



**London**

**JOIN TODAY!**



0207 432 1600



Join@comcab.com

**More trade stories than all the others put together**



**Issue 284 March 2023**

**INSIDE**



**HOW ARE  
OUR LICENCE  
FEES SPENT  
BY TFL?**



**LONDON IS  
NO CITY  
FOR YOUNG  
WOMEN...**



**CABBIES WIN  
ATLANTIC  
CHARITY  
ROW**



**INCREASE  
FOR TFL  
STAFF, BUT  
TAXI TRADE  
SNUBBED**

**NO PAY RISE**

**Pages 4 & 5**

**RAPID**  
AUTO ASSIST

**TAXI  
DRIVER?**

**HAD AN  
ACCIDENT?**

**We'll deliver  
you a  
replacement  
LEVC today!**



**CALL US ON**

**0203  
488  
8000**

**QUOTAX**  
INSURANCE SERVICES

Call to see how much you can save:

**0208 691 9691**

**The World's leading Taxi drivers  
deserve the best Insurance partner**

Visit Us: Quotax Insurance, Unit 7 Avery Way, Questor, Dartford, Kent, DA1 1JZ

On Site @Ascott Cab Company



www.quotax





**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](mailto:thelcdc@gmail.com)  
**Web:** [www.lcdc.cab](http://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](mailto: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](http://www.iliffeprint.co.uk)

## WE NEED TO KNOW IF A DEAL WAS AGREED BETWEEN TRADE GROUP AND TFL

Unfortunately, for the second  
 consecutive edition of The Badge our  
 headline story again highlights the  
 relationship between TfL and the  
 LTDA.

Many of you would have read last  
 month's issue (still available on the LCDC  
 website) when we wrote about E-bus  
 lanes and the recommendations made to  
 TfL back in 2018.

This month's story relates to 2023's tariff  
 increase (or not an increase). The trade  
 groups meet up with TfL regularly and  
 debate the increase (see pages 4-5), but  
 it appears that the LTDA opinion did not  
 mirror that of the other trade groups sitting  
 around the table.

TfL Head of Licensing, Helen Chapman,  
 attended the Finance Committee  
 meeting, where she went as far as stating  
 that only one trade group agreed with  
 TfL's final decision to award us just 7.6%,  
 and after speaking to the heads of the  
 other trade groups it left only the LTDA.

In fact the LTDA went as far as to  
 commission a members' survey where it  
 supposedly was neck and neck, but the  
 results perhaps made it easier for the  
 LTDA to support TFL recommendations?

At the last TfL and Trade Group  
 meeting in January, the new  
 commissioner, Andy Lord,  
 mentioned a private meeting he  
 had held with Steve Mac back in  
 December. Some might say as  
 the LTDA are the largest trade  
 group that's acceptable, but if  
 there was any deal agreed in  
 private, then that is certainly not.

**Most of us find it hard enough  
 to get down the gym once or  
 twice a week - so the  
 achievement of London  
 cabbies Daren Parr, Bob  
 Barber and Stuart Lockhart,  
 rowing across the Atlantic for  
 charity - is truly mindboggling.**

The trio endured weeks of misery  
 and danger as they rowed the 3200  
 miles from Lanzarote to Antigua -  
 and raised £13,000 for the Taxi  
 Charity for Military Veterans, The  
 Stroke Association and a Tanzanian  
 orphanage.

Truly inspirational work by some of  
 London's finest. To find out more  
 and donate to their causes,  
 visit: [www.cabbiesdoatlanticrow.com](http://www.cabbiesdoatlanticrow.com)





# E16

## RENTALS

### TX4s TO RENT

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

### CALL US TODAY

## 07957 465423

[e16-taxirentals.co.uk](http://e16-taxirentals.co.uk)



## 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



# Taxi and PH licensing figures latest

The following figures cover the week ending Sunday 12 March 2023:		• 16,399 hold All London licences and 1,994 hold Suburban licences*	• 6,914 ZEC taxis have been licensed to date	• Private hire vehicle licences - 89,779 a decrease of 22 on the previous week, there were 166 new licences issued	previous week, there were 4 new licences issued
• Taxi driver licences - 18,370 - a decrease of 21 on the previous week, there was 6 new licences issued	• Taxi vehicle licences - 15,065 an increase of 9 on the previous week, there were 34 new licences issued		• Private hire driver licences - 100,318 an increase of 315 on the previous week, there were 493 new licences issued	• Private hire operator licences - 1,575 a decrease of 4 on the	* The All London/Suburban breakdown is collated monthly (current numbers up to date as of 12 March 2023)

# HOW ARE OUR LICENCE FEES SPENT?

## London Assembly Member Keith Prince quizzes Mayor Khan

All income received by TfL from licence fees is spent on the delivery of taxi and private hire licensing and compliance activities.

Each financial year TfL forecasts expected licensing expenditure and income. This is used to calculate any changes to licence fees that may be required. Any surplus or deficit at the end of each financial year is carried over into the following year's calculation.

All very well, but unfortunately the last published Taxi and Private Hire financial position is for the 2019/20 accounting period.

In June 22 London Assembly Member Keith Prince (pictured bottom right), questioned:

'What is the TfL Taxi & Private Hire financial position for accounting periods 2020/21 & 2021/22 and why has the Mayor failed to publish the figures for these periods?'

**The mayor's response:**

'There has been a delay in publishing Transport for London (TfL) annual financial summaries for taxi and private hire during the pandemic.

'I'm aware that TfL is updating its figures for 2020/21 and 2021/22 and intends to publish them in the next few weeks'

Weeks passed, then months, still no publication. This prompted additional questioning from Keith:

'In relation to question 2022/2147 from June and your answer "that TfL is updating its figures for 2020/21 and 2021/22 and intends to publish them in the next few weeks". Can you be more specific as to when?'

**Response from the Mayor (pictured right):**

'Transport for London plans to publish this information in early 2023. The team apologises for the delay.'

As we go to print the position remains.

Question's must be asked - why the reluctance? TfL would obviously know yearly positions and the summaries are a mere 3 pages. A couple of days at most to compile.

The importance is obvious: any deficit, large or small would have an impact on the delivery of licensing and compliance activity. The last 19/20 published summary showed a worrying closing regulatory deficit of £31m. We also have the impact of the pandemic on finances.

Do licensees not have a right to know how their licence fees are spent and managed?







**Walker on the march...**

# NO PAY INCREASE FOR YOU NEXT YEAR

**While all and sundry around you are getting or turning down 10% + pay rises, The TFL Finance committee, on the recommendation of TPH, have decided to award taxi drivers a pay rise of nothing, zilch, nada; a big fat zero.**

The tariff is increasing by 7.6% but that merely covers your cost of running a taxi and does not contribute towards an increase in your earnings. Meanwhile, with inflation for the year to January running at 10.5%, TFL have decided that you already earn enough. While train drivers are arguing over whether or not to accept a pay increase up to 14.0%, you get nothing. While TFL have offered their own staff a 4.2% pay increase, the same people have refused you 4.0%

## THE 7.6% TARIFF INCREASE IS A PAY CUT FOR YOU AND I

A tariff increase is not necessarily an increase in your earnings. The TCI (Tariff Cost Index) that is used to fairly gauge how much taxi fares should rise by on an annual basis is broken down into 2 constituent parts. The first part estimates the annual rise in the costs of running a taxi. The second part estimates what the earnings of the driver should increase by.

This time around, it was decided that costs had risen by 7.6% and that driver earnings, in line with average national earnings should increase 4.0%, making a total of 11.6%. As a result, TFL have decided to cut your real earnings by 10.5% i.e. the amount you can buy with your earnings has reduced over the last year by 10.5% and your buying power will continue to fall for at least the next year until TFL once again decide if they will allow your earnings to rise.

## HOW DID THIS HAPPEN?

Well, depending on whether you think 7.6% was the right decision or not, the LTDA must take a large share of the credit or blame. Since the tariff group was formed in 2015 (LTDA, Unite the Union, LCDC, RMT and UCG) it has been fighting to maintain fares and the integrity of the TCI.

Until now, while having to make concessions on Tariff 3 and 4, it has maintained the integrity of the TCI and maintained T1 and T2 in accordance with the TCI.

Until this latest round, the consultation process has always offered either two or three options. The first being the amount of the TCI across the whole tariff, or; no increase on the tariff at all, or; the amount agreed by the tariff group and TFL representatives.

These were the choices we were expecting in this tariff round until the LTDA produced a fairly amateurish survey among their membership, asking a main question of whether or not members wanted the 11.6% increase and if they did not, would they like the 7.6% expenses or just the 4.0% "wage" increase (that obviously was actually a 3.6% wage cut, even before inflation was taken into account). Worse still, without saying how many members responded, they published the results before TFL had completed the consultation document. Due to the badly constructed survey, the result was misinterpreted as an overwhelming support for 7.6%.

While this went against the overwhelming support of cab drivers responding to the consultation, for the full 11.6% increase, it emboldened TFL to offer the choices of 7.6% and 4.0% in the consultation document.

