.69%
P5	850	757	89.06%
P6	1,017	892	87.71%
Total	3,062	2,685	87.69%

During the Quarter consisting of Periods 4-6:
144 Taxi Drivers and 377 Taxi Vehicles were reported for non-compliance



TFL RESTRICTED

EVERY JOURNEY MATTERS

Taxi Driver & Vehicle Compliance Rates



During this reporting Quarter, the Taxi Driver compliance rate peaked at almost 96% in Period 4, but decreased by -1.35% in Period 5 and remained consistent with a small increase of +0.09% in Period 6 to an average compliance rate of 95.16%.

The Taxi Vehicle compliance rate varied just over 87% in Period 4 and 89% in Period 5 and was halfway between those two figures at almost 88% in Period 6. Overall, the average level of compliance was 87.69%.

Highest Contributors of MHC Vehicle Non-Compliance



The most common issues over this reporting time relate mostly to both Bodywork and Document issues.

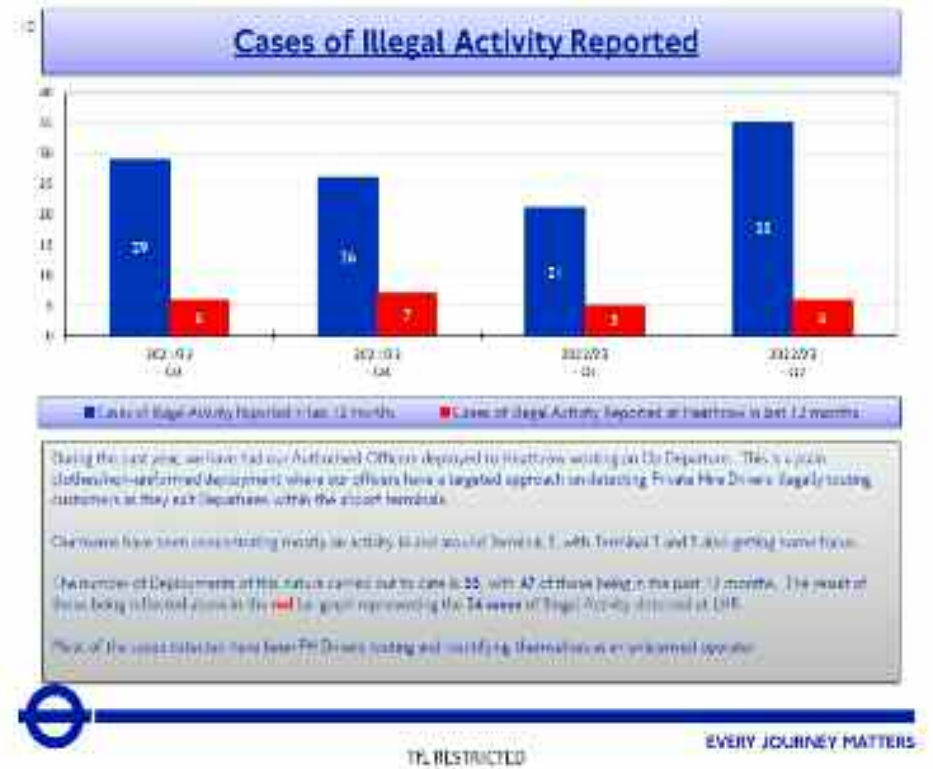
Within the Bodywork category there are mostly vehicles lacking mandatory signage or those with inconsistent signage. With regards to Documentation, the most prevalent issue are Vehicles not having a MOT. Other issues such as the need for replacement bulbs for number plate lamps are regularly reported.

As TFL issues vehicle safety from bodywork issues, it is important that all vehicles are properly maintained and that all vehicles are properly maintained.



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Fury eyes Usyk beyond Chisora trilogy fight

Tyson Fury will defend his heavyweight crown in a trilogy fight against rival Derek Chisora at Tottenham Hotspur Stadium on Saturday December 3 but the World Boxing Council champion has expressed dismay that Anthony Joshua had rejected his offer of a showdown.

Fury, who, assuming he dispatches Chisora, intends to fight Ukraine's Oleksandr Usyk for the undisputed championship in the first part of 2023, said that a contest in the future with Joshua is "over".

"Your man is a businessman and I'm an effing Spartan," said Fury, in a reference to concerns in the Joshua camp that the requirements of his commercial sponsors might not be adequately met.

