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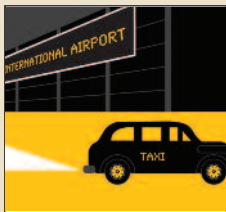


Issue 286 May 2023

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THREE PAGE HEATHROW TAXI WORK GUIDE



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CABBIES' CHOIR SHONE A LIGHT ON OUR FINE TRADE

We are often accused in the Badge of being too "doom & gloom" so this month we thought we would celebrate this great nation of ours.

Myself and seven other London taxi drivers responded to the BBC request asking if there were any singers in the cab trade who would like to audition to sing in the "People's Choir" at the celebration concert at Windsor Castle.

On pages 4 - 5 you can read about our adventure and what it meant to all of us involved. Personally for me, it was a great honour, but even more so I was proud to be able to help put our iconic trade on such a worldwide stage.

Continuing on a positive theme, on page 15 you can read more stories on the fantastic charity work undertaken by taxi drivers with our war veterans - it is to be commended.

We are continually being told by our wonderful Mayor just how much pollution motor vehicles are

causing in London. However, as you can read on page 7 a recently published report shows that the pollution emitted in the London underground system is by far the most polluted part of the city, one has to ask why the silence from our Mayor on this issue...

Perhaps it is because tube trains don't pay congestion charges.

As many of you know the upcoming expansion of ULEZ is currently under a JR after Sadiq Khan was taken to court by four of London's outer boroughs.

One can only hope that this is successful as on page 11 you can painfully read what a devastating effect ULEZ is having on our great city.

The more one looks into the real reason for inflicting this hardship on Londoners, it feels purely financial and not the reason he constantly spouts.



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

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

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

- Grant Davis, LCDC Chairman

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TfL TWEET OUTRAGE

Has licensing authority become unofficial booking agent?

On Friday 12th May, TfL put out a tweet saying that there was a demand for taxi and PH services at Waterloo Station.

One has to ask - why are Tph actively encouraging unbooked PH vehicles to make their way to Waterloo Station?

The only reason for a PH vehicle to turn up at Waterloo Station would be to pick up a pre-booked passenger - and not be instructed by our Regulator to turn up on the off chance, to see if they could get a job. When did it become the prerogative of our Regulator to actively encourage PH vehicles to do what is tantamount to touting!

How did Tph actually think this was going to work out? Where did they think the hordes of PH drivers were going to wait? Are Tph encouraging the PH vehicles to form their own ranks alongside ours and wait for any upcoming bookings?

Once again TfL our Regulator shows quite blatantly how little they understand the nature of the business they supposedly regulate.



TfL Taxi & Private Hire
@TfLTPH

There is currently an increased demand for taxi and private hire services at Waterloo Station.

As you can imagine this caused outrage on social media and not only from licensed taxi drivers, see below:



ADCU @ADCUnion · 3d

How does TfL know there is demand for PHVs at Waterloo? Is Uber directing TfL to make these announcements to drivers? If so, why?



catinthehat
@billandben99

How do I report the regulator to the regulator?



CABBIES SING FOR KING CHARLES

If someone had told me that I would be singing at the King's Coronation in Windsor Castle, I would have told them to stop drinking, but after a whirlwind 5 weeks, it actually happened.

The BBC had put out a tweet asking if there were any taxi drivers who sing and would be interested in joining up with the "people's choir" a collaboration of choirs representing a wide range of people in the UK. This included NHS workers, the

RNLI and a real wide range of choirs representing many different social groups. We attended our first audition in a windswept car park at Great Suffolk Street where we all came together and tried our hand at a couple of songs and basically saw how we all sounded...

After a few drivers dropped out, the diehard remainers who had been practising in the interim met up again in a car park at Hatton Garden where Amanda Holden attended the rehearsal and

finally broke the tremendous news to us cabbies that we had been selected for the People's Choir. Subsequent rehearsal meetings followed and the weekend before the actual Coronation saw the cabbie choir attend Windsor for rehearsals in preparation for the impending big day. We also had to learn parts of the song using sign language, which again was very interesting.

I was then contacted by the BBC on the Friday before the

Coronation and asked if I would like to come on to a Coronation special interview with Kirsty Young regarding the taxi choir, which was fantastic. I was squeezed in between David Attenborough and Lionel Richie and said to her that the London taxi trade has always had an affinity with the Royal Family and you saw this with the passing of her Majesty when taxis filled the Mall in respect. It was another chance to highlight our trade and what we mean to London. The weekend of the

Coronation saw us all staying in a hotel in Reading and being coached into Windsor for mega rehearsals on the Saturday and then finally, the big day on Sunday.

What a Great Day and what a great advertisement for the London taxi trade on a global scale, showing everyone that the London taxi trade is an essential part of what makes London, London. I hope if you watched the concert, you enjoyed it, I certainly did.

Grant Davis, LCDC Chair



THE CABBIES' CHOIR

**Graham Brinkhurst
Gary Broughton
Grant Davis
Dale Forwood
David Hemsted
Hung Kee Hor
Mark Nolan
Tony Walker**



A truly unforgettable experience, I'd never sung in public, appeared on tv or met anyone else in the choir. 6 weeks later, and I've sung for the king in front of millions on TV, and formed many new friendships that will last a lifetime.

Feel very grateful for being given this once in a lifetime opportunity. Huge thanks to everyone involved, but especially all in "The Cabbies' Choir"
Graham Brinkhurst



Being involved with my fellow cabbies, singing for the choir, has been an absolutely unbelievable experience - one that I will remember for the rest of my life. My only regret is that my mum and dad were not here to see me, as they would have been so proud. I think it was amazing for us to represent the world's finest taxi service, in front of a global audience. It truly was a dream come true.

Tony 7UP Walker



AT WINDSOR CORONATION PARTY



Apart from meeting all these famous people it was so nice mixing with my fellow cab drivers while we were waiting in the holding area and in our hotel lounge area and getting to know them better. They really are a lovely mixture of the most talented, funny and caring people I've met and I feel like they're my new family.

We were so lucky that we got a very good position on the main stage at the front, on the right, literally just for us 8 cabbies. Our performance went so well. It felt and sounded brilliant! We all loved it and so did the crowds. We all had to bow at the end too which was awesome. The love and respect was surreal.

This was truly, a very special experience, which the world greatly needed. You can watch "The Coronation Choirs stunning performance" on Youtube and you can follow "London Cabbie Choir" on all social media platforms such as : Twitter, Instagram and Facebook where you will see some wonderful photos, stories and updates.

Lots of love to you all, hope you enjoyed .
Dale Forwood



Wow. Well, that was amazing. I've gotta be honest, when I first saw the advert looking for Cabbies to sing at the King's Coronation, I thought it was a windup. How wrong could I be? From meeting up and singing in our little group, to joining with 300 other souls that make up a small part of the backbone of our country, I had an absolute blast.

I made lots of new friends, watched some live music, and sung a bit as well, which are just a few of the things I love. It was an incredible experience to be asked to be part of the celebration, and a proud moment to be representing the London Taxi Trade in front of millions of people watching on TV.

David Hemsted

What an absolutely amazing weekend we all had at the magnificent grounds of Windsor Castle as part of Sing For The King, our marvellous London Cabbie Choir Group for The Coronation Of King Charles 3rd. The fact that this all happened & only in the making a mere 5-6 weeks ago, we didn't do "too bad".

I think I'd like to say a big thank you to Mr Grant Davis for asking me to be a part of this truly historic occasion - it was an absolute pleasure & both an honour & a privilege. Also Mr Tony Walker & Gary, Dale, Graham, Dave & Hung, Josie Graham, Emily all the crew - Amanda Holden, Gareth Malone, Tori (our MD) Rose Ayling - Ellis of BSL, Zeta too & Motsi, in fact everyone involved, including all the other superb choirs.

I thank you all from the bottom of my heart, God Save The King & God Bless all.