Any driver that didn't respond to the tariff consultation must also, I'm afraid, take some responsibility for this 7.6% award. About 500 drivers responded. If that figure had been 10,000 that overwhelmingly supported 11.6%, it may have concentrated TFL minds a little more. So, if you didn't like this result, try and respond next year.

The LTDA have also undermined any power of negotiation the Tariff Group had with TFL. Up until this round, whatever debate went on among the group in private, it had always agreed to a majority decision and presented a united front to TFL. Unfortunately, this fell apart during this round, albeit innocently. While Group delegates have to get big decisions rubber-stamped by their leaderships, they enjoy a lot of leeway; after all, if they didn't have any delegated power, they wouldn't actually be delegates.

The LTDA moved away from this. They send a delegate but he is actually no more than an observer as he has no delegated power and does not even report back to the LTDA COM, whom make the decisions for the LTDA, in any formal capacity. This creates three problems. The first is that any disagreements within the group often become apparent to TFL representatives. Second, at times group decisions are held up for months while propositions are sent back and forth to the LTDA COM for their approval or otherwise. Lastly, as proven by recent letters sent out to TFL and their membership, the LTDA COM have no understanding of how the TCI works.

## THE LTDA LETTERS

The tariff group knew something unusual was afoot because the TFL rep became a little bit shady. A meeting with the Group had been scheduled and the timing of this was after TFL were supposed to get their recommendation in but left the leeway of a week whereby TFL could have amended their recommendation if they wished to do so. This would have given the group the opportunity to discover what the TFL recommendation was and the opportunity to ask them, if necessary, to amend their decision.

The TFL rep wanted to change the meeting date to a point in time where no changes could be made. The original meeting did not take place by agreement. However, when asked what the TFL recommendation was, allowing enough time for an amendment via email, no answer was forthcoming.

You know the outcome, so on to the LTDA letters. TPH attend the Finance Committee meeting and so would still have an opportunity to sway the Committee, as opposed to the usual rubber-stamping of the TFL recommendation, if they had a mind to do so. It should be noted at this point that if at least T1 is not awarded in the same amount as that indicated by the TCI, then as far as the original purpose of the TCI goes, that has stood the cab trade in good stead since 1984, would now be dead and gone. If that happened, and it has, our tariff once again becomes a political football as it

was prior to 1984.

The importance of T1 being increased by the TCI figure cannot be over-emphasized; it is absolutely crucial to future tariff increases.

The Tariff group (including the LTDA) had asked for 11.6% across all four tariffs. After

measure tariff increases but only the costs of operating a taxi. If costs and national earnings fall over the next year, then the tariff may well reduce but it has absolutely nothing to do with what amount the tariff is increased by this year. The changes in costs will be the same over the next year whether the tariff increases by



learning of the TPH recommendation all the organizations within the group, other than the LTDA complained about the 7.6% recommendation. The LTDA sent a letter of support to TPH, reaffirming that their survey last October showed that the respondents did not want the 11.6% that the other trade groups and very close to 100% of drivers responding to the consultation asked for. They pointed out that their survey showed support for either of the 7.6% or 4.0% options on T1, 2 and 3, but not T4.

They also showed their ignorance of how the TCI works by stating, and this was repeated by TPH at the Finance Committee meeting, that an 11.6% increase may have caused a tariff reduction next year if inflation and costs continue to fall. This is patent nonsense as the TCI does not

11.6% or 7.6%.

Guess what? These ill-informed dummies at the LTDA may not know what they are talking about, but they have the biggest membership and so TPH stuck to the LTDA recommendation for you to receive a 10% pay cut. The LTDA membership then wrote to their membership, giving them the same misinformation. They also claimed a victory for the 10% pay cut they persuaded TPH to give them because the original TPH recommendation wouldn't have increased T3. Even that wasn't their victory. It was clear in the Committee meeting that the response and supplementary letter from the Tariff group were what swayed TPH to amend their recommendation of 7.6% to include T3. It doesn't end this year. The 4.0% earnings element that the LTDA, TPH and Finance



Committee between them have taken out of your pocket does not only apply to this year but every year going forward. It doesn't get taken into account, as said earlier, in future costs or awards.

So, the 4% tariff increase you aren't getting in 2023, you won't be getting in 2024, 2025..... 2099, etc. Not only that but you won't be getting the compound inflation on it either. What that means in English is that if we had got that 4% and inflation kept running at 10%, in seven

more taxi drivers willing to accept card payments these days. He was deciding your tariff increase and wasn't even aware that all taxi drivers have been compelled to accept card payments for several years. Third, and most importantly, one of the Committee was unable to understand why there were two elements to an increase, costs and national average wage increases. He wondered by the 7.6% wasn't sufficient on its own and couldn't understand where national earnings came into the

However, TPH confuse the issue by separating the earnings element away from costs.

The guy would understand that a business (which every taxi driver has) will add all costs and overheads (including labour) and then add a profit margin to reach a selling price. It is unsurprising therefore that he would fail to understand that if only the cost element was included, the drivers' earnings/profits would never increase.

He reinforced this belief by stating that LT fares had only increased by 5.9% and ours was already way above that at 7.6% (TFLs fault through regulatory costs). That demonstrated his thinking. He couldn't equate that while within that 5.9% fare increase there were wage increases of 10% +, such wage increases were not included in the cost element of the TCI. Hopefully, he is clear on it now, but the worrying thing was that TPH reps couldn't explain it.

#### THE DISABLED

Nobody wants to do the disabled down. The price of a taxi is inflated by a five-figure sum in order to help the disabled travel and drivers pay it willingly, mostly. Taxi drivers have as much sympathy as anybody else. However, we are a business and are neither a charity or government dept. Every year, and none more so than this year, there is a significant lobby against raising the tariff due to the effect it would have on the ability of the disabled to pay increased fares. This lobby mainly comes from Taxicard and some local councils and the Committee always mention this and pay it high regard.

However, it is not the job of individual cab drivers to subsidize fares to the disabled, which restricting the tariff is. If the disabled cannot afford taxi fares, then it should be the job of local and/or central government to subsidize their fares or find another form of transport that suits them. Worse still, if we are subsidizing the fares of the disabled by reducing the tariff and therefore, reducing our earnings, it is not just the disabled that we subsidize. All customers pay the same fare rates. Therefore, if the tariff is suppressed to help the disabled afford taxis, then taxi drivers will also be subsidizing the fares of customers that earn more money in a month than the cab driver that is subsidizing their fare will earn in a lifetime. Hardly Fair, eh?

We should all be concerned for the less - abled in our society but such concerns should not be any part of a tariff revision. We have touched several times on the TCI and it is perhaps time to explain it more fully.

#### THE TCI (Taxi Cost Index)

In the past, tariff increases were always in the gift of the government. As such, our tariff was used as a political football. Often, we would go several years without any increase at all. The final straw was when the government of the day refused any increase in the mid 1970s, despite appallingly high cost inflation. Then in 1980, the new government increased the tariff by 52% in one go. This crap system was put right when a taxi driver from the T&G (now Unite) developed the TCI as his Doctoral Thesis and the taxi trade are indebted to him for it. In 1984, the TCI was adopted as the method of assessing and revising our tariff.

This worked wonderfully well. Towards the end of a year, senior reps from the LTDA and Unite were called in, shown the stats, given the figure for the tariff revision of cost inflation for the year. This would be agreed and put forward to the arbiter of the tariff, where it would be rubber-stamped early in the New Year and applied in the first Sunday of April, unless Easter fell on the first Sunday. This worked nicely and consistently, even when TFL took over. The idea is simplicity itself. A basket of costs involved in running a taxi plus general wage increases were evaluated annually in the last quarter and applied in April. This was fair to both customers and drivers, only maintaining but not increasing a cab driver's earnings in real terms. This only applied originally to T1 as T2 and T3 have been added to the tariff only since 2001 and T4 is just a supplement to T1.

Since 2015, TPH have messed about with things and not for the better. In 2015 they held a series of meetings, attended by trade driver organizations, taxi manufacturers, radio circuits and taxi apps. Out of this, T3 was cut by an hour (Gett, supported initially by the LTDA, wanted its hours cut by 50%. Also, T4 was reduced from a notional 6 miles on a stopped clock, to 6 miles actual distance, which was a huge reduction (Gett wanted it to be 12 miles before T4 kicked in). After that, the increase got later and later before implementation so that by the 2019 revision, we got the increase in January 2020, instead of April 2019. The

inability of TFL to update the TCI in October in order to revise the tariff by April, has resulted in the TCI being updated in May so that they have 10 months to complete what should be a fairly simple task.

Worryingly, TFL responses to our complaints of late implementation have stated that they have no legal obligation to review the tariff in April, or even annually. Also, the finance Committee have mentioned that the TCI is no longer the sole basis for a tariff revision but is merely an important guide to their decision.

In order to maintain the integrity of the TCI, the trade had agreed to freeze T3 and T4 for a total of seven years. Without the TCI we become a political football again. It could be the thin end of the wedge that opens the door to tariff reviews and adjustments being made at the whim of civil servants and politicians.

#### The LTDA have thrown the TCI into the bin.

Finally, let me explain why the LTDA contention that this year's tariff increase could cause a tariff reduction next year. The TCI is an index like the RPI. So, if we start at 2019, the index would be 100. Over the next 3 years costs rose by a total of 10.2% and so the index stood at 110.2 before the latest revision. Costs in this review have risen by 11.6%, and so the index has a value of 121.8. When the TCI is updated again, presumably in May, it will assess inflation of costs since last May. If those costs have fallen, then the tariff will be reduced. You will notice that I haven't mentioned the value of a single tariff increase here. That is because the TCI and the tariff are two completely different things. The TCI only looks at cost inflation. It then informs The Tariff group (including the LTDA) had asked for 11.6% across all four tariffs. After learning of the TPH recommendation all the organizations within the group, other than the LTDA complained about only the 7.6% recommendation. any decision on tariff change. Perhaps, if the LTDA sent a proper delegate to the Tariff Group, their COM may come to understand how the TCI operates and what effect it has.

The guy they send to meetings is perfectly capable of doing the job but unfortunately he has no power of delegation and is not required to report back to the COM because, obviously, they already know everything.



years that 4% would become 8%, in 14 years it would be 16% of current earnings.

#### THE FINANCE COMMITTEE MEETING

There is not too much to say on this but you can go on YouTube and watch it if you're interested. There are just three points to make here that go to show how little the committee actually knows about the London Taxi Trade and its tariff, bar one or two exceptions. First, Helen Chapman, head of TPH, repeated in the meeting the misinformation the LTDA supplied about how this year's increase may adversely affect next year's increase if the full 11.6% were awarded. Utter nonsense. Second, while discussing the driver and taxi supply problems, one of the Committee suggested that technology could help solve some of the supply problems. When asked to expand he used the example of many

equation.

Helen Chapman had a stab at explaining to no avail and so she passed it over to Darren Crowson, who is the TFL rep that deals with the Tariff and Tariff Group. Unfortunately, he didn't do any better at an explanation. The chair then had a go and got closer to an explanation but unfortunately hit the post. The original questioner then suggested that it would be better to discuss the topic later when the meeting was off-air. Wise decision as he could see they were making monkeys of themselves. I have some sympathy with the first guy because the way that TPH present the TCI is very cloudy. The questioner is a businessman and so would have no trouble understanding the simple cost equation of  $a + b = \text{total costs}$ , where  $b = \text{labour costs}$  and  $a = \text{all other costs}$ . The guy would understand labour costs.



# EU DELAYS FINAL VOTE ON COMBUSTION ENGINE BAN, EXPOSING GROWING DISSENT AMONG MEMBER STATES

European Union member states decided on Friday morning to postpone a vote to ratify an EU-wide ban on the sale of new combustion engine vehicles as of 2035, reflecting growing discontent over one of the central measures to achieve climate neutrality by mid-century.

The ban was designed as a gradual transition and proposes that all new cars and vans sold across the EU market from 2035 onwards should have a 100% reduction in CO2 emissions, a provision that will effectively exclude all those that run on petrol and diesel.

Brussels chose 2035 as the cut-off date because the average lifespan of vehicles is 15 years and the Green Deal aims to make the entire economy CO2-neutral by 2050.

Friday's vote by EU ambassadors was supposed to be a mere formality after the bloc's two co-legislators, the EU Council and the European Parliament, had reached in October a provisional agreement that kept the 2035 deadline intact.

The Parliament rubberstamped the law last month with a tight margin of 340 MEPs in favour and 279 against. The legislation was then passed on to ambassadors for the final green light.

Together, the four countries would have been able to mount a so-called "blocking minority," using either abstention or rejection votes.

Germany, a world leader in the automotive industry, is campaigning to have cars that run on synthetic fuels, also known as e-fuels, excluded from the 2035 ban.

E-fuels are an emerging



technology whose carbon footprint and commercial viability have been contested by environmental organisations.

German Transport Minister Volker Wissing, who hails from the liberal, business-friendly FDP party, said earlier this week he had asked the European Commission for a new proposal to introduce the e-fuel exemption but he had not received any positive feedback from the bloc's executive.

"Against the background of the enormous fleet of cars that we have in Germany alone, there can only be a compromise for the FDP on the fleet limits if the use of e-fuels is also possible," Wissing said.

It's unclear how many more countries were also willing to vote down the law.

Last summer, Italy, Portugal, Slovakia, Bulgaria and Romania called for the ban to be delayed from 2035 to 2040, pleading for more time to adapt the existing infrastructure.

Back then, their joint push failed to gain enough traction, but on Friday, the odds shifted.

With the outcome appearing increasingly uncertain, Sweden, which currently chairs the rotating EU Council presidency, decided to postpone the vote.

Ambassadors will "revert to the issue in due time," a Swedish spokesperson said on Friday morning, without providing any specific date.

In Brussels, the European Commission declined to comment on the procedural delay and the statements made by the German

ministers but said it was in "listening mode" to understand the reservations voiced by certain capitals.

"The proposal that we made is based on technological neutrality as to how to achieve the goal of having zero CO2 emissions cars as of 2035," a Commission spokesperson said, insisting the measure does not target specific fuels but the aggravating effect they have on the climate crisis.

The spokesperson also underlined the legislation features a recital to review the technological developments made by 2026 in the field of zero-emissions transport, which could in principle open the door for exempting new kinds of sustainable fuels from the 2035 ban.

But the recital is not legally binding and is up for the European Commission to trigger.

"This recital is there for us to implement," the spokesperson said. "We want to understand those concerns better, in particular the new concerns, before deciding on what's the best way to proceed."

From Rome, Italy's Transport Minister Matteo Salvini, a vocal detractor of the 2035 ban, openly took credit for the postponement, calling it a "great signal."

"The voice of millions of Italians has been heard, and our government has demonstrated that it offers common-sense arguments (...) in defence of our history and our work," Salvini wrote on his Twitter account.

"There is still a long way to go but we will not sell out to China."

*Courtesy of Euronews*



## L.C.D.C LEADERS NOT FOLLOWERS

### Stop talking about it and **JOIN!**



# **RAPID**

## AUTO ASSIST



## **TAXI DRIVER? HAD AN ACCIDENT?**



**We'll deliver you a  
replacement LEVC today!**

### **Why choose RAPID Auto Assist?**

- We'll get you back on the road earning immediately.
- No insurance excess to pay.
- Injured? We'll put you in touch with a specialist solicitor.
- No claims bonus preserved.
- Manufacturer approved repairs.

### **What we do**

- 1 Collection of your cab**  
We'll arrange for the recovery of your cab into safe and secure storage until repairs are started.
- 2 Approved Repairs**  
We'll arrange for repairs to be completed by an approved repairer as well as dealing with insurance assessors.
- 3 Transport for London**  
We'll deal directly with Transport of London on your behalf to ensure all relevant procedures are complied by involving the accident of your licensed cab.
- 4 Delivery**  
Once repairs are completed, we'll deliver your cab back to your home address.



**CALL US ON**

**0203 488 8000**

or email: **info@rapidautoassist.com**



ARH House, 1A Grange Crescent, Chigwell, IG7 5JB  
[www.RapidAutoAssist.com](http://www.RapidAutoAssist.com)





LUKIN ST. E1 0BN



LUKIN ST. E1 0BN

# **WANTED**

## **TX4'S, TXE'S & VITO'S**



**ANY INFORMATION LEADING TO THE PURCHASE  
OF A TAXI SHALL BE DULY REWARDED**

**NOTIFY BY CALLING**

**0207 377 2182**

**BEST PRICES IN LONDON PAID**



# Private Hire revocations are shocking

As you can see from the graph below with the latest published PH driver revocation numbers, the number of sexual assaults is still very high.

When you look at the serious sexual offences - 39 and the "other" sexual offences - 26 - this gives you a staggering number of 65 PH drivers losing their licences through sexual offence towards the public. What are TFL doing to safeguard the travelling public?

use a letter of good conduct instead of a DBS check to get licensed.

Now, call me old fashioned, but when these drivers are transporting people's most precious possession i.e - wives, daughters, mothers, then surely, there must be a duty with TfL to make sure sufficient checks are in place and I for one would think anyone without a DBS check should not be allowed to be licensed.

We know that drivers can

Revocation Reason	PHV
Age-Related Medical (not returned)	264
Medical (does not meet Group 2)	57
Dishonesty	46
Driving Disqualification - Drink/Drug Driving	19
Driving Disqualification - Other	122
Sexual Offences - Serious	39
Sexual Offences - Other	26
Complaints - Abuse/behaviour towards passenger (non sexual)	12
Arrested/Charged (Serious Offence)	9
Touting - Conviction	3
Compliance Breaches - PHV	1
Drugs	7
Plying for Hire - Conviction	4
Driving Disqualification - Causing Death/Dangerous Driving	1
Violence - Other	5
Violence - Serious	2
Other Relevant Information (DBS)	14
Fraudulent Identifiers	14
Accumulation of Cautions/Conditional Discharges	1
Complaints - Abuse/behaviour towards TfL	1
Compliance Breaches - Taxi (Other)	1
possession of weapon (and complaints)	
Grand Total	648

**Hold on to your badge - not your phone!**



**Join Today**  
**0207 394 5553**



## Khan barracked as he brands some Ulez opponents ‘far right’ and ‘Covid deniers’

**Sadiq Khan was barracked at a public meeting last night as he branded some Ulez opponents ‘far-Right’ and ‘Covid deniers’.**

The London mayor was holding a People’s Question Time in Ealing, west London, when the extraordinary confro ntation developed.

Tensions have been running high for months over the expansion of the Ultra Low Emission Zone - where £12.50 is charged for driving polluting vehicles - which is due to cover all London boroughs from August.

Critics, including some London Labour MPs, have branded the policy a ‘tax raid’ and warned it will price key workers and others who have no choice about using vehicles out of the capital.

During the bad-tempered session last night, Mr Khan compared the situation over Ulez to complaints before the ban on smoking in public places was introduced in 2007, adding: ‘What I find unacceptable, though, is those who’ve got legitimate objections joining hands with some of those outside who are part of a far-Right group.’

Shaking his head amid shouts of protest from the audience, Mr Khan went on: ‘Let’s be frank, let’s call a spade a spade... some of those outside are part of the far-Right, some are Covid deniers, some are vaccine deniers and some are Tories.’

At that point the jeers became so loud that the chairman had to intervene and warn that the meeting might have to be broken up.

Mr Khan then continued: ‘Some of you have got good reasons to oppose Ulez, but you are in coalition with Covid deniers... you may not like it... you are in coalition with the far-Right. And you are in coalition with vaccine deniers as well.’

Peter Fortune, the Tories’ deputy leader at City Hall, shot back at Mr Khan: ‘If you disagree with the mayor he’s going to paint you as far-Right... he is going to say you are a flat-Earther... he doesn’t want to address the fact you’ve got legitimate concerns.’

He claimed the real issue behind the Ulez scheme was the need to prop up Transport for London (TfL),

which runs the city’s buses and Underground, adding: ‘It’s about finance. At the end of the day this is about the mismanagement of TfL.’

‘He never talks about the financial impact on people... he never wants to address that because the reality is he’s filling a financial hole in TfL.’

Nick Rogers, another Tory member of the London Assembly, said afterwards that Mr Khan’s comments were ‘some of the most disgraceful I have ever heard from any politician’, adding: ‘Labelling those who oppose his Ulez expansion as ‘far-Right’ is not OK. If he can’t hack the pressure of being mayor, he should resign.’

Mr Khan tweeted afterwards: ‘Good to answer questions in Ealing on how we are addressing genuine concerns about ULEZ expansion, whilst ensuring our children no longer breathe in poison.

‘To the conspiracy theorists who tried to disrupt tonight’s #PQT:: Londoners have no time for your dangerous misinformation.’

*Courtesy of The Daily Mail*



# COLTS CABS LTD

100-102 DUNBRIDGE STREET LONDON, E2 6JG

---



The future  
is **Green**

The future  
is **Colts**



**Don't be a  
diesel dinosaur**

— **TXE taxis to rent** —

We are still renting a limited amount of diesel taxis

TELEPHONE

020 7613 0684 | 020 7613 0630



# NO CITY FOR YOUNG WOMEN...

By Charlotte Gill

**Women are being left out in the cold by transport policies — literally.**

As someone born and bred in Islington, I have always been fairly relaxed about walking home late at night. Maybe too relaxed — I rarely get taxis, even in the early hours of the morning, and I have a tendency to behave a bit like Scrappy Doo in potentially troublesome situations, being much too bold for my size (5'2).

In recent times, I have rather lost my “Scrappy factor” along with the sense that it is safe to go about in the late hours.

Chief to this was an experience in January. I had enjoyed a boozy supper in West London and was returning to Highbury (hardly Frodo’s trip to Mordor). I got to Paddington station at around 00:40, where I hoped to hop onto the Victoria line, only to find the station mostly empty. Two TfL staff told me that the night tube wasn’t working — even though it was a Friday evening (aka one of the main times when you most want to use the night tube).

So I went to catch the bus. Citymapper said one would come at 12:55. It never showed. I waited on the street corner, which was empty. A man eventually turned up, and we stood there for 20 minutes before the bus came.

I’m not saying there was anything wrong with this man. Maybe I was standing next to the nicest person in the whole world that evening. The point is, I didn’t want to be standing on a street corner after midnight, waiting 20 minutes for a bus, with a random man.

This week I had a similar experience. My friend had an art show in London. After a wonderful night out together, we left Soho at around midnight. She ordered an Uber and we waited for it. It took at least 20 minutes to arrive.

Although my friend had insisted I leave, I had confidence knowing that I could speedily get home on the Victoria line. I headed off down Dean Street. Here I was approached by a man from a group (I do not mean this callously) that appeared to be homeless. He commented on my looks.

At the end of Dean Street, I spotted that the Elizabeth Line at Tottenham Court Road (one option to get home) was closed (at 00:50). Soon after I found Oxford Street closed. A transport worker there told me the



night tube only works over the weekend (although apparently not on Fridays from Paddington ... ).

Afterwards I found a bus that took me close enough to home, and then I waited for another bus. With no sign of one coming any time soon, I hailed a cab with its lights on. It drove past. Luckily, the next cab picked me up.

The cab driver was a very nice man. During the journey home, because of my interest in car issues, I asked him his thoughts on Sadiq Khan. “Arsehole!” he replied, adding that “he hates us” and emphasising “you know, most of us cabbies are working class”. The cabbie told me that because of Khan’s policies, taxi numbers have gone down from 25,000 to 14,000. He also said that he regularly now sees women stranded around London.

The conversation furthered my conviction that transport should be better considered as a feminist issue. I do not think it is a coincidence that Will Norman, London’s Walking & Cycling Commissioner, is male. Nor is it by chance that many who, like him, advocate more cycle lanes (aka fewer cars on the road) are also male. They lack empathy in a number of ways, but particularly when it comes to thinking about how women get about areas (including mums transporting small children).

Standing at the bus stop last night,

waiting and waiting, I simply thought: do some of these men think I should have cycled three miles from Soho — or that it should even be walked? I suspect they’d say that they actually just want better public transport. With on and off strikes, a huge hole in the nation’s finances and sluggish productivity in the UK, this utopia is a long way away. In the meantime, women — as well as other groups — are paying the price of male urbanist dreams.

Although I have used my own experiences to illustrate the challenges of transport policy, the biggest victims in this will be women in precarious industries and on low wages. Take hospitality staff, working late on weekdays in Soho. If they cannot access the night tube and have to wait long periods for buses, they are not safe. Many won’t be able to afford taxis (if Ubers don’t cancel on them, and there’s enough supply of other cabs). It’s unsustainable as an option.

As with most things that don’t function in London, it is difficult not to lay the blame on Khan, despite his purported interest in women’s safety. Last year he launched a campaign to tackle male violence, that tells men “Have A Word With Yourself, Then With Your Mates”. There’s no point in telling men to “have a word” when the Mayor’s transport policies leave women stranded in the cold on empty streets.

Another official who supposedly

cares about women’s safety is Amy Lamé, the £116,000-per-year Night Czar, who held a “Women’s Night Safety Summit” in 2017. “London’s first” such event had the goal of “Ensuring women in the capital are safe at night”. Yet she has done nothing obvious to engender this change.

As an example of her general incompetence, let me return to the events of last night. I was running late to my friend’s show which began at 6pm, and she let me know that the studio would close promptly at 8pm — because of “annoying neighbours”. She was referring to the London phenomenon of noise-sensitive residents, with whom councils side when deciding venues’ closing hours.

Not only transport policies reduce getting-home options for women, but opening times do, too. Cabbies are learning there’s no point in coming out late — as the city is dead. This is whilst the Night Czar has been in a well-paid post since 2016, with her brief of “ensuring London thrives as a 24-hour city”.

I cannot see the situation getting better — given that the Mayor and his team are intent on turning the capital into 28 Days Later. London is burning, and no one’s fetching the engine. Perhaps some advice to Khan might be “Have A Word With Yourself, Then With Your Czars”.

*Courtesy of The Critic*



# I.D TAXIS



## LONDON'S SHOWROOM

**"We only sell quality cabs"**

**Vitos / Tx4 / Levc**

**All passed & plated in your name**

**Full finance packages**

**Warranties available**



**020 8591 0700 E: [idtaxicentreltd@gmail.com](mailto:idtaxicentreltd@gmail.com)**

# BEST PRICES PAID FOR YOUR TAXI





# Alan's Angle



## Euston Station 2042 rank

**Last week the Cabs rank committee and representatives from TPH had a meeting with the HS2 team at Euston.**

The meeting was regarding the next phase of our taxi rank being moved. Not the one that is being built in the eastern gardens of Euston opposite the one we work at the moment. It's the final place where the rank will be when HS2 is finally up and running in 2042, yep you did read that right and it wasn't a typo for 2024. The new rank entry and exit will be on Hampstead Road. It's nice to be finally shown designs for a rank before they say that this is what we will be giving you, but 2042 is a very long way off.

The ranks committee did have quite a few questions in regards to certain aspects of the design and have given some feedback into a few changes or what we feel could improve the scheme.

One was a digital screen to allow us to see when trains are arriving. Another request was some toilet facilities for drivers to be built into the new design structure - there looks like plenty of room for one to be factored into the designs at this early stage. Wouldn't want to try and get a change to the plans when they're half way through building it.

One of our main arguments was that Eversholt St must have some sort of set down

and rank on the East side of the station, as the walk for normal passengers not coming in on the HS2 is around 400 metres to the rank by Hampstead Road. Now you try walking that with kids and luggage or an elderly person. We've tried to educate the staff at HS2 that people are going to take the short walk out on to Eversholt St to look for a passing Taxi.

Now here lies one of the major hurdles - Eversholt Street is run by the not so loving borough of Camden Council, who will try and stop Taxis from having any ranking facility on their highway.

They put up so many hurdles to a rank in Eversholt St when HS2 said that the rank would move to the east side of the station that Euston Station had to agree to one in the Eastern Garden after they vacated all the people from the Gardens.

I can see most passengers asking to be dropped in Eversholt Street to save money on going round the houses to access the Taxi rank. A bit like passengers wanting Praed St instead of the air deck on Bishops Bridge Road. I did say at the meeting this new rank is not a Field of Dreams - build it and they will come.

So let's see how the move to the new rank in the Eastern Garden goes, which will be happening this year.



## Westminster bi-monthly meeting update

**I always try and let you all know what's going on after meetings with Westminster Council.**

I believe they are still the most proactive council in London when it comes to the taxi trade and meeting with the Cab Ranks Committee. Last month saw us talking about many items.

First up was Oxford St and surrounding areas - we are

constantly questioning new schemes and consultation concerning Oxford St. At this present time there are about 37 projects and schemes on the go in and around Oxford and Regent St.

We're constantly complaining about getting more rank space back in Oxford St after a few ranks were lost to pavement widening schemes during Covid. We've lost so much

on street presence that we now have only two ranks on Oxford St and that is not good enough. Ranks that are in side roads adjacent to Oxford street do not work due to sight line issues.

Westminster Council are drawing up plans for both ends of Oxford Street and we're now trying to obtain ranks in the new scheme. We asked about access if Davis Street re-opens onto Oxford St, only to be told

that it will not be re-opening. Next was WCC talking about making both ends of Oxford St Bus and Taxis during certain times, which we said would only work if it was enforced by cameras. But welcomed the idea of Bus and Taxi access.

Queensway and the new development at Whiteleys was discussed regarding the old rank moving position to service the new hotel being built.

Cycle Lanes was discussed with WCC looking to implement a few more schemes, but WCC said they would show us plans long before consultation for our input. Which didn't happen in the past.

We also discussed the new rank for the Peninsula Hotel on Hyde Park Corner. I feel it's in the wrong location and a site visit is being arranged. Will keep you updated on further meetings.





Your Health is your wealth. Fit to Drive Medicals

**Need help maintaining and managing your health as a  
London cab driver? 4-Armed Health is here to help!**

From completing DVLA Group 2 Medical Standards and TFL TPH/204 medical forms, to providing scans of the heart, blood, and body, 4-Armed Health is the perfect choice for any of your health-related needs.

Our range of health screens and services are specially tailored to support cab drivers in their pursuit of physical health and wellness.

A Discounted bespoke health screening service for LCDC members

**When did you last give yourself an M.O.T?**

We believe that if a car is worth an annual MOT, then surely your body is worth a check-up and a little TLC too. We can help with heart health, sleep apnoea, tiredness, weight loss, back pain, and any other general conditions. We will deliver bespoke plans to reduce body fat which in turn lowers the risk of heart disease, diabetes, and cancer. 4 Armed has developed a strong network of experts in the NHS and private sector so if an abnormality is detected, we can promptly refer onward for further investigation.

Do you have difficulty sleeping or feel unusually tired?

**Quality sleep is important for overall physical and mental health.**

It plays a crucial role in helping the body and mind to rest and recharge, allowing you to feel alert and energized throughout the day. Driving for long hours makes it difficult to maintain a healthy lifestyle. Especially around diet, weight management and exercise. We have in-house experts to help with the quality of your sleep, tiredness and to combat any breathing difficulties such as sleep apnoea.

**Find us at Nazeing, Waltham Abbey, Essex EN9 2SG**

For your comprehensive private health check, to help live a longer,  
healthier life. 0207 846 5656 [www.4armedhealth.com](http://www.4armedhealth.com)





# MET POLICE OFFICER SACKED AFTER MOONLIGHTING AS UBER DRIVER

**A Metropolitan Police officer who moonlighted as an Uber driver has been sacked after he applied for a licence with fraudulent documents.**

PC Muhammed Darr was still on probation as a new officer when he was arrested in November 2019 on suspicion of fraud.

Bosses at Scotland Yard had no idea Darr had a second job as a private hire driver, a misconduct panel was told. In the criminal investigation, Darr attempted to hide the fact he was a serving officer, calling himself "self-employed" and pretending he knew the police caution from TV shows.

A panel has now found Darr guilty of gross misconduct and dismissed him without notice.

The hearing was told how Darr had worked as an Uber driver since 2018 without declaring it



as a "business interest" to the police force.

He fell under criminal suspicion after submitting a faked Transport for London private hire licence and bogus insurance documents to Uber when applying for a renewal of his operating licence.

In a police interview, Darr claimed he paid £100 for the documents to a man he met on Gumtree, and insisted he only

found out they were fake when concerns were raised by Uber.

Darr was cleared of fraud after a criminal trial at Snaresbrook crown court, however, the police misconduct panel decided he knew the documents were bogus when he submitted them.

"He is a police officer and common sense would have told him that any apparent offer by a third party found on Gumtree to

cut corners in the application process would be suspicious", the panel ruled.

The misconduct hearing was told how Darr did not tell his Met bosses that he was under criminal investigation, and failed to declare his job as a police officer when he was first questioned.

"There was a deliberate decision by PC Darr to conceal the fact he was a police officer in that investigation", said the panel, in its ruling. This is all too obvious from his first interview when asked to explain the caution back to the interviewing officer where he says he knows the caution from watching TV.

"He had also described his occupation to the police as self-employed. We find that this was a deliberate decision by PC Darr to mislead the investigating officer and attempt to hide the fact he was

a serving police officer."

Darr was found guilty of gross misconduct for submitting fraudulent documents to Uber and lying about his role as a police officer. He was found guilty of misconduct for hiding his second job with Uber from the Met.

"There is a clear policy requiring a police officer to notify his employer of any proposed business interest", said the panel. In his failure to inform his employer of his self-employment as a taxi driver he has breached the professional standards of honesty and integrity and duties and responsibilities."

Darr handed in his resignation on the first day of the misconduct hearing, but he was nonetheless dismissed without notice.

*Courtesy of The Evening Standard*

# E-scooter boss says speed limit for cars should be cut to 20mph to protect riders

**Speed limits across major UK cities should be slashed to 20mph to protect the growing horde of e-scooter riders clogging up roads from serious accidents, a rental company boss has demanded.**

Wayne Ting, chief executive of Lime, the world's largest e-scooter and e-bike hire firm, has called on transport bosses to rollout speed restrictions, insisting it is the best way to protect riders from being killed or seriously hurt on the roads.

His plea comes after the number of deaths from e-scooter accidents tripled in a year, while crashes also ballooned by 28 per cent over the same period.

Mr Ting has insisted those renting his two-wheeled vehicles were not to blame, despite a damning study which branded e-scooter

riders more reckless than cyclists, being five times more likely to drink-drive and 30 times to travel helmetless.

While a further analysis by the Department for Transport found scooter users were about three times more likely to get hurt compared to cyclists - with 13 'casualties' every million miles.

But Mr Ting, a former Uber executive and Obama adviser told the Daily Telegraph: 'We know how to make riders safer and it is not by blaming modes of transport that are not creating serious accidents.

'We know how to improve safety, you slow down cars... in London, where they slowed the average car to 20 [miles per hour] they saw accidents go down.

'One accident is too many,' he adds, 'but some people say



we should ban scooters or e-bikes - imagine if a person gets hit by a car and people say we should ban walking?'

The use of e-scooters has exploded in recent years, with more cities adopting rental schemes nationwide.

But the growth in their popularity has triggered a safety debate, with the latest Government statistics revealing there were 12

deaths between June 2021 and 2022 involving e-scooters and 1,349 crashes.

This compares to four deaths the year before as well as 978 crashes. Some 11 of the 12 deaths were e-scooter users while one was a pedestrian.

In December 12-year-old schoolboy Mustafa Madeem became the latest person to lose their life riding an e-scooter.

The youngster was heading to school on the 15.5mph Voi machine when he collided with a bus in Birmingham.

And in June, a 71-year-old grandmother became the first pedestrian to be killed by an e-scooter in the UK when she was hit by a 14-year-old rider.

Linda Davis was struck on the pavement in Rainworth, Nottinghamshire, on June 2. She was rushed to hospital but died six days later.

*Courtesy of The Evening Standard*

**\*In our opinion at The LCD, we believe that these e-scooters should never have been licensed in the first place.**

**They're a major nuisance to road users and the public alike.**



**ComCab**

[join@comcab.com](mailto:join@comcab.com)

*London*

# CALLING ALL LONDON TAXI DRIVERS!



**New exclusive deal** for a limited time only

- Pay only 5% commission!
- Receive a £25 weekly bonus
- App or fully fitted equipment the choice is yours
- Device is provided free of charge if required







## 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 LCDC, 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 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.

### ■ CLUB PROTECTA

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

**JUST  
50p a  
day!**

\* £12 per month is tax deductible



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



**JOIN THE  
LCDC 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!**



# **I.D 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](mailto:idtaxicentreltd@gmail.com) for booking and info.**



# Raising Pounds and Losing Pounds for Charity

## Three London cab drivers have successfully rowed the Atlantic to raise funds for charity

London cab drivers Daren Parr 56, Bob Barber 56 and Stuart Lockhart 50 swapped their iconic black taxis for a Scud Ocean Rowing boat and set off from Lanzarote on 3 January to row the 3200 miles across the Atlantic to Antigua. Sixty days later they arrived to a rapturous welcome as they rowed into Jolly Harbour in Antigua accompanied by a flotilla of small boats.

Having raised over £13,000 for the Taxi Charity for Military Veterans, The Stroke Association and a Tanzanian orphanage, the three cabbies are back on terra firma, having lost a combined total of seventy six pounds in weight!

London cab driver and one of the rowers Daren Parr said of the fundraising challenge, "Nothing could prepare us for this! It was an experience that is very hard to put into words. We are just three ordinary guys doing an extraordinary thing and this challenge demonstrates what can be achieved with determined spirit and mental fortitude. We likened the experience to doing The Knowledge – it was very tough but is worth doing, it doesn't discriminate between anyone and no one ever fails, you either complete it or you give up.

"We were rowing for an hour with two hours off 24/7 for 60



days and the weather was awful. At one stage we were on a para anchor for three days just waiting for which of the waves (some the size of London town houses)

would capsize us. The constant movement makes even the smallest task difficult and after our friends and family the main things we missed was not

moving!

"We were totally overwhelmed by the welcome we received in Antigua from 150 people who were in small boats and on the quay side to wave us home. People asked how long it took to get my land legs back - let me tell you when I got off the boat it felt like I'd drunk twenty pints on an empty stomach, I was staggering all over the place and not able to stand up and fortunately someone handed me a chair. This has been one hell of an adventure and we hope that we may still get some more donations to support our three special charities.

"We are constantly asked what is next? We have climbed Mount Kilimanjaro and climbed Mount Meru back to back, now we have joined the small group who have rowed the Atlantic, so we will be taking a year off before we announce our next fundraising challenge. And you can guarantee it will push us to our limits again."

The three cab drivers still have one huge challenge left, to get the boat back. Disappointingly one of their sponsors has not delivered the promised amount which has left them needing financial help to get the boat back to the UK.

To donate towards the three charities that the row supported visit

[www.justgiving.com/crowdfundin/g/sarah-barber-124](http://www.justgiving.com/crowdfundin/g/sarah-barber-124)

And to help the cabbies get the boat back please visit [www.gofundme.com/f/cabbiesdoatlanticrow](http://www.gofundme.com/f/cabbiesdoatlanticrow)

### About Cabbies do Atlantic Row

London Cab drivers Daren Parr 55, Bob Barber 56 and Stuart Lockhart 50 have successfully rowed across the Atlantic from Lanzarote to Antigua. As 'Cabbies Do Kilimanjaro', they raised £18,000 for The Taxi Charity when they climbed Kilimanjaro in 2019, and in February 2022 they climbed Kilimanjaro and Meru and raised £8,000 for the London Taxi Drivers' Charity for Children and £2,000 for the Huruma orphanage in Tanzania.

Money raised from the challenge to row the Atlantic will be split between the Taxi Charity for Military Veterans, The Stroke Association, and a Tanzanian Orphanage near Arusha.

The 'Cabbies do Atlantic Row' team is supported by Avon Marina who provided a Scud Ocean Rowing boat, Monkey Fist Adventures who gave advice about the challenge and they have been sponsored by many businesses including their largest supporter the Millcroft Group.

[www.cabbiesdoatlanticrow.com](http://www.cabbiesdoatlanticrow.com)

## £18,000 Funding From ABF The Soldiers' Charity

The Taxi Charity for Military Veterans was delighted to receive an £18,000 grant from ABF The Soldiers' Charity to fund its programme of special trips and activities.

ABF The Soldiers' Charity supports partner charities which improve the wellbeing of armed forces veterans, especially those who are elderly or disabled.

The £18,000 grant will go towards the Taxi Charity's 75th anniversary events including social occasions in the UK as well as trips to Normandy, Belgium and the Netherlands for commemoration services.

Brigadier (Ret'd) Peter Monteith, Chief Operating

Officer ABF The Soldiers' Charity, said: "We are always

part of the wider Army family. This year we were only too

whose work is much appreciated across the veteran community."

Brian Heffernan, London Licensed cab driver and Chairman of the Taxi Charity for Military Veterans said,

"As a small charity that is wholly reliant on donations, grants and sponsorship to fund and facilitate our work with veterans, we are very grateful for the support of ABF The Soldiers' Charity. This grant will be used towards our programme of trips and activates in this our 75th anniversary year."

To find out more about the support the Taxi Charity offers to veterans or to donate visit [www.taxicharity.org](http://www.taxicharity.org)

ABF The Soldiers' Charity  
ABF The Soldiers Charity is the Army's national charity, for soldiers, veterans and their families for life. Since 1944, it has been at the forefront of support for the Army family. It is one of the largest funders in the sector, reaching 65,000 people and funding over 66 charities and organisations in FY 21/22. It supports the Army family through life's challenges - whether that involves bereavement, injury, getting back to work, elderly care, and much more besides. Beneficiaries ranged in age from a seven-month-old baby to a 103-year-old veteran last year - and it helped soldiers, veterans and their families in 48 countries worldwide. [www.soldierscharity.org](http://www.soldierscharity.org)



keen to support charities that focus on the welfare of veterans and make them feel

pleased to help fund the Taxi Charity and its loyal group of volunteer London cabbies,





# iFARES<sup>®</sup>

*The Driver's Fare Recording App*

***"In a time of rapid change, standing still is the most dangerous course of action." ~ Brian Tracy***



***iFARES is a better way to keep fare records than pen and paper.***

***Move forwards with iFARES today!***

***But don't just take our word for it...***

*"I've been using this app, highly recommend it, easy to setup and use, you know where you are money wise, no more constant adding up to see if I can go home!...It's genuinely a joy to use!" FT*

**\*\*\*\*\***

*"Perfect on the go. It's easy to use and saves me time!" KS*

*"Love this app, keeps me on track with bookings and income." TM*

**\*\*\*\*\***

**\*\*\*\*\***

*"I like it as it's so easy to use. Very good product." LW*

**\*\*\*\*\***

***Get a 100% no commitment 14 day free trial with every new registration, and less than the cost per week of your starting fare***

***Go download iFARES now and put your admin in top gear!***



# Heathrow Update March 2023

Agenda

- 1. Minutes from Previous meeting.
- 2. Feeder Park Entry Fee - ORC
- 3. Investment in TFP (South feeder park resurfacing)
- 4. £1M sustainable travel fund.
- 5. Heathrow document. (Taxi/PH section).
- 6. Tariff inc Fair Fares Review
- 7. Compliance issues.
- 8. Reps (Booking in for meetings) SLA
- 9. Taxi Desk Operation SLA
- 10. Marshals SLA
- 11. Car Park Wardens SLA
- 12. APCOA (Agents etc)
- 13. Canteen Dot Matrix
- 14. Canteen Access
- 15. Canteen (service and quality)
- 16. Vending machine outside of canteen area.
- 17. Gents shower.
- 18. Lost Property
- 19. Speeding

**Taxi Trade Reps met**  
Heathrow Airport's Officers on the 8th of March, 2023, for the latest in a series of meetings to discuss how much the entry fee to the taxi feeder park would be and under what arrangement it would be charged. HAL were told by the Civil Aviation Authority (CAA) to leave the taxi feeder park in the same non-profit making agreement that it had been under, following a long-awaited decision by the aviation regulator. Trade Reps made representations to the CAA last year, but were left waiting for the announcement, which had been delayed. HAL had wanted to move taxis into a commercial agreement that could have seen the fee raised so that HAL had yet another revenue stream. Trade Reps had raised objections to this and were fearful that the CAA might not listen to us and allow HAL to move us into a Commercial agreement.

Trade Reps also reiterated our objections to the Terminal Drop Off Charge (TDOC) that has been fraught with problems - mainly at T3 - that has seen drivers charged for Drop Offs that have not happened. The system has been so bad that HAL are now saying that the Inter Terminal Transfer (ITT) exemption that taxi drivers get will now be removed because HAL cannot fix the



problem. Again, Trade Reps have complained and objected, asking that taxis be made exempt in order to reduce the cost of fares to Heathrow and transfers between Terminals.

HAL had previously made a presentation to Reps regarding their latest Sustainable Transport Strategy that was really a rehash of their old one in the Heathrow Expansion Document. Those plans, which included a £15 Road User Charge were abandoned before the pandemic and replaced with the new £5 Terminal Drop Off Charge that is now in place.

Subsequently, the full Surface Access Strategy was found on the internet which detailed plans to put taxis in a Car Park by Terminal 4 with Private Hire - something that

keeps raising its ugly head. Again, the Trade Reps have rejected this proposal and asked that the collective data HAL use, which sees taxis lumped in with Private Hire, be separated so that HAL can see more clearly that the problems related to congestion and pollution at the Airport are driven by the growth of PHV's operations using Apps - in particular Uber - but also their own staff, who are exempt from all charges and have access to 28,000 parking spaces. If HAL were to charge their own staff a fee to park, the money that they raise from our trade would be a pittance in comparison. It was pointed out to HAL that if they want to get people out of cars then they need to make taxis more attractive for the local journeys and trips to Central London that make up most of our rides. HAL's own

document details how people are less prepared to use a taxi, preferring to use a car (their own or rented) and car parking the further the journey from Heathrow is. Most trips to and from Heathrow are from Greater London (inside the M25) and the South East. To encourage passengers to reduce car journeys HAL ----need to increase the Car Park fees that encourage both private motorists and Private Hire journeys.

Due to the CAA announcement, a different department at HAL will need to ratify the taxi feeder park fee, but it is likely to be halved to £3.60 that will for once see drivers get the full gate fee charged on the meter every time a trip is taken. In the past, only 50% or less of the gate fee has been recovered and the change has often

taken place in January despite our tariff changing in April. Hopefully, HAL will make the change in sync with the upcoming tariff change. Despite the high £7.20 charge (HAL originally wanted £10 plus) taxis have had a record year since APCOA started keeping results of movements (2012).

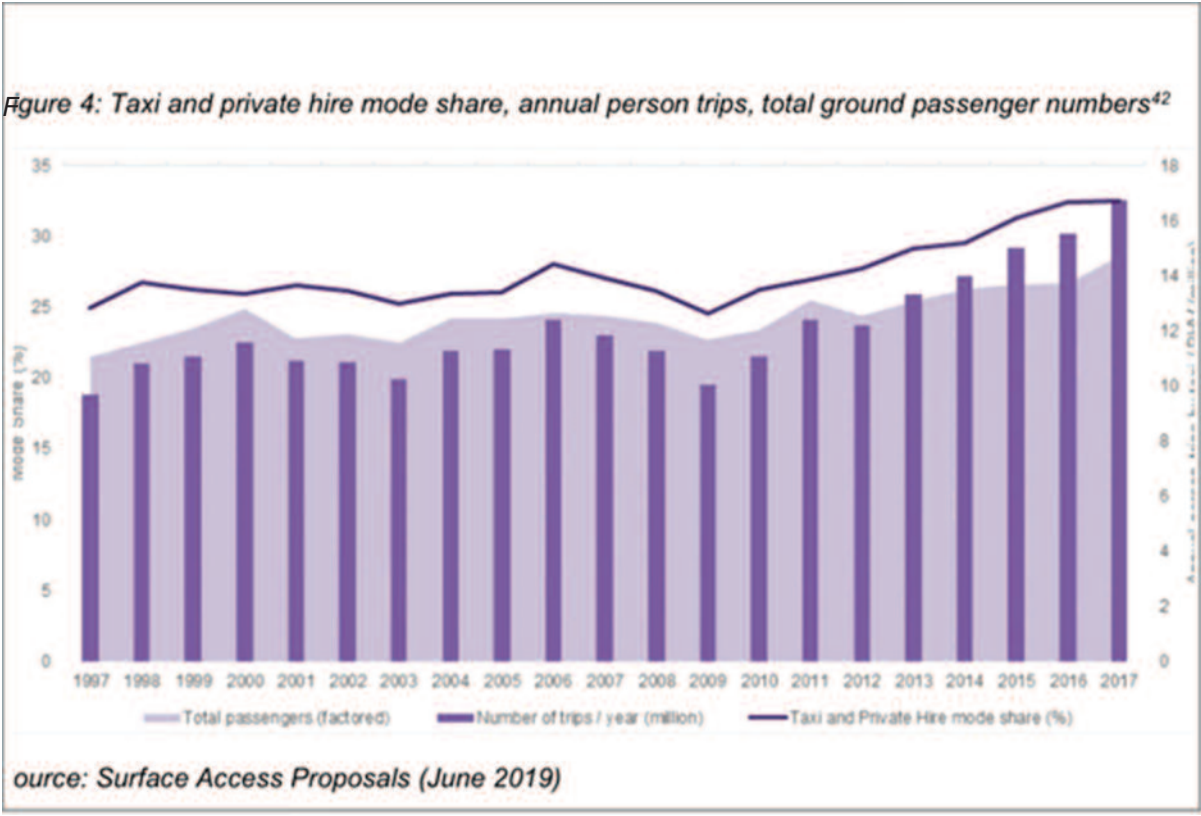
HAL have said they want to work with us and the Trade Reps have said that a better relationship is needed if taxis are to survive at the Airport in future.

A brief presentation was made to Reps that showed how HAL intend to electrify Heathrow in order to improve air quality. Heathrow's short term goal is to return to profitability with the main end game being the expansion, but that is a long way off. However, using the present infrastructure that is already in place, HAL intend to add 19 rapid charge points that should charge taxis to 80% within 20-40 minutes, with the hope that it is not necessary to upgrade charge points if batteries improve in the future.

At the same time the CAA were making their long awaited announcement, TfL's Finance Board were discussing the Taxi Tariff (see Micky Walker's column for details). Trade Reps are going to review Fair Fares and the Local Journey's; TFL should now be able to contact HAL to discuss the Information and Price Guide Boards.

A multi-faith prayer room is planned for the feeder park and Trade Reps have asked that HAL improve the facilities generally to stop delays at the Barriers, resurfacing in the South Park and HVAC in the canteen.

More meetings are being arranged to start a Taxi Desk Trial at T3, with the hope that a success would see desks in all terminals. Another Compliance meeting is being arranged with TfL and the Police to try to combat the problems with Touts with a new Marshal scheme. Service Level Agreements on Reps, Marshal, Car Park Wardens and Taxi Desk Agents are being drawn up with times/rides being reviewed and monitored. Agreements will be posted in the Canteen block notice boards with the intention that all schemes are open and transparent and available for all drivers to read and apply for positions.







**JH TAX SERVICES IS AN ESTABLISHED TAXI COMPANY, THAT HAS BEEN IN THE TRADE FOR 25 YEARS**



- **ALL TERMINALS ARE NEW & UP TO DATE**
- **ALL CARDS ACCEPTED**
- **APPLE & ANDROID PAY ACCEPTED**
- **STAFF ALWAYS AVAILABLE FOR HELP**

**CONTACT POINTS:**

**0742 526 1308**

**0776 529 5447 - UNIT 58 CONTAINERVILLE, 35 CORBRIDGE CRES, LONDON, E2 9DT**

**f JH TAXI SERVICES LTD @JHTAXISERVICES JHTAXISERVICESLTD**

**JHTAXISERVICESUK.COM**



# The Anderson Shelter's TAXI LEAKS

## Not been great news this week for the Trade

First we heard that Uber was interested in opening its app to licensed Taxi driver...which was closely followed by the announcement from Bolt, they were opening up their app to green badge drivers (but not yellow badges)

Minicab app Bolt (formerly Taxify founded by Markus Villig in 2013) Taking On Licensed Taxis: Bolt has now opened its platform to Licensed Taxis, making it FreeNow2. Unable to obtain a TfL PH operators licence under the name Taxify, they changed the name to Bolt, and were granted their first two and a half licence in 2017.

Bolt in the UK mainly operates within London (the M25 area) plus, the Royal Borough of Windsor and Maidenhead. London airports (Stansted, Luton, Southend-on-Sea and Gatwick).

Originally from Estonia, they currently operate their micro-mobility, car-sharing, and food delivery services in over 500 cities in more than 45 countries in Europe, Africa, Western Asia and Latin America.

It appears cabbies are signing up to the app as the Taxi trade sleepwalks into a one-tier service, the end goal of the infamous Project Horizon.

They appear to be only taking Green badges onto the platform.

Wonder if the garages will be complacent and put Bolt liveries on their rentals?

Then in 2021, Sir Mike Rake joined ex director of Taxis and Private Hire Leon Daniels as a non executive board member on Ola.

Now comes the news most of us have been expecting:

Gett and FreeNow To Form

### Play TfL/LEVC Monopoly



A Partnership, To Facilitate Gett's Business Customers Access To FreeNow's 20,000 Private Hire Drivers.

What the hell is up with Taxi drivers on these app, sleep walking into a one-tier service. Look what happened when Hailo took on private hire cars...drivers boycotted and deleted the app in such large numbers, they had to change back to Taxis only, but the drivers never really forgave them and they had to sell out.

You the drivers have the power to stop these apps, working with private hire, but then the trade's drivers today, don't appear to have the stomach or the common sense to put up a fight, as

the drivers of bye gone days had in their hearts.

Today's Licensed Taxi drivers appear to be happy to work for app's that have now become pseudo Private Hire operators.

Surely you can all see the consequences of working for an app, which is basically a Private Hire operator?

What next?... will you be happy to work on the Uber app when it opens its books to Taxi drivers?

### FREE NOW AND GETT COMBINE

Mariusz Zabrocki, General Manager of FREE NOW UK, said: "We are delighted that Gett has chosen to enrich its

platform with our exceptional minicab fleet, reinforcing our position as a leading ride-hailing operator in London. "Our partnership with Gett is a milestone in our two major areas of focus: driver's earnings and customer experience".

I know that there are many drivers out there who think I'm a doom and gloom'er, I've recently been called a conspiracy theorist by a so called leading Taxi garage...We were even accused by the LTDA in Taxi paper, of spreading false rumours....but we now know they (the LTDA) knew my article about e-Taxi only signage authorised for TfL, was 100% correct. (Still waiting for an apology).

I know I've banged on quite a bit over the last 13-14 years about Project Horizon, but the evidence is now crystal clear, it's finally happening.

- We will soon see the e-Taxi only bus lanes and road access implemented!

- The total number of London's Taxi trade's drivers have been dramatically reduced!

- The Apps are now working their way towards a one tier service. Ever wondered why they removed the word Taxi from their apps' name?

Just look at these statistics posted on Twitter by Cabvision earlier this week:

### 2014/15 vs 2023

Total drivers 25,232 vs 18,391 (-26%)  
Green badge 21,724 - 16,399 (-25%)  
Yellow badge 3,508 - 1,994 (-43%)  
Total taxis 22,500 - 15,056 (-33%)

With over 20,000 PH drivers just on FreeNow, they alone outnumber the whole of the Taxi trades combined Green and Yellow Badge drivers.

Any driver willing to have a FreeNow or Gett livery on their Taxi, might just as well be advertising Uber.

And on top of all this, we have the LEVC monopoly! The Taxi trade's drivers need to do some serious reflection, and decide for themselves if they want their trade to survive.

**There's an old Turkish proverb that's as true today as it ever was:**

***'The Forest was shrinking. But the trees kept voting for the axe. For the axe was a cleaver, and convinced the trees that because his handle was made of wood, he was one of them.'***





## ARE YOU LOOKING FOR TAXI LIVERY AND A NEW WAY TO EARN?

Drovo (formerly Adverttu) is an black taxi advertising company that operates in London and across the rest of the UK.

Drovo launched black cab campaigns in 2022 for brands like Paco Rabanne, Hyatt Hotels, The Sexton Whiskey and Deliciously Ella.

Drovo offers several types of wrapping, with the most popular being Superside and Full Wrap.

Campaign duration starts from just 1 month commitment, and can be for up to a year and beyond. We always pay our drivers fairly and compensate for wrapping time.

**Sign up with  
Drovo and  
start earning  
more today!**

<https://drovo.media/cabs>

**WE LIKE THE WAY  
YOU MOVE**





Having trouble getting a Mortgage?  
**We've got the knowledge.**  
Equity Release • Mortgage Advice • Protection



At Allan Reece Associates LLP, we work with the country's leading mortgage lenders to find the **right** solution for you.

For over 25 years we have arranged mortgages for licensed London taxi drivers. Call today to speak to one of our specialist team and find out how we can help you.



**allanreece**  
ASSOCIATES LLP

Call now to arrange a **FREE** consultation  
**0203 935 7999**

Capital House, Appleton Way, Hornchurch RM12 4XY • info@arallp.co.uk • www.arallp.co.uk

YOUR HOME IS AT RISK IF YOU DO NOT KEEP UP REPAYMENTS ON A MORTGAGE OR ANY OTHER LOAN SECURED ON IT.  
Allan Reece Associates LLP is Authorised & Regulated by the Financial Conduct Authority. FCA Number: 798177.

## Heart Tests For London Taxi Drivers

### WOOD STREET CLINIC

#### The Heart Centre For London Taxi Drivers

Have You Had Heart Problems?

Do you need an Exercise Test and / or Echocardiogram (to measure LVEF) for LtpH?

We can help with our fast, efficient service and special low rates for London's taxi drivers

We are now providing stress Echocardiography (functional testing) when required.

We understand that your living can depend on these tests

Contact us now on

**The Wood Street Clinic**  
**133 Wood Street**  
**Barnet, Herts EN5 4BX**

Telephone : 0208 449 7656  
www.woodstreetclinic.com or  
enquiries@woodstreetclinic.com



@WoodStClinic

**£10 off**  
For all LCDC  
Members

**LONDON CAB DRIVERS CLUB**

**LCDC TV**

**the new channel for London cabbies**

**www.lcdc.tv**



# Boxing can learn from Misfits as crossover competition provides glimpse of future

By Steve Bunce

**In the old days, Dickie Davies would twinkle his eyes and introduce the tag-team wrestling from Dudley Civic Centre.**

The camera would wobble, the smoke-filled arena would slowly come into focus and there, in the centre of a dirty three-roped ring, the MC for the day would name the chosen wrestlers. That was tag-team 1978 and it was glorious.

Welcome to tag-team boxing, the 2023 edition and it took place just up the road from the cherished Civic Centre, at the International Centre in Telford. It was promoted by a company called Misfits. This is real, by the way, it happened on Saturday night and was screened on DAZN. At the start of next month, DAZN will show Anthony Joshua's return to victory live from the O2 in London.

The Misfits outfit has an annual ten-fight deal with DAZN and will be in Ibiza, Berlin, London and New Orleans later this year. The deal is for five years, by the way. They are a collective of souls from the disparate world of social media. Their figurehead is KSi, the kid from Watford, who can reach billions and has made millions. He created Misfits with music impresario, Mams Taylor, and seasoned and respected boxing promoter, Kalle Sauerland.

They put on competitive matches between successful YouTubers and influencers and other high-profile survivors from their world; it means the matches are 50-50. They also have very strict medical regulations in place – they are not a cowboy outfit.

Sweet Dickie would have had Giant Haystacks, Big Daddy and Kendo Nagasaki to play with; boxing fans had BDave, Los Pineda Colados, Vargas and D-Generation Ice in the tag event. It was a cross-over event and 'crossover' is the best way to describe what

Misfits promote. This is not a takeover of the ancient sport of boxing, it's not a coup, but it might be one day.

There was also the Only Fans showdown between Astrid Wett and AJ Bunker; there was a belt for the winner. You can pay to see their bruises today on their accounts. Last weekend in Saudi Arabia, the increasingly pompous WBC gave Tommy Fury a belt after he beat Jake Paul.

In Telford, Jay Swinger, Deen the Great, King Kenny fought their hearts out. Walid Sharks never fought. These are people with millions and millions of followers and just a little bit of boxing ability. And, yes, it is boxing. I once saw BDave in a boxing gym and he wore a pair of denim dungarees and cowboy boots. He was raw, but he tried. As for Colados, he is a real professional boxer and not a YouTuber or influencer. His record is less than thrilling: two wins, seven defeats and six defeats by knockout. Still, he is now a Misfits tag legend.

On the last Misfits show, which was at a sold-out Wembley Arena, a kid called Idris Virgo easily beat Anthony Taylor over eight rounds. It might have been ten, sorry. Taylor is a true crossover fighter, he has a following on social media, can sell a fight and can fight a bit. He went four rounds once with Tommy Fury. He is also a major part of Jake Paul's training team. Virgo, meanwhile, is a Love Island survivor and a genuine professional boxer with a record of 13 fights without loss. Virgo beat Taylor and never broke a sweat. It was, in many ways, the ultimate crossover fight.

This week, Taylor was in the boxing news for challenging Carl Froch. What a business. Virgo is still waiting to see what he does next: Real boxing or the Misfits version? As soon as Misfits is an option, it needs to be treated with a bit of respect.



On Saturday night in Telford, the tag-team boys delivered. It was, as predicted, a fighting riot. Funny and serious at the same time. A genuine sporting guilty pleasure. I lost track of what was happening long before one of the men forced the referee to jump in. It looked like the man who was getting pummelled on the ropes was trying to tag out, but his partner had no interest in jumping in. That,

my friend, would have made old Dickie chuckle. As I said, there was a full medical team at ringside and that is often not the case inside the so-called 'white-collar' boxing circuit.

The boxing purists, meanwhile, are mostly disgusted with the circus in Telford. It is easy to see why, but the real problem this weekend for boxing was the insane lack of coverage and awareness of the Lewis Ritson and Ohara Davies

fight in Newcastle. Everybody involved with keeping that great fight a secret is culpable. Ohara won in the ninth, sending Ritson down with one of the best body shots you will ever see. The show was poorly attended and not even slightly promoted. It seems that traditional boxing can learn a thing or two from KSi and his band of merry men and women.

*Courtesy of The Independent*





# 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**



# London's Trusted Taxi Insurance & Breakdown Cover

## All under one roof

- Exclusive Insurance schemes
- Breakdown cover only £99
- Roadside assistance and recovery
- Recovery to any UK Location



**QUOTAX**  
INSURANCE SERVICES

Call us on:

**0208 691 9691**

Quotax Insurance Services is a trading name of London Taxi Insurance authorised and regulated by the FCA (504042)

[www.quotax.net](http://www.quotax.net)