"The fight didn't happen," Fury added. "The reason I believe is I didn't think they wanted it to happen, they never had any intentions of it happening beyond seven days. The first week, I think they were interested in the fight. Then he realised the daunting task and he got talked out of it by his people and



himself. If that wasn't the reason, he'd be here now instead of Derek, but he's not.

"I've no more to say about the big useless dossier, he doesn't have any belts. He doesn't have anything I need and there will not

be fight between him and me ever, full stop, bang. You can put an exclamation mark there as well. There's just too much messing. I'm not going over it again, they are too hard to deal with. No more wasting time with idiots.

"I believe the final excuse was their sponsors were conflicted. So the sponsorship didn't let him fight me, but he wasn't the A side with Usyk and his sponsors allowed him to fight him a second time, so they can't use that. I've got sponsors, many, many sponsors, and they pay me big money. If they told me that I can't fight Derek Chisora next, do you know what I'd say? He's the middle finger.

"What business can stand in the way of the most-lucrative fight out there for him? There is no fight that can outweigh Tyson Fury.

"The only money fight for him is to fight me, but that bird has flown. I made him a very generous offer. [Promoter] Frank Warren was saying don't give him [Joshua] 40 per cent, 25, 30 max. No, I said, give the man his credit, he's a good dance partner. Anyway, we're not here to talk about the guy who didn't fight. It's gone.

"The man has made plenty of money in his life, I think he's financially secure, he doesn't need any more money. The way he is, he's in a comfortable position and he's worked hard for it. What I can discredit is his lack of commitment to the British public."

As for a possible fight with Usyk, Fury said: "I'm not preparing for Usyk at all. I'll train for him for two weeks. I do not rate Usyk. People keep going on to me about Usyk, why couldn't Usyk



do anything with Chisora?

"I'm going to splatter him [Chisora]. How's he going to do anything with me? He's not. I don't need to sell Chisora to anyone. His name's 'War' and he always comes to fight."

Fury, 34, has also made an about-turn on thoughts of retirement. "I don't think I can live a normal life. I feel I need medical help to be able to do that and if there is somebody out there who could help me, I'd love them to get in touch," he reasoned.

"I won't be able to leave this game and have a normal life unless I'm brain trained to do that because a normal life is out of order for me. Just keep going, keep fighting.

"I'm going to have three fights next year, starting in February with Usyk and if he wants a rematch, he can have a rematch. Then someone at the back end of the year, Wilder, if he's mandatory, Joe Joyce, Dubois, there's plenty of British beef to go after."

Fury is meeting Chisora for a third time, having beaten his 38-year-old rival in 2011 and 2014. Fury's UK promoter Frank Warren added: "I am thrilled to be delivering a Tyson Fury world title defence in front of the British fans in London. Tyson clearly conquered America across his trilogy with Deontay Wilder and there is also huge demand to stage his fights from sites across the world.

"Tyson wanted to fight in his home country again this year following his special night at Wembley Stadium in April. This brings us to the magnificent Tottenham Hotspur Stadium and a match against an old rival in Derek Chisora.

"Derek, also a big favourite with British fans, has reinvented himself in recent years and Tyson has long stated his wish to fight him for a third time.

"Tyson can't afford any slip-up in this fight as he has the much-publicised undisputed match-up with Usyk in the New Year which we're really looking forward to.

"I am also delighted that we have added Daniel Dubois to the card with a first defence of his WBA belt against Kevin Lerena. It makes it a real heavyweight night, and Daniel represents the best of the new generation coming through."

"Whenever Tyson Fury fights, it is a major event, and I expect him to once again put on a spectacular show for the fans," added Top Rank chairman Arum. "There are talks about what's next for Tyson, but the first order of business is a battle against an extraordinarily tough fighter in Derek Chisora."

Todd Kline, Chief Commercial Officer, Tottenham Hotspur, said: "The AJ-Usyk fight in front of a record crowd here in Tottenham was a truly unforgettable spectacle and we are extremely excited to bring World Heavyweight Championship boxing back to N17 on Dec 3.

"The World Cup break leaves us in a unique position of having no Spurs action at the stadium between November 12 – December 31 - what better way to satisfy the demand for world-class live sport before the Premier League returns."

The card has been augmented with Londoner and WBA regular world champion Dubois making a first defence of his belt against South African southpaw Kevin Lerena.



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