Mark Nolan



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UNDERGROUND POLLUTED WITH METALLIC PARTICLES SMALL ENOUGH TO ENTER HUMAN BLOODSTREAM

The London Underground is polluted with ultrafine metallic particles small enough to end up in the human bloodstream, according to University of Cambridge researchers. These particles are so small that they are likely being underestimated in surveys of pollution in the world's oldest metro system.

The researchers carried out a new type of pollution analysis, using magnetism to study dust samples from Underground ticket halls, platforms and operator cabins.

The team found that the samples contained high levels of a type of iron oxide called maghemite. Since it takes time for iron to oxidise into maghemite, the results suggest that pollution particles are suspended for long periods, due to poor ventilation throughout the Underground, particularly on station platforms.

Some of the particles are as small as five nanometres in diameter: small enough to be inhaled and end up in the bloodstream, but too small to be captured by typical methods of pollution monitoring. However, it is not clear whether these particles pose a health risk.

Other studies have looked at overall pollution levels on the Underground and the associated health risks, but this is the first time that the size and type of particles have been analysed in detail. The researchers suggest that periodic removal of dust from Underground tunnels, as well as magnetic monitoring of pollution levels, could improve air quality throughout the network. Their results are reported in the journal *Scientific Reports*.

The London Underground carries five million passengers per day. Multiple studies have shown that air pollution levels on the Underground are higher than those in London more broadly, and beyond the World Health Organization's (WHO) defined limits. Earlier

studies have also suggested that most of the particulate matter on the Underground is generated as the wheels, tracks and brakes grind against one another, throwing up tiny, iron-rich particles.

"Since most of these air pollution particles are metallic, the Underground is an ideal place to test whether magnetism can be

and sources," said lead author Hassan Sheikh from Cambridge's Department of Earth Sciences. "The Underground is a well-defined micro-environment, so it's an ideal place to do this type of study."

Working with colleagues from Cambridge's Department of Materials Science and Metallurgy, Sheikh and Harrison

Underground are iron-rich, but the Cambridge team was able to look in much closer detail. They found a high abundance of maghemite particles, ranging in diameter from five to 500 nanometres, and with an average diameter of 10 nanometres. Some particles formed larger clusters with diameters between 100 and 2,000 nanometres.

more refined picture of pollution in the Underground," said Harrison. "We can measure particles that are small enough to be inhaled and enter the bloodstream. Typical pollution monitoring doesn't give you a good picture of the very small stuff."

The researchers say that due to poor ventilation in the Underground, iron-rich dust



an effective way to monitor pollution," said Professor Richard Harrison from Cambridge's Department of Earth Sciences, the paper's senior author. "Normally, we study magnetism as it relates to planets, but we decided to explore how those techniques could be applied to different areas, including air pollution."

Pollution levels are normally monitored using standard air filters, but these cannot capture ultrafine particles, and they do not detect what kinds of particles are contained within the particulate matter.

"I started studying environmental magnetism as part of my PhD, looking at whether low-cost monitoring techniques could be used to characterise pollution levels

analysed 39 dust samples from the London Underground, provided by Transport for London (TfL). The samples were collected in 2019 and 2021 from platforms, ticket halls, and train operator cabins on the Piccadilly, Northern, Central, Bakerloo, Victoria, District and Jubilee lines. The sampling included major stations such as King's Cross St Pancras, Paddington, and Oxford Circus.

The researchers used magnetic fingerprinting, 3D imaging and nanoscale microscopy to characterise the structure, size, shape, composition and magnetic properties of particles contained in the samples. Earlier studies have shown that 50% of the pollution particles in the

"The abundance of these very fine particles was surprising," said Sheikh. "The magnetic properties of iron oxides fundamentally change as the particle size changes. In addition, the size range where those changes happen is the same as where air pollution becomes a health risk."

While the researchers did not look at whether these maghemite particles pose a direct health risk, they say that their characterisation methods could be useful in future studies.

"If you're going to answer the question of whether these particles are bad for your health, you first need to know what the particles are made of and what their properties are," said Sheikh. "Our techniques give a much

can be resuspended in the air when trains arrive at platforms, making the air quality on platforms worse than in ticket halls or in operator cabins.

Given the magnetic nature of the resuspended dust, the researchers suggest that an efficient removal system might be magnetic filters in ventilation, cleaning of the tracks and tunnel walls, or placing screen doors between platforms and trains.

The research was supported in part by the European Union, the Cambridge Trust and Selwyn College, Cambridge.

Courtesy of University of Cambridge

COX KHAN DO IT MOTORISTS' CHAMP HOWARD COX WILL TAKE ON SADIQ KHAN TO BE LONDON MAYOR

MOTORISTS' champion Howard Cox who has saved drivers billions of pounds in fuel costs will take on Sadiq Khan to be London Mayor.

The driving campaigner will take the fight to the elected Labour chief vowing to stand up for the capital's five million drivers.

He will ditch the controversial clean air Ultra Low Emission Zone that costs non-compliant vehicles £12.50 a day - which will be expanded to all Greater London at the end of August.

Research shows there are 1.2 million non-ULEZ compliant vehicles in the commuter belt which face being stung with the crippling costs.

Analysts say the controversial clean air zone expansion, which started in 2017, could hit the capital's economy by £500 million every year hitting business.

As part of his drive for City Hall, the Reform Party candidate will also abolish existing Low Traffic

Neighbourhoods to reduce the number of vehicles going through residential streets.

Barriers, road signs and bollards all restrict motors but their backers say they are helping to tackle climate change and boosting the number of cyclists.

Mr Cox, who will launch his campaign tomorrow, says he has stopped more than £200 billion of planned tax rises to help keep fuel duty frozen since 2010.

He told The Sun: "Anyone who lives or travels in and out of London under Khan's regime can see the vast social and economic damage he has done to our brilliant capital.

"Today, millions struggle to get a doctor's appointment, have seen their communities infested with rising crime and violence and can't afford to drive into their city.

"We've seen low-income families, workers, sole traders, and businesses fleeced by this Mayor's anti-growth agenda.

"It's time someone stood up



for millions of ordinary Londoners who are the heartbeat of our capital.

"They don't need another elitist politician only interested in self-promotion through baseless virtue signalling.

"Now is the time to tackle the issues that really matter. As Mayor I will listen to Londoners and guarantee to act on their behalf. London deserves better."

He will promise to "Scrap Ulez, Cut Crime and Ditch Khan" ahead of the mayoral race that takes place in May next year.

London Mayor Mr Khan revealed the ULEZ expansion last November saying it was to tackle the threats of air pollution, climate emergency and congestion.

He highlighted that Londoners have been developing life-changing illnesses such as cancer and lung disease when he made the announcement.

But Reform Party Leader Richard Tice said: "Only Howard Cox can defeat Sadiq Khan. He will be the only candidate who will get London moving by scrapping all ULEZs, and LTNs and he

has a huge following amongst London drivers.

"The Tories cannot win in London, their brand is broken beyond repair, they will merely split the anti Khan vote. They already know that their supporters and donors agree with Reform UK's policies.

"They should do the right thing for London and stand aside, as we did the right thing for the country and stood aside for them in 2019."

Courtesy of The Sun



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KHAN'S ULEZ HAS TURNED CENTRE OF LONDON INTO A 'GHOST TOWN'

Heal's boss claims Mayor's congestion charges are stopping tourists visiting London

Sadiq Khan's Ulez regime has helped to create "ghost towns in the centre of London", the boss of Heal's has warned, as the historic furniture shop battles falling footfall in the West End.

Hamish Mansbridge, chief executive of Heal's whose iconic store is on London's Tottenham Court Road, said policies including the London mayor's Ulez policy were actively stopping domestic tourists from coming into the UK capital.

The ultra-low emissions zone currently covers the central London boroughs, and charges drivers whose vehicles are deemed too old and polluting. It is due to be expanded to all 32 London boroughs in August.

Mr Mansbridge said West End stores were struggling to get shoppers in amid a wave of policy moves designed to put people off travelling into London.

"I make no bones about it, we're seeing significantly lower footfall than we did before the pandemic, and that is a challenge. You've got the congestion charge, parking difficulties, tube strikes, train strikes, the cost of living crisis, and then Ulez. You name it, it's like they're actively trying to discourage people coming into the centre of London".

Mr Mansbridge said it was only now "a bit too late, that they're realising



they're creating ghost towns in the middle of London". He added: "So absolutely, there needs to be some real focus on making that work better."

Heal's started life in 1810 when founder John Harris Heal introduced feather filled mattresses to London. At the time, it opened a store in Rathbone Place, but moved into Tottenham Court Road in 1819. It has had its flagship store on the street now for the past 200 years.

It recently completed a major redevelopment and reopened its store last week, in a move that saw it extend into an additional part of the property. It means the facade of the store is now double the size it had previously been.

Mr Mansbridge said without Heal's, Tottenham Court Road "would not exist as the furniture street of London".

It comes amid wider questions over the future of the UK capital as a

shopping hub, after luxury brands piled pressure on ministers last week to stage a U-turn on its axing of VAT-free shopping. Stores including Burberry have argued that shoppers are being pushed to visit other European luxury capitals including Paris and Milan due to the policymaking in Britain.

Marks & Spencer chief Stuart Machin last week said London is "on life support" after economic turbulence hammered retailers in the city.

Writing in the Evening Standard, Mr Machin had said: "The High Street which is meant to be the jewel in London's crown today is a national embarrassment, with a proliferation of tacky candy stores, antisocial behaviour and footfall remaining in the doldrums, 11pc down on pre-pandemic levels."

Heals' chief Mr Mansbridge said Oxford Street, where many of the American

candy stores have been opening, was a "challenge". "It definitely needs some attention," he said.

Westminster Council last August said it was investigating 30 US-style sweet shops which have taken prime locations on Oxford Circus in recent years, and are accused of business rates evasion.

Mr Mansbridge said Tottenham Court Road's position as a leading furniture shopping destination, where "all the big furniture companies want to be", did help to keep bringing shoppers to its doors.

However, he added that "there are fewer people without a doubt coming, and that's partly because Oxford Street as a destination is less popular and therefore fewer people are coming around the corner to Tottenham Court Road".

Courtesy of The Daily Telegraph



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WAR ON CARS LTNS ARE RUINING LONDON

All across the UK, a war is being waged against car drivers. Matters became worse last week when new research emerged, appearing to support Low Traffic Neighbourhoods (LTNs).

The Guardian called it “the most comprehensive study yet of such schemes in the UK”. It soon received praise from Sadiq Khan, the Mayor of London, and his Walking and Cycling Commissioner, as well as activists, who used it to conclude that LTNs are a roaring success.

You didn’t need a statistics degree, though, to immediately spot that there were a few “issues” with this much-celebrated investigation. For starters, it had been funded by an organisation called Possible – “a UK based climate charity working towards a zero carbon society” – which has held events to encourage people to go “car free”. It is hardly the natural adjudicator one would hope for.

Then there were the researchers, from the University of Westminster’s Active Travel Academy. According to its website, this academy (that no one’s ever heard of), wants to “address the acute global problems that car dominated transport systems have created.” So that’s two opinionated guides to the data.

The data, itself, raises eyebrows. Researchers reviewed data from schemes “introduced between May 2020 and May 2021”. Although they reassure that the study has been “adjusted to account for Covid-era and other longer-term and seasonal changes”, it is an odd selection, given that traffic was in no way normal for parts of those years due to Covid lockdowns. Another issue with the research is that, for all the claims of being comprehensive, it was collected from less than half of the 96 LTNs installed in London between these two dates.

Anyone with a basic understanding in statistics can see that everything about this “study” — from the flawed methodology, to its

partisan commissioner and researchers, to the journalists who bigged up its results (one of whom, The Guardian’s political correspondent, Peter Walker, has written a book titled *How Cycling Can Save the World*), to the Mayor and

financially better-off — are on board, or complacent, perhaps because they don’t need to drive to work.

As a journalist, I should explain that I am not some sort of “car fanatic”, as some have implied when I have

to make their objections known. Opponents of traffic reduction schemes are not conspiracy theorists or worse — self-employed couriers/ plumbers/ decorators, for instance, are some of the biggest economic victims, losing

rarely have the time, platform or economic bandwidth to stop anti-democratic measures, and they are up against a wealthier elite — including wonks — that deploy biased research to gaslight them. The concerns of ordinary



his “czar” doing the same — stinks.

It is, in fact, part of a much broader movement taking place across the country, in which elected bureaucrats, supported by a “Lycra Lobby” of cycling activists and eco wonks, are doing everything they can to end car use. Their tactics include cherry picking data, abusing democracy and smearing their opponents. Walker, for instance, recently wrote an article in *The Guardian*, in which he said “people objecting to traffic restrictions can easily become exposed to much murkier ideas”, implying that these include “alarmist conspiracies, often overlapping with antisemitic ideas of the New World Order and all-powerful “globalists”.” He and others get away with their militant anti-car campaigning because a large section of those in the upper echelons of power — from the media, to other politicians to the

have criticised anti-traffic schemes (as well as suggesting I am an “WEF conspiracy theorist”). I don’t drive, enjoy cycling and probably have a relatively low carbon footprint, having not eaten meat for over 20 years. I came into this political area after a chance meeting with a delivery driver in 2020, who complained to me about the issues he was having conducting his business, due to increasing anti-car measures under Khan. I felt for him and said I’d look into it. I did, interviewing local tradesmen — and they were mostly men — to find out their views. Their frustration, and financial losses, were palpable.

Since 2020, things have become much worse for these traders, with councils across the UK stepping up their efforts to ban cars, increasing anti-traffic schemes, including ULEZ (Ultra-Low Emission Zones), in spite of people continuing

money each day because LTNs elongate their journeys, reducing the number of jobs they can carry out. Some traders have spent lots of money on upgrading their car to electric to be ULEZ compliant, only to find out that the car is now simply banned from certain routes. There’s also the disabled, vulnerable and elderly to consider.

Drivers have turned to democratic channels in the hope that their concerns might be listened to. Recently, for instance, constituents in Haringey attended a council meeting, hoping for an exchange with the elected representatives who had installed LTNs. But the councillors called it off, blaming “disruption”, which others disputed. Often, bureaucrats — pretending to care about what locals think — launch farcical LTN consultations long after they’ve implemented them. The LTN resistance cannot win, not least because they

people are no match for the white papers and purported intellect of the Lycra Lobby.

Trying to raise these concerns, which I do regularly on Twitter and in articles, has been a lonely business, namely because I am trying to convince people who don’t drive to care about cars. People should remember that this is about more than vehicles; we are seeing an assault on democracy, in which one part of the population thinks it can override the rights of others, to the point of crippling their businesses, by using a dubious moral justification; that LTNs are good for everyone. For all these claims, it was shocking to see London recently become the most congested city in the world. How did this come about? Based on recent events, don’t expect an objective analysis any time soon.

Courtesy of Charlotte Gill at The Critic

ComCab
London

COMCAB LONDON FAMILY

ComCab London and London Councils talk about the fantastic Taxicard account and what it means to customers and drivers. Read below to find out more:

Who are ComCab London Limited?

ComCab London is the last original radio taxi company still in operation, established in 1974 and has one of the largest fleets of black taxis in London.

Offering unrivalled coverage and flexibility to London's business community and valued private clients within the city and surrounding areas.

ComCab London is incredibly proud of its association with London Taxicard, a relationship which has spanned over 25 years.

Importance of the Taxicard Scheme

Earlier this month Alan McDonald, Strategic Account Manager for the Public Sector at ComCab London and Andy Rollock, Mobility Services Manager at London Councils met up for a chat about the fantastic Taxicard account and what it means to customers and drivers.



Andy explained *"All of our customers are either vulnerable or disabled and without the Taxicard service they will be socially isolated, they wouldn't be able to move around because their disability means they can't use Public Transport, so without the Taxicard scheme and ComCab London, people would be housebound and not be able to get out"*

Alan added *"ComCab London are very proud of being the sole contractor for Taxicard for as long as its existed. It really means a lot to ComCab London drivers, knowing that they are able to deliver a service to people with vulnerable positions and impairments."*

Giving something back to people who really need help

Andy said *"I think for drivers it's probably not so much about the financial gain, it's more around the social aspect because they are giving people the opportunity to get out. They're building relationships with customers and it's having that trust in that driver, someone the customer can rely on, someone they know, if they have a disability whereby, they need assistance, that driver knows how to provide that bit of assurance and safety. So, I think, for a driver coming onto the scheme it's more about giving something back to people who really need that help in probably the most vulnerable time of their lives. The scheme is more around the social aspect and that relationship than anything else for me."*

Improvements to the Taxicard scheme over the years

There have been quite a few improvements to the scheme over the years, such as customers being able to book over the telephone as well as having the option to book via the app or online. ComCab London have gone from 1-2% of Taxicard holders booking digitally 5-6 years ago to 15% booking digitally now. Alan advised *"we've done a lot of work with the accessibility monitoring team to make sure our digital channels are accessible."*

Another improvement has been the introduction of Futures, where drivers can schedule their work for the day, Andy said *"ComCab London drivers don't have to drive around the street trying to find street hails, they know they have advance bookings in place which gives customers reassurance too as they know their taxi is coming, they know if they have to go to a hospital appointment that they're going to get there. It's a great advantage for drivers working on the scheme to be able to plan their day."*



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Already on the ComCab London Circuit and interested in referring a friend? ComCab London have some great incentives available if you refer a friend to join! You can receive £50 if you recommend a friend to ComCab London and they complete 100 trips. This offer is also available to drivers who are referred to join the ComCab London App with a referral bonus of £50. And best of all, there is no limit to how many drivers you can refer.



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Missed our last Episode? ComCab London Family - Episode Ten



SURREY VETERAN FIRST WOMAN TO LIGHT LIBERATION FLAME



The London based Taxi Charity has been taking veterans to the Netherlands for Dutch Liberation since 2012.

The liberation event begins on 4 May when the Dutch remember the civilians and members of the armed forces who have died in service to their country since WWII and hold a national two minute silence at 8pm. The following day the country celebrates their Liberation from Nazi Germany with a public holiday.

Before the official Liberation events on the 4 and 5 May, the veterans, who are all in their late nineties and hundreds, enjoyed lunch at the Freedom Museum in Groesbeek and a visit to the Hartenstein Museum in Oosterbeek. In September 1944, the Hartenstein served as headquarters for British airborne troops and Alec Hall one of the WWII veterans on the trip, shared memories with the Director of the Museum about the wounded that he had treated in the museum's basement during Operation Market Garden.

This year the liberation flame in Wageningen was lit at midnight on 4 May by WWII veteran Marie Scott 96, the first time a female veteran had been invited to participate in this symbolic act. Marie had the added honour of joining dignitaries including Mr Peter Van Vollenhoven, husband of Princess Margaret, Floor Vermueulen, The Mayor of Wageningen and British Ambassador Joanne Roper, to watch the Liberation Parade on the 5 May. This is the



highlight of the Taxi Charity's five day trip when the veterans lead the parade through the packed streets of Wageningen in golf buggies and iconic black taxis. The noise of the thousands of men, women and children lining the streets, shouting their thanks and applauding the veterans is deafening.

After the parade and much to the delight of the veterans the British Ambassador took time out of her schedule to visit the veterans at their hotel in Wageningen accompanied by Piers Strudwick the Defence Attaché.

Brian Heffernan, London Taxi Driver and Chairman of the Taxi



Charity for Military Veterans said, "Our trips to the Netherlands are always very special. The people welcome us with open arms and everyone, no matter their age, knows the history of the war and what the allies did to give them their freedom. It was my first European trip as Taxi Charity Chairman and I feel very

privileged that during the charity's 75th anniversary year I joined my fellow volunteer cab drivers to take veterans to this important event."

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





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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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The Anderson Shelter's TAXI LEAKS

TfL's pants are now on fire

After a video appeared on Social media, showing passengers desperately smashing tube train windows and forcing open doors to escape carriages filled with smoke and toxic fumes, Sadiq Khan's PR machine panicked and quickly put out an item (with help from their good friends at the BBC London News) about how they are tackling "Dust and fluff pollution" on the London Underground network.

The item confirmed LUL have just two teams of cleaners, who go down onto the lines at night and try to remove the dust and fluff. But, it was mentioned in the item that they only manage to clean 40% of the system over the year. TfL insisted that this polluted mixture of toxic air and particulate matter (PM 2.5) isn't harmful.

The BBC item never once mentioned the fact that there are 160 ventilation shafts scattered around Central London, expelling their toxic fumes and dangerous particulates onto residential streets.

London Underground carries over 2 million passengers per day, whose health in danger from the pollution and particulate matter, along with tube drivers and station staff.

A spokesperson for TfL said in the item that the toxicity levels on the network are well within the WHO Air Quality Guidelines...however a study from King's College London in November 2019 found the level of fine particles (PM 2.5) in London's Underground

Tube passengers having to smash their way out of carriage, filled with toxic fumes



Sadiq Khan and TfL say the tube system pollution is below legal limits and safer than street level Yet, 2019 Kings Collage report says tube is 15 times more polluted than at street level

network is much greater than that found in other networks across Europe and is 15 times greater than the levels found on the street in Central London. The pollution is worst in the deep level lines such as the Victoria and Northern Lines. Lead author of the report Dr David Green said: "There might be ways to reduce your exposure such as switching to an alternative line with lower concentrations of PM2.5 or for shorter journeys it might be advisable to switch to alternative modes of transport". Amazingly, the Kings College study hasn't been widely

publicised and questions should be asked about why this report has been suppressed by the likes of TfL and the Mayors office. Also back in 2019, a report published in the Guardian, from the Committee On The Medical Effects of Air Pollutants (COMEAP) warning Transport for London (TfL): "There is strong evidence that both long and short-term exposure to particle pollutants in ambient air on the underground, are harmful to health. Apparently TfL took no notice of the report! Sadiq Khan's PR team

recently stated that London Underground doesn't exceed WHO legal guidelines on air quality...yet central London at street level does. But the Kings College report disagrees, saying that the underground system is 'at best' 15 times more polluted than at street level...TfL's sums just don't add up, confirming their statement is definitely wrong. How is it that this Mayor and his collection of so call expert transport Tzars along with senior management at TfL can continue to spout lie after lie...fake statistic after fake statistic? Surely it's time the

government stepped in and removed the Mayor from office. After all, Boris Johnson was forced to step down as Prime Minister after he was alleged to have lied over 'Party Gate'. Let's not forget, this is the Mayor who held a consultation about the ULEZ extension, and then took no notice of the result as he had already purchased the cameras to enforce the extension!!! Should all the GLA councillors who have blindly supported Khan's every action, also lose their seats on the GLA? Whatever happened to democracy?

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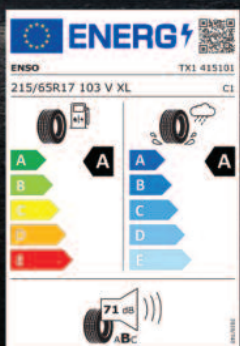
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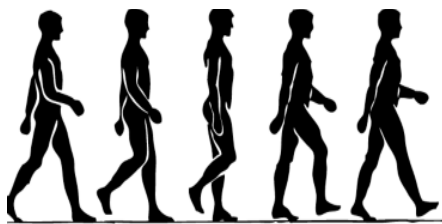
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Walker on the march...

HANDS UP WHO KNOWS WHAT RATE 4 OF THE TARIFF IS?

There isn't any such thing as "rate4"; there are only three tariff rates. Rate 4 (or T4) is simply a name that we have applied to the "enhancement rate" for ease.

Now we'll go back to calling it T4. As many will know, this is the part of the tariff that applies after 6 miles distance has been travelled on a fare. However, unlike when the tariff changes from T1 to T2 or T3, or T2 to T3, there is no indication on the meter that a change to T4 change has occurred. Neither customer nor driver is aware that the rate has changed to the "enhanced rate". All very secretive and not very good PR.

Who knows what the correct name for it is now, because it's no longer an enhanced rate. Until the mid 20th century, a driver could negotiate any fare over 6 miles. This was changed so that a fare that terminated within the Met could no longer be negotiated but would be the metered fare. As recompense, the "enhanced rate" was introduced whereby the rate increased by 50% once a certain amount on the meter was reached.

At that time, there was only a single rate, with an additional amount for nights and weekends added by "extras". To give this some flavor, back in 1975, a 6ml journey would have been a fare of £4.20 on the meter. At 6 miles on the clock the rate would have increased by 50% per mile. At



night and weekends, there would have been an extra 10p charge.

What a turn-up, eh? A 6 mile fare in 1975 would have paid £4.20; it would cost half of that to pay for the diesel to do the fare today!

Anyway, in 2001, T2 (evenings and weekend rate) and T3 (night rate) were introduced and by this time T4 had been somewhat eroded but still well above T1 and T2 and a couple of points under T3. Then, in 2016, the distance where you are compelled to accept a fare, increased from 6 miles to 12 miles. Today, T4 has been so eroded that it is only an "enhanced rate" on T1; on T2 and T3 it is a discounted rate.

So when you accept a fare on T1 and it goes beyond 6mls, your rate per mile increases by 10%.

However, when you accept a fare over 6 miles on T2, your meter is discounted by 10% after 6 miles.

When you accept a fare on

T3, once you go beyond 6 miles, your customer receives a 15% discount on the meter.

TFL FORCED DISCOUNT

The upshot of all the above is that T4 has been frozen at the same rate since 2016. That will be 8 years by the next tariff review.

Any fare you accept on T2 and T3 are automatically discounted by 10% and 15% respectively, once you go beyond 6 miles. Not only that but because TFL compel you to accept fares up to 12 miles in length, they also compel you to give a large discount, whether you want to or not. As usual, they tell you how to run your business.

It's a sick joke. I work Canary wharf at the start of my shift in the evening on T3. An investment banker wants me to take him to Chislehurst and I am compelled to accept the fare. It's irrelevant whether I want the fare or not, I have to accept it, because TFL forces

me to accept it.

So, the upshot is that a guy gets into my cab who receives more for his annual bonus than I will earn in my whole lifetime and TFL say that not only must I accept the fare but I must give this guy a 15% discount on half the fare.

It's not a matter of whether I want the fare or not but the principle of the situation. There used to be a quid pro quo; I had to accept the fare but I received an increased rate for part of the journey. Nowadays, I not only have to do the fare, even if I know the Blackwall pipe is a mess that's going to take an age to get through and to add insult to injury, give the punter a discount.

Something's not right. The situation with T4 needs addressing sooner, rather than later.

GOOD OLD DAYS?

Returning to what was mentioned earlier about fares in 1975. In 1975, an average fare

from Euston to Waterloo stations was 70p on the meter, or 80p after 8.00pm.

I did almost the same fare last night, going from Kings X Stn to the Park Plaza on Addington St. It came to £19.20.

An FX4 taxi cost about £2,200 new in 1975. A TXE today tips up at £70,000 before grants.

Based solely on the above figures, a driver today would have to do 15% more fares than in 1975 to pay for the cab.

Diesel was around 16p per litre in 1975, whereas today it's around £1.67. Surprisingly, diesel costs today are lower than in 1975 but that is probably because we were still recovering from the oil crisis of 1973.

HOW IS KHAN'S TRANSPORT POLICY DOING?

It's a bit hit and miss on safety. Half of the country's most lethal roads still run through London.

The A10 between Tottenham and Waltham X remains the top road in the country for accidents per mile driven.

Meanwhile, the Holborn gyratory system has been the site of most deaths on London roads since 2012; a proud record for Camden Council.

To be fair though, road safety has improved hugely since 2018. Much of the improvement will be due to reduced flows of people and traffic due to the Covid stuff. However, as much as we may not like it, it does appear that the reduction to 20pmh is saving a lot of injuries and lives and it's hard to argue against that.

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Wind and solar power myth

Many governments in the Western world have committed to “net zero” emissions of carbon in the near future. The US and UK both say they will deliver by 2050. It's widely believed that wind and solar power can achieve this. This belief has led the US and British governments, among others, to promote and heavily subsidise wind and solar.

These plans have a single, fatal flaw: they are reliant on the pipe-dream that there is some affordable way to store surplus electricity at scale.

In the real world a wind farm's output often drops below 10 per cent of its rated “capacity” for days at a time. Solar power disappears completely every night and drops by 50 per cent or more during cloudy days. “Capacity” being a largely meaningless figure for a wind or solar plant, about 3000 megawatts (MW) of wind and solar capacity is needed to replace a 1000 MW conventional power station in terms of energy over time: and in fact, as we shall see, the conventional power station or something very like it will still be needed frequently once the wind and solar are online.

The governments of countries with a considerable amount of wind and solar generation have developed an expectation that they can simply continue to build more until net zero is achieved. The reality is that many of them have kept the lights on only by using existing fossil fired stations as backup for periods of low wind and sun. This brings with it a new operating regime where stations that were designed to operate continuously have to follow unpredictable fluctuations in wind and solar power. As a result operating and maintenance costs have increased and many stations have had to be shut down.

In fact it's already common to see efficient combined-

cycle gas turbines replaced by open-cycle ones because they can be throttled up and down easily to back up the rapidly changing output of wind and solar farms. But open-cycle gas turbines burn about twice as much gas as combined cycle gas turbines. Switching to high-emissions machinery as part of an effort to reduce emissions is, frankly, madness!

Certain countries are helped because their power systems are supported by major inter-connectors to adjacent regions that have surplus power available. The increasingly troubled French nuclear fleet, which formerly had plenty of spare energy on tap, for a long time helped to make renewables plans look practical across Western Europe.

But this situation is not sustainable in the long term. Under net-zero plans, all nations will need to generate many times more electricity than they now can, as the large majority of our energy use today is delivered by burning fossil fuels directly. Neighbouring regions will be unable to provide the backup power needed; emissions from open cycle gas turbines (or new coal powerplants, as in the case of Germany at the moment) will become unacceptable; more existing base load stations will be forced to shut down by surges in renewables; more and more wind and solar power will have to be expensively dumped when the sun is shining and the wind is blowing.

Power prices will soar, making more or less everything more expensive, and there will be frequent blackouts.

None of this is difficult to work out. Building even more renewables capacity will not help: even ten or 100 times the nominally-necessary “capacity” could never do the job on a cold, windless evening.

Only one thing can save the day for the renewables

plan. Reasonable cost, large scale energy storage, sufficient to keep the lights on for several days at a minimum, would solve the problem.

What are the options?

200 megawatt-hours (MWh) of storage per installed MW of wind and solar power. Germany could probably manage with 150 MWh per MW. Perhaps this could be provided in the form of batteries?

million would need to be spent on storage. In Germany it would be \$90 million. Wind farms cost about \$1.5 million per MW so the cost of battery storage would be astronomical: 80 times



First we need to consider the scale of the issue. Relatively simple calculations show that that California would need over

The current cost of battery storage is about US\$600,000 per MWh. For every MW of wind or solar power in California, \$120

greater than the cost of the wind farm! A major additional constraint would be that such quantities of batteries are simply not

has finally been exposed

available. Not enough lithium and cobalt and other rare minerals are being mined at the moment. If prices get high enough supply will expand, but prices are already ridiculously, unfeasibly high.

reservoir using surplus renewables on sunny, windy days: then let it flow back down through generating turbines as in a normal hydropower plant when it's dark and windless.

hours operation. This is tiny compared with the several days storage that is needed to back up wind and solar power through routine sunless calm periods. Much larger lakes at the top and bottom of the scheme are

separated by less than 5-10 km horizontally. Such a location must also have an adequate supply of make-up water to cope with evaporation losses from the two lakes. Another problem is that at least 25 per cent of the energy is lost while pumping and then generating.

Hydro pumped storage will seldom be a feasible option. It cannot solve the problem on a national scale even in countries like the USA which have a lot of mountains.

Carbon capture and storage (CCS) for fossil fuel stations is also touted as way of avoiding the problems of wind and solar power. But this is not a technology, just a case of wishful thinking. In spite of many years of work and enormous amounts of money spent, nobody has yet devised a technology that can provide large scale, low cost CCS.

Even if capture worked and didn't consume most or all the energy generated, storing the carbon dioxide is a huge problem because three tonnes of carbon dioxide are produced for every tonne of coal burned.

Hydrogen is another technology which is often suggested for energy storage: but its problems are legion. At the moment hydrogen is made using natural gas (so-called "blue" hydrogen). This, however, will have to stop in a net-zero world as the process emits large amounts of carbon: you might as well just burn the natural gas. Proper emissions-free "green" hydrogen is made from water using huge amounts of electrical energy, 60 per cent of which is lost in the process. Storing and handling the hydrogen is extremely difficult because hydrogen is a very small molecule and it leaks through almost anything.

At best this means that a lot of your stored hydrogen will be gone by the time you want to use it: at worst it means devastating fires

and explosions. The extremely low density of hydrogen also means that huge volumes of it would have to be stored and it would often have to be stored and handled cryogenically, creating even more losses, costs and risks.

The conclusion is simple. Barring some sort of miracle, there is no possibility that a suitable storage technology will be developed in the needed time frame. The present policies of just forcing wind and solar into the market and hoping for a miracle have been memorably and correctly likened to "jumping out of an aeroplane without a parachute and hoping that the parachute will be invented, delivered and strapped on in mid air in time to save you before you hit the ground."

Wind and solar need to be backed up, close to 100 per cent, by some other means of power generation. If that backup is provided by open-cycle gas or worse, coal, net zero will never be achieved: nor anything very close to it.

There is one technology that can provide a cheap and reliable supply of low-emissions electricity: nuclear power. Interest in nuclear power is increasing as more and more people realise that it is safe and reliable. If regulators and the public could be persuaded that modern stations are inherently safe and that low levels of nuclear radiation are not dangerous, nuclear power could provide all the low cost, low emissions electricity the world needs for hundreds or thousands of years.

But if we had 100 per cent nuclear backup for solar and wind, we wouldn't need the wind and solar plants at all.

Wind and solar are, in fact, completely pointless.

Courtesy of Bryan Leyland at The Daily Telegraph

Some countries are gambling on hydro pumped storage. Here the idea is to use electricity to pump water uphill into a high

Many pumped systems have been built in China, Japan and United States but they have storage sufficient for only 6 to 10

needed. There are very few locations where two large lakes can be formed with one located 400-700 m above the other and



GUIDE TO WORKING HEATHROW

Helpful Heathrow Hints

Getting to the Taxi Feeder Park (TFP)
There are several methods of entering the airport. More often than not, it will be by the M4 Spur Road. However, you may also enter via the M25, A30 or A4. But regardless of how you enter the airport, the number one rule is... do not pass another driver on the M4 spur or any of the perimeter roads on the airport. This can cause disagreements between drivers.

At the Taxi Feeder Park (TFP)
When entering the TFP, where possible go directly to the South Park. Fill the lanes from right to left leaving no gaps, be patient. If the South Park is full go to the North Park. Same rules apply, fill up all the spaces in the lanes. It is advisable to maintain a surplus of credits for the park. Get your credits whilst in the North Park. If unfortunately, you do run low, do not block the entrance. Pull over to the side, as it's only good manners. We have volunteer Taxi drivers acting as North Park Wardens. During the busy morning periods, they will guide you to the correct lane and ask you to fill up the lanes. This is done to help minimise the occasions when taxis are queueing in the road. They are there to help YOU...please do not abuse them. Persistent offenders may find themselves banned from the park for a period of time.

Toilet Facilities
During your stay in the feeder park please use the proper toilet facilities and leave them as you would wish to find them. Using other areas is not only unhygienic but also a criminal offence, you could have your Cab Tag withdrawn, or even worse, lose your bill.

Rank Agents
When dealing with Rank Agents please remember they are doing their job as well as they can. Be polite; do not swear at the Agents, lose your temper or use threatening behaviour towards them. These are also criminal offences. If they are negligent in their duties, or in your opinion, act wrongly, the correct course of action is to report the matter to the Cab-in and/or Trade Association Representative. Remember your hard earned licence could be at stake.

1. The Rank Agent is there to administer the rules that have been agreed between the taxi trade and Heathrow Airport Ltd (HAL).
2. A Rank Agent can ask to see your Badge.
3. A Rank Agent can ask to see your Cab Tag.
4. A Rank Agent can ask the passenger for his/her destination.
5. A Rank Agent may ask if drivers accept fair fares journeys.
6. A Rank Agents can ask a driver to leave the rank if that driver is refusing a legitimate hiring.
7. A Rank Agent can ask the driver to leave the rank if that driver is over the agreed time on a local return journey, or has not been dispatched to that Rank from the Taxi Feeder Park (TFP).
8. A Rank Agent can ask a driver to leave the rank if the driver has not been through the Taxi Feeder Park system. Any Driver who has not been through the TFP System may be reported and subsequently banned for a period of time.
9. The Rank Agent should not open the Taxi's doors or load luggage.
10. The Rank Agent should not price any journeys, except when confirming Fair Fares.
11. The Rank Agent should not estimate the time or routes of journeys.
12. In the event of a dispute with a Rank Agent, make a note of the date, the time, the Terminal on which it happened and report it to the Cab-in. Do not verbally or physically abuse Rank Agents.

You can be reported to the Taxi Management Company, TfL and the Met.Police.

TFP Cab-in number: 0208 745 5893.
Taxi Management Company Supervisor: 07971 287 594.

Heathrow Taxi Rank Procedure
The Taxi Ranks at Heathrow generally work on the principle of 'First Cab, First Job'. The first taxi must take the first job unless there is a reasonable excuse not to do so. However, the passenger may take any taxi they desire. Listed below are some of the reasons a Driver may refuse to take a passenger:
The passenger does not have the means to pay the fare.
The passenger wishes to travel outside the Greater London area.
The passenger wishes to travel more than 20 miles and/or more than one (1) hour in duration.
The passenger is unwell, under the influence of alcohol or drugs.
The passenger does not have a proper address for their destination (Major Hotel, Tube or Rail Stations are acceptable).
The passenger wishes to travel to a Car Park or Car Rental Office on the Airport Perimeter Road.
This is due to unsafe set down facilities and there are courtesy buses available.
The passenger has luggage or contents that could damage the Taxi or the interior or make it unsafe to drive e.g. Bicycles, Skis or leaking bags. Any luggage more than two (2) feet in length may be placed in the passenger compartment at the Driver's discretion but must not obscure the Driver's vision.
There are more passengers than there are seat belts. All children, inc babies, count as one. One heart to each seat belt.



Airport matters

by Mark White





Dress Code

Please wear sensible footwear and bear in mind that the competition wear suits and ties.

General Code of Conduct

Always be ready for work. Leaving your cab and blocking the TFP may lead to disruption and a loss of work. Any driver causing disruption may face disciplinary action from HAL.

Upon being dispatched you must go to the terminal indicated, not one of your own choice. En route to the Terminal, do not overtake other cabs. If this accidentally happens pull over and allow the other cab to pass. On arrival at the Terminal (or buffer) fill up the lanes. Do not force other cabs to be foul of the rank.

Cab Tags remain the property of Heathrow Airport Ltd (HAL) at all times. To interfere or tamper with the Tag is a criminal offence.

If, when you are on a Taxi Rank and approached by a potential customer for a quote, direct the customer to the Price list at the front of the Taxi Rank and the point cab.

Drivers may point out that there is a Local Hotel Hoppa Bus system, but if the passenger insists on a Taxi, the Driver is obliged to complete the hiring.

Drivers are not obliged to pass any Hotel Entry Barrier. The Hotel Hoppa Buses do not operate after 23:00.

It is an offence to demand more than the proper fare. It is also an offence to start the meter before the journey starts.

Drivers are obliged to place luggage in the front luggage compartment, but it must not obscure vision from the wing mirror on the near side door.

It is a criminal offence to enter a Taxi without the means to pay the fare. The Police may prosecute offenders under the Theft Act (1978). It is only a Civil offence if the passenger makes a part payment of the fare.

Once the Driver has ascertained the passenger's destination, it becomes that Driver's job, if it is a legitimate, compellable hiring.

If your passenger decides not to travel and the driver behind has spoken to the next passenger and/or has them in their cab, that becomes that Driver's job. Do not attempt to take another driver's job. Wait for the next job from the Agent.

It is an offence for a Driver to initiate an agreement for passengers to pay separate fares (Stage Carriage). But passengers may agree amongst themselves to pay separate fares, if the journey is not a matter of routine.

Every job that walks away means one more cab stays in the TFP and we all have a longer wait.

PROCEDURE FOR WHEN A TAXI BREAKS DOWN OR CANNOT PICK UP A PASSENGER DUE TO A FAULT OR MECHANICAL ISSUE (including Credit Card Machines).

A driver who breaks down either in the TFP South Park, on a taxi Rank/buffer lane or while on a local Journey should immediately notify the Rank Agent or TFP staff in person or by phone. (For North Park see alternate procedure).

Details should be given as to the nature of the issue and what the driver intends to do.

If the driver intends to call out a break down service, (AA/RAC) the driver should obtain a copy of the breakdown report that the breakdown representative will fill out.

If the taxi driver intends to take the cab to a local garage or to carry out the repair themselves then paperwork should be obtained from the garage detailing the nature of the repair, or if a simple fix is carried out by the driver by purchasing the part themselves, then a receipt can be given as proof.

If the cab breaks down on the Rank and the cab is repaired without leaving the rank and provided the Rank Agent can confirm the cab had not been moved, then the driver can immediately take the next available passenger and later on produce the paperwork at the cabin. Or should the taxi need to be towed away the driver should report to the cabin in the first instance once he is ready to work before entering the park by going to the TFP cabin and producing the breakdown report at which time the driver will be dispatched directly to a Rank.

If the breakdown occurred within the TFP and once the driver is ready to go he should report to the cabin with the paperwork and his waiting time will be assessed to see if he has completed the full waiting time, if not the driver will be told what group he needs to leave with and roughly what time. If the cab needs to be towed out the TFP then the driver should report to the cabin in the first instance once he is ready to work before entering the TFP by going to the Cab-in and producing the breakdown report at which time the driver will be dispatched directly to a Rank.

If a driver rents his cab and is simply given a replacement after a breakdown cab he MUST obtain a swap over note/rental agreement from the agent/garage from who he rents the vehicle.

If your credit card machine is not working in the back of the cab, you will be able to continue working, but only if you inform your provider and book it in for a repair. Alternatively, you can report it to the Cab-in and suspend your ride. But you must get it fixed before returning to Heathrow and show the Taxi Management Company that it is in full working order before you are despatched to a Terminal.

ONCE THE DRIVER IS READY TO WORK AFTER A BREAKDOWN THE DRIVER MUST REPORT TO THE CAB-IN BUT MUST NOT ENTER THE TFP. IF THE DRIVER ENTERS THE TFP WITHOUT FIRST CLEARING THE RIDE THAT WAS SUSPENDED AND DUE TO BE TAKEN WHEN THE BREAKDOWN OCCURRED, THE DRIVER WILL BE UNABLE TO BE DESPATCHED TO A TERMINAL AND THE RIDE WILL BE FORFEITED AND LOST.

Breakdowns do not include scheduled service/MOT, windscreen chip repair, or any other minor issue that that can be rectified prior to coming to the TFP, or that can be resolved after the current dispatch/journey is complete provided the issue does not render the cab unroadworthy. Please make sure your wheelchair ramps are in full working order. You may be reported for an unfit Taxi and made to leave the Rank. (Wheelchair bound passengers must be accompanied by a carer to assist with loading/unloading.) Drivers are required to set out the ramps, if required. Drivers are obliged to take Guide Dogs.

HEATHROW AIRPORT BYE-LAWS 2014

9. Taxis

9.1 Ply for hire

No person shall cause or permit a Taxi to ply for hire or load passengers unless:

(a) He is authorised to do so by the Airport Company; and

(b) He does so from an Authorised Standing provided that it shall not be an offence to load passengers in a public car park or at a distance of more than half a mile from the nearest of such Authorised Standings or, with the consent of the a Constable or an Airport Official at any distance from such Authorised Standings.

9.2 Authorised standing

No person shall cause or permit any Vehicle other than a Taxi to stand on an Authorised Standing.

9.3 Permitted number standing

No person shall cause or permit a Taxi to stand on an Authorised Standing in excess of the maximum permitted number of Taxis as indicated by a Sign at the head of the Authorised Standing.

9.4 Taxi drivers

Taxi drivers on an Authorised Standing shall be with their Taxis and be available and willing to be hired immediately.

9.5 Disabled taxis

Disabled Taxis shall not be left by their drivers on an Authorised Standing or Taxi Feeder Park longer than is reasonably necessary to effect removal unless such disablement is temporary and is remedied without delay.

9.6 Obstruction

Taxi drivers shall not obstruct the carriageway, footpath or buildings or cause annoyance or disturbance to persons in the vicinity.

9.7 Washing down

No person shall wash down or clean out a Taxi on an Authorised Standing.

9.8 Wearing of badge

Taxi and Private Hire Vehicle drivers shall display their Badge at all times whilst on the Airport.

9.9 Taxi Feeder Park (TFP)

No person shall drive a Taxi on to an Authorised Standing without having first driven through a Taxi Feeder Park unless at the direction or with the consent of a Constable, an Airport Official or the Airport Company.

9.10 Entering (TFP)

No person shall bring a Taxi into the (TFP) unless he has been permitted to do so by the Airport Company and displays a Ticket issued for that purpose in the windscreen of the Taxi.

9.11 No more than one taxi

No person who has driven a Taxi onto the Airport shall, while that Taxi remains on the Airport, drive another Taxi onto the Airport.

9.12 TFP Parking

No person shall without the permission of the Airport Company leave a Taxi on a TFP unless willing to be despatched immediately to an Authorised Standing.

9.13 Filling vacancies

Drivers shall move up their Taxis on an authorised standing or TFP by filling vacancies as they occur.

9.14 TFP Good order

Taxi drivers who are for the time being in a TFP shall comply with such directions for ensuring good order and an orderly movement of traffic within that TFP as may be given by a Constable, an Airport Official or the Airport Company. Page 12 Heathrow bye-laws 2014

9.15 Leaving the TFP

Taxi drivers who are for the time being in a TFP shall:

(a) Leave the TFP by an exit for the time being designated for that purpose and in the order in which they entered immediately they are required to do so by a Constable, or an Airport Official; and

(b) Proceed directly and without delay to the Authorised Standing provided that nothing in this bye-law shall apply to anything to the contrary done at the direction of, or with the consent of a Constable, the Airport Company or an Airport Official.

9.16 Defacing tickets

No person shall deface, alter or amend any Ticket issued for the purpose referred to in bye-law 9.11.



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**WE LIKE THE WAY
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Ryder took on Alvarez and emerged a hero



Saul Canelo Alvarez and John Ryder fought to a bloody standstill on Saturday night in front of 55,000 fanatics here in Guadalajara.

Ryder lost the decision widely, survived two knockdowns, a damaged nose, the hostility of a crowd and left the ring an unlikely hero. He was booed in, cheered out and Canelo led the praise.

"It's boxing, it was hard, but that is the business," said Ryder. "His plan was to stop me and he didn't. He knows he's been in a fight." They both knew they have been in a fight.

It was a spectacular event, a gripping fight and Ryder's resilience was inspiring. The four world title belts that Alvarez wore to the ring were reduced to meaningless trinkets by Ryder's bravery. It was simply a night of pride. And fireworks and celebration for Alvarez in his first fight on home soil for twelve years. It was billed as the return of the king and a jeweller from Buenos Aires, who makes items for the pope, produced a lovely gold crown for Canelo.



There was a lot of pomp on Saturday night.

At the end of five rounds, the fight looked close to over. Ryder's nose was bleeding heavily, he was spending the minute between rounds spitting out the blood in the back of his throat. The nose had been broken in round two by a Canelo uppercut.

The nose, however, was only part of the problem; in the fifth round, Ryder was dropped heavily by a right. He slid down the ropes, took a knee and narrowly beat the count. It looked over. Instead, the real fight started.

Ryder was clearly still shaken and totally smeared in his own blood, but he let his fists go and

took the fight to Alvarez. His refusal to take a step back, combined with the amount of blood, gave the fight a truly heroic feel. Nobody in the Estadio Akron was sitting when the bell sounded to end the fifth. A lot of rounds ended that way.

Ryder was dropped again on the bell at finish of round eight, he jumped up quick and looked stunned, not badly hurt. Once again in the corner, the ringside doctor examined his damaged nose and let him continue. It might very well be the bloodiest fight I have ever seen from ringside.

It was from the ninth that Canelo noticeably started to slow down and, amazingly, Ryder increased his pace. The

last three rounds were attritional; Ryder pushed Alvarez back. Ryder might not have done enough to take the last three rounds, but he made Alvarez fight to the very end. It was exactly what Ryder had promised.

Ryder had talked all week here about going the distance and Alvarez, under pressure to impress his flock, had talked about a stoppage. Alvarez came close, but Ryder simply refused to quit; his nose was a real danger to his ability to continue and Tony Sims, his trainer, also told him a couple of times that he needed to have a good round. Ryder listened and did. Ryder had his nose reset when he went back to his dressing room. It was a truly brutal fight, a fight of great

sacrifices.

It was for Canelo a triumph; he was also the promoter of the show. In Mexico he is an idol, a kid who once sold ice cream on local buses and was last week named as the fifth highest earner in sport. It was his 59th win.

Ryder finished the night with his broken nose strapped and with a few swellings on his face. "I wish it had been 15 rounds," he said. He was joking, just.

Late on Saturday night, Ryder made Alvarez fight for every second of the fight and both left the ring with the marks and memories that the best share when they meet each other.

OKOLIE TO FIGHT BILLAM-SMITH

WBO cruiserweight world champion Lawrence Okolie will take on former training stablemate Chris Billam-Smith in an all-British clash on the south coast at the Vitality Stadium in his rival's home territory Bournemouth.

Lawrence Okolie will defend his world title in a bumper domestic clash with Chris Billam-Smith. WBO cruiserweight champion Okolie recently failed to impress in a lacklustre display against David Light in Manchester where he outpointed the challenger and retained his title. It was his first fight having made the switch from Eddie Hearn and Matchroom Boxing to the BOXXER and Sky Sports stable, where a large portion of the domestic talent at

cruiserweight lies.

Both Billam-Smith and Richard Riakporhe are eyeing clashes with Okolie for the world title, but it is the Bournemouth native who has been confirmed as the challenger. The fight will take place on his home turf on May 27, where he will hope to be roared on by a raucous crowd at the home of his beloved AFC Bournemouth, the Vitality Stadium.

Okolie has a good relationship with his former training partner Billam-Smith when he previously worked under the challenger's current trainer Shane McGuigan. However after linking up with SugarHill Steward, Okolie is prepared to make a huge

statement in a big night in front of a packed-out crowd.

The champion said: "I'm pumped, I'm ready to go. I've just come off a successful defence where I won all 12 rounds against an unknown but tough competitor, a national champion in his homeland. Now weeks later I am going in against a known tough boxer, the highly-ranked former European champion and current Commonwealth champion Chris Billam-Smith.

"Not many fighters make back to back defences in such a short space of time. Not many pick the hardest fights available to them, but that's what I'm about. Chris - I love you, but I have to get the KO in this one."



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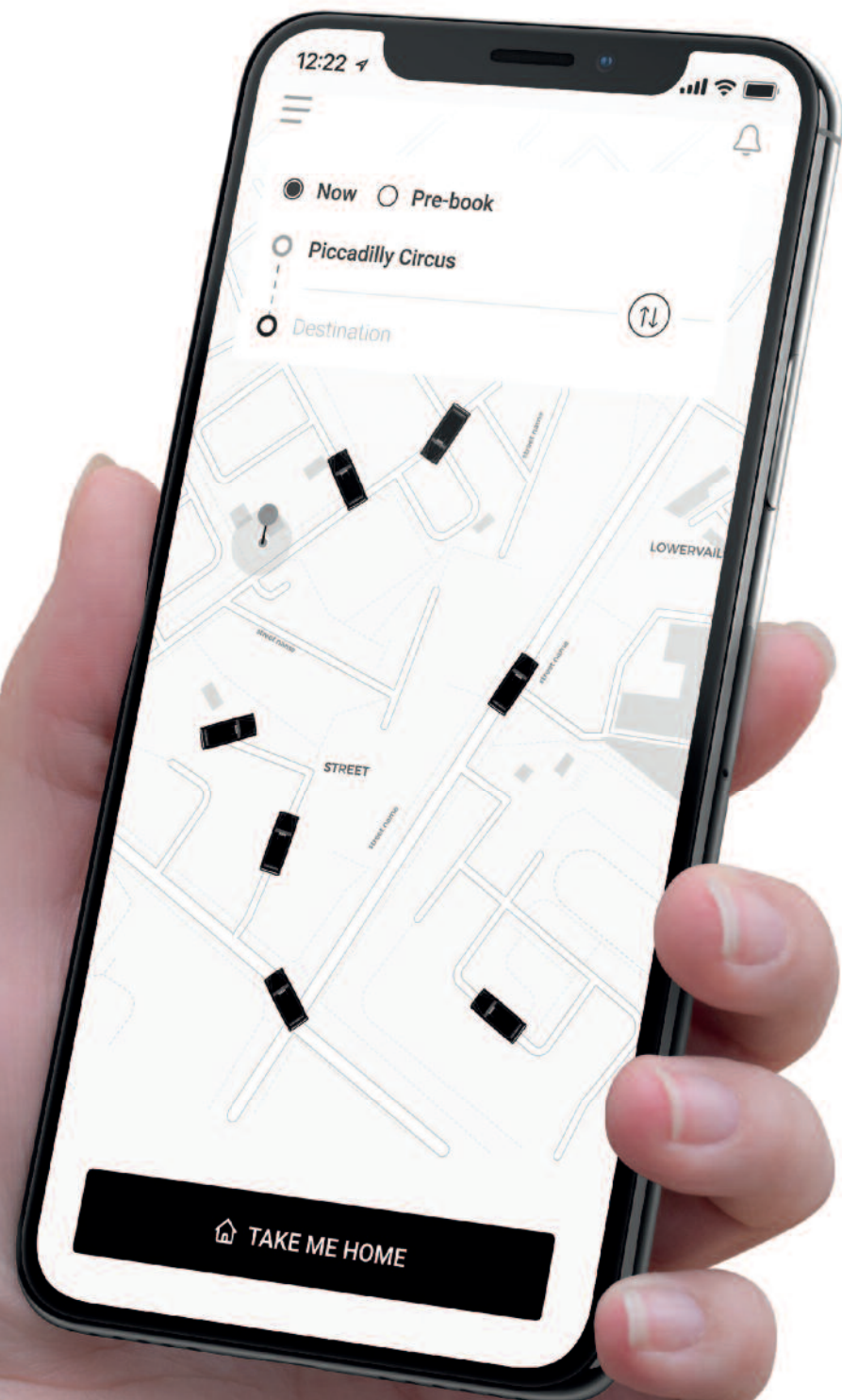
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