CALLING TIME ON UBER
Mayor Calls Out “Aggressive” Uber

Minicab Licences Seized After Fraud Exposé
Minicab Licences Seized After Fraud Exposé

**CRIME**

Scores of minicab drivers accused of bribing test examiners as part of their licence application will get an unwanted visit from a compliance officer this Christmas.

A total of 144 PHV drivers will have their licences seized on their doorsteps as the fallout from the BBC investigation into widespread fraud in the college testing system continues.

The Met has also stepped in and plans to investigate after it was found that 276 drivers paid £500 for certificates from Vista Training Solutions.

TfL put all applications through the college system on hold and now plans to bring the testing system back in house in February.

As part of the PHV application process, which includes a criminal record check and medical test, drivers must sit a topographical exam and an English test at one of eight official TfL testing centres.

Evidence of these exams can also be accepted via other qualifications including BTecs, which are usually taken at private colleges or centres.

The regulator said it was “deeply concerned” about the fraud and is working with the qualifications regulator, Ofqual, and relevant bodies to uncover the depth of the problem.

The problem arose from the concessions allowed for applicants who could already satisfy the topographical skills requirement which allows some drivers to obtain certificates at approved colleges.

TfL said: “Recent experience has shown that some applicants are now obtaining relevant vocational qualifications without any previous experience as a PHV driver. We have therefore reviewed the relevance of this concession and, after consideration, have decided that the reason for it originally being allowed is no longer applicable. Moreover, concerns have been raised recently about how some of these qualifications are being obtained and we cannot be totally satisfied that all drivers are being licensed with a level of topographical skills that match our specification, and drivers may therefore not be meeting the legislative requirement.

“In the circumstances, the ‘relevant vocational qualification’ concession will be removed from February 1, 2020. A manager at the testing centre in Newham was shown offering to take the tests for several BBC researchers for £500 per BTec during an episode of the Inside Out news programme.

A BBC researcher visited Vista and enquired about taking the test to get the qualification. Caught on a hidden camera, course manager Gerti Qamili says: “No test, I take test for you. That’s why you pay £500.”

He adds: “If anyone phones you just tell them you did a three-day course. We’ve done over 300 students. But don’t go telling people someone did the test for you.”

TfL’s inability to cope with demand and the high failure rate has created a market for courses, the BBC show claimed.

But at a mandatory English and maths assessment answers were read out to eight candidates taking the BTec fraudulently.

A BBC researcher, who had neither attended any classes nor completed an exam, easily got the BTec level two certificate in Introduction to the Role of the Professional Taxi and Private Hire Driver.

Mr Qamili was so confident that the scheme would remain undetected that he tells the BBC “TfL will never stop you.”

Vista Training Solutions has received more than £1.5m since 2018 for apprenticeships. The Met said: “We are in the process of obtaining information from the BBC and Transport for London so that we can start an investigation.”
The election is huge for the taxi trade, make sure you get involved

DOES YOUR CANDIDATE SUPPORT THE TRADE?

TOP TRADE STORY

This election matters a great deal to us. We desperately need whoever wins to bring forward the legislation we need to improve safety in the industry. Over the past few weeks, I’ve been out and pushing our agenda. I’ve met many candidates, from all parties, in and around London, talking to them about the issues that matter most to taxi drivers. Using the feedback gained from our members’ survey, we have asked politicians to commit to a series of measures that will protect both Londoners and the trade. I’m delighted that so many agreed to sign the pledge to support our taxi manifesto.

These pledges include updating private hire vehicle regulation to ensure that operators, particularly those who think they are above the law, are properly and fairly regulated, as well giving TfL the power to cap the number of private hire vehicles in London to help reduce congestion and pollution. Unsurprisingly for regular readers of this column, we’re also calling for the definition of cross-border hiring and the implementation of robust national minimum licensing standards. Without these, immoral firms like Uber find it far too easy to undermine licensing authorities such as TfL, regardless of the decisions they make. This needs to change, and now that TfL has made the right decision by refusing Uber’s licence to protect Londoners, it needs to be backed up by the Government.

To support the take up of Zero Emission Capable (ZEC) taxis, we are also calling on the Government to extend the plug-in taxi grant beyond 2020. I haven’t yet met a driver who has regretted making the switch, but the cost is still prohibitive for many and cabbies need all the help they can get. It’s not just the cost either, there needs to be enough infrastructure in place to ensure drivers can recharge their vehicles mid-shift without waiting for hours at a time.

As the election has gone on, we have seen what the various political parties vying for power are promising in their manifestos, and I had hoped there would be more included to protect the trade. Labour, while promising to reform taxi and PHV services, including national minimum standards, haven’t specifically committed to bring primary legislation forward, while the Conservatives don’t mention taxis once! There have been some promising messages across the board on electric vehicles and charging infrastructure, but every party needs to make stronger commitments on taxi and PHV licensing as far as I’m concerned.

I’ll carry on doing everything I can to show politicians how seriously they need to take the issues facing the trade. I would urge all LTDA members to speak to their candidates when they see them out and about to make clear the issues that matter to you. They want your vote, so there isn’t a better time to make your case.

Steve McNamara is the LTDA’s General Secretary

Friends of the taxi trade take the LTDA’s pledge to protect black cabs

“These pledges include updating PHV regulation to ensure that operators, particularly those who think they are above the law, are properly and fairly regulated, as well giving TfL the power to cap the number of private hire vehicles in London...”

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Khan and Bailey Polls Apart on Uber

The views of the current mayor and his leading challenger couldn’t be further apart on Uber. Both have come out swinging about TfL’s dramatic decision not to relicense the company; here’s what they had to say...

Mayor Calls Out “Aggressive” Uber

Uber was ‘brash and aggressive’ when it was refused a new licence the mayor said.

At the same time Sadiq Khan made more shocking revelations about the reasons behind the decision. The tone was completely different to the time the licence was refused in 2017, he said.

The mayor also revealed that one of the reasons for the revocation was a driver suspended for possessing an obscene image of a child was still offering his services on the app.

Speaking to Bloomberg news, the mayor said: “When TfL turned them down, they were quite brash, quite aggressive,” he added. “We’ll see when they go to the courts whether they change their tone.”

In the same week, speaking to James O’Brien on LBC, added: “TfL, as the regulator, has to have the safety of the public as a priority.

“Let me tell you the two biggest concerns that TfL have.

“First, there were 14,000 times a passenger has got into an Uber car and the person they thought was driving them wasn’t that driver.

“Then, number two, there have been examples when drivers had been suspended or dismissed due to serious concerns. I can now tell you one of them was a driver having obscene photographs of a child on their social media device.

“Yet those drivers who had been suspended or dismissed were able to play the system that Uber has and drive people around.

“Public safety is a priority and the independent experts that TfL hired said the systems aren’t robust.

“How can TfL not err on the side of caution and say we’re not convinced, we’re not going to renew your licence. I don’t care how big Uber is. When I’m the Mayor, I want a system where everyone plays by the rules.”

Bailey Criticised for Uber Backing

Despite the safety concerns, mayoral candidate Shaun Bailey criticised the decision saying it has damaged London’s reputation globally.

Despite the discovery of the 14,000 illegal rides, he said the failure to license the company also laid down Londoners.

Cabbies took to Twitter to criticise the Conservative candidate, saying he was ignoring the dangers the company posed to travellers. It also emerged that Bailey counts former David Cameron advisor Daniel Korski, who helped block a crackdown on the minicab company under the Prime Minister, as one of his friends.

In a statement, Bailey said: “Unfortunately, we have now come to the point where London’s reputation as a world-class city that is open for business has taken a hammer blow. Sadiq Khan has had two plus years to come up with a clear policy on ride hailing that respects both London’s iconic cab regulation.”

Background

TfL first declined to renew Uber’s licence in September 2017 over a series of safety related issues. Uber’s approach to carrying out background checks on drivers and a failure to report serious criminal offences were central to the decision. As was Uber’s use of secret Greyball software, which could be used to thwart regulators although the firm denied ever using it in the UK.

UBER’S LICENCE REVOKED: THE STORY

TRADE

Uber has voiced to appeal after getting the worst possible Christmas present from TfL which refused to renew its licence after 14,000 fraudulent trips were uncovered in London.

It is a big blow for the company which won its licence back after a previous ban by telling a judge it was determined to be good.

However, the regulator said that despite some positive steps there were repeated safety failures and it was not a “fit and proper” licence holder.

Helen Chapman, Director of Licensing, Regulation and Charging at TfL, said: “As the regulator of private hire services in London we are required to make a decision today on whether Uber is fit and proper to hold a licence. Safety is our absolute top priority.

While we recognise Uber has made improvements, it is unacceptable that Uber has allowed passengers to get into minicabs with drivers who are potentially unlicensed and uninsured.

“It is clearly concerning that these issues arose, but it is also concerning that we cannot be confident that similar issues won’t happen again in future. If they choose to appeal, Uber will have the opportunity to publicly demonstrate to a magistrate whether it has put in place sufficient measures to ensure potential safety risks to passengers are eliminated. If they do appeal, Uber can continue to operate and we will closely scrutinise the company to ensure the management has robust controls in place to ensure safety is not compromised during any changes to the app.

“The ‘pattern of failures’ include several breaches ‘that placed passengers and their safety at risk,’” TfL said.

The regulator does “not have confidence that similar issues will not reoccur in the future, which has led it to conclude that the company is not fit and proper at this time.”

A key issue was a change to the firm’s systems allowing unauthorised drivers to upload their photos to other Uber driver accounts.

This allowed them to pick up passengers as though they were the booked driver, which occurred in at least 14,000 trips.

“This means all the journeys were uninsured and some passenger journeys took place with unlicensed drivers, one of which had previously had their licence revoked by TfL.

Another failure allowed dismissed or suspended drivers to create an Uber account and carry passengers.

Other serious breaches have also occurred, including several insurance-related issues, some of which led TfL to a decision to prosecute Uber earlier this year.

London is one of Uber’s top five markets globally and it has about 45,000 drivers in the city.

Uber CEO Dara Khosrowshahi said: “We understand we’re held to a high bar, as we should be. But this TfL decision is just wrong. Over the last two years we have fundamentally changed how we operate in London. We have come very far — and we will keep going, for the millions of drivers and riders who rely on us.”

But, speaking to Bloomberg news, the Mayor Sadiq Khan said: “The point I’d make to Uber is that they said the same thing two years ago but then went to the courts, put their hands up, and said ‘Transport for London was right, and we’ve made these improvements’.”
Guidance on zero emission zones has urged councils to consider their value to our customers

**THE MASSETT FILE**

Guidance has been issued to local authorities in Greater London planning to introduce Zero Emission Zones (ZEZs) within their local areas.

The advice provides the framework for the introduction of ZEZs as promoted in Sadiq Khan’s Transport Strategy when it was updated in 2018 and have been provided by the Mayor London and Transport for London.

As the name suggests, the zones will aim to remove polluting vehicles from the area where they are proposed and would aid the transition to zero emission vehicles.

Local authorities will be expected to follow the guidance if they are looking to benefit from funding for zero emission vehicles.

The mayor through TfL is working to implement ZEZs in local town centres from next year and aims to implement a central London zone by 2025. The zone will come into place under the Healthy Streets Initiative. There is no information as yet on the specific area this will cover when it is introduced. The guidance states that local ZEZs should take account of the needs of accessible transport, including taxis and that strategic roads that carry large amounts of through traffic should be avoided.

Currently, it is recommended that TfL’s standards for a clean vehicle discount under the ULEV scheme, which states a max 75g CO2/km, minimum 20 mile zero emission range, and Euro 6 NOx emission standard, should apply. However, this is set to change in October 2021 when only pure electric vehicles will qualify for the discount and the existing ULEV zone will be enlarged to include the whole of the area within the North and South Circular.

Taxis are exempt from the ULEV requirements and it is recommended that ZEC taxis should continue to have access to ZEZs under the current guidance. All new PHVs will be required to meet the zero emission range from 2023 with the entire fleet by 2033. For older taxis, the guidance states that consideration should be given to their access needs and it is recognised that taxis play a key role in their accessibility needs for the elderly, the young and those with a disability, and it is recommended that taxis play a key role in their accessibility requirements.

So, there you have it, going forward there will be implementation of ZEZs in line with the mayor’s transport strategy and the Healthy Streets Initiative but the interests of taxis and their passengers should be safeguarded. Merry Christmas and a happy New Year to all our members.

Richard Massett, LTDA Chairman, and Chairman of the London Cab Ranks Committee

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**MASSETT’S CAMERA HOTSPOTS**

| EXMOUTH MARKET | Red zone |
| BERKLEY STREET J/W PICCADILLY | Yellow box cameras |
| JOHN ISLIP STREET | No right turn into Ponsonby Terrace |
| FULHAM BROADWAY/BARCLAY ROAD | Yellow box |
| CAMDEN | 20mph limit |
| SELFRIDGES | Over ranking |
| LUDGATE HILL | Zig-Zags |
| ISLINGTON | 20mph limit |
| RED ROUTES | TfL is actively enforcing yellow box restrictions |
| TOWER BRIDGE | 20 mph speed limit – average speed cameras |
| LIMEHOUSE LINK | 30mph speed limit |
| SMITHFIELD | Do not park in loading boxes, they are enforced by camera |
| A13 | Average speed cameras in operation |
| THE CITY | 20mph limit |
| KILLICK STREET | Pedestrian zone |
| WESTMINSTER PARK PLAZA | No right turn into Addington Street |
| VERNON PLACE | No left turn into Southampton Row |

♦ **HOTSPOT 1**
   - Devonshire Place Mews – no right turn

♦ **HOTSPOT 2**
   - Binfield Road – 24hr pedestrian zone
Osborne Slams “ill-conceived” Cycleways

LONDON

The former chancellor has taken aim at the cyclist obsessed regulator for choking London and wants the Embankment cycleway to be ripped up.

George Osborne, a hate figure in the taxi trade for backing Uber during his tenure under alongside Prime Minister David Cameron, says the obsession with bike lanes has brought gridlock.

However, Uber, the company both he and Cameron refused to let Mayor Boris Johnson curb, is also responsible for not only the increased congestion in the city but for worsening the pollution (see story p10).

In a letter in the Evening Standard newspaper, which he has edited since May 2017, Osborne wrote that London’s “choking gridlock” was caused by the infrastructure disproportionally created for cyclists and not motor vehicles.

He applauds the fact London is now “one of the more bicycle-friendly cities in the world,” but highlights the Embankment cycleway besides the Thames, built in 2015, as having had a disastrous effect on traffic in London.

He writes: “Some of the cycle superhighways are ill-conceived, causing near-permanent congestion and pollution. The one running along the Embankment is the most obvious mistake.”

The Embankment cycleway was installed under the leadership of Boris Johnson, who wanted to regulate Uber in 2015.

Johnson dubbed Uber “bumptious” but faced a barrage of messages urging him not to get involved.

Some of the communications were said to have come from Osborne and Cameron who were revealed to be close to Uber’s top bosses.

Transport for London says 7,500 cycle trips were made along the Embankment each day before the protected cycleway was installed. Since the creation of the cycleway, at a cost of millions of pounds, the number of cycle journeys have increased by 38% to more than 10,300 a day.

Osborne says it should be ripped up: “If the Mayor, Sadiq Khan, started again with a better design on the Embankment, he would win plaudits and support for the further work to make ours a capital of cycling.”

Osborne is the second former Chancellor to object to the cycleways, following Lord Nigel Lawson, who claimed they had done more damage to London “than almost anything since the Blitz.”

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Wireless charging tests to begin

Wireless charging trials on six LEVC taxis are to get underway in the German city of Cologne.

The wireless charging project for taxis, called the Taxi Charging Concept for Public Spaces (TALAKO), will make up part of the SMATA charging feasibility project which has been already launched.

As part of the TALAKO scheme, six British-made LEVC electric taxis will be retrofitted for wireless charging.

All six vehicles will be able to charge simultaneously when the charge stations become live.

Advantages include:

- Charging power up to 50 kW
- Semi-dynamic charging – charge while stopped as well as rolling forward
- Suitable for retrofitting to existing EV taxis (e.g. LEVC TX)
- Fully automatic charging and billing
- Maximize up-time – fewer breaks for charging needed, use dead-time to charge
- Reduce costs drive using EV mode, minimise fuel consumption of PHEV’s

It was expected that similar trials would begin in London soon.
Once again, it has been another rollercoaster year in the cab trade. Uber has proven yet again that it is not a fit and proper operator and there has been a host of other issues. Next year promises to be fascinating, with Uber probably refusing to go quietly and fighting until the bitter end. It will also be interesting to see if LEVC can keep selling in huge numbers and how the Nissan takes off.

One thing that has proved consistent, is how busy we are at Taxi House. Drivers are often falling foul of the constant changing of the road layouts and tweaking of the rules. With that, we have seen yet another increase in the number of callers, both on the phone and members coming into the office to see one of the team.

On average we take around 100 calls each day and see 40 visitors. But this can rise to almost 200 calls a day. The issue we deal with range from PCNs, licensing, compliance, complaints against drivers, medicals and county court claims, to cab technical issues, DBS forms and statutory declarations.

We have also helped thousands of drivers with delicensing their cabs and getting their money through the mayor’s fund. LPG was also another big issue and we managed to get the deadline extended three months for drivers who wanted to make the switch.

There is never a quiet, nor a dull, day at the LTDA and despite what you will read from the naysayers and doom-mongers in the blackhole that is Twitter, we are always here fighting for the cab trade and supporting our members.

All the benefits our members get – which include to top quality legal support – cost less than a pint of beer per week and are unmatched elsewhere. If you are not a member and want to find out more, please contact reception and ask to chat about our services. With the fast-changing pace of the trade today, you can’t do without the Rolls Royce service we offer.

Proud to be a Cabbie

Another thing that has remained consistent this year is the generosity and kindness of cabbies. Just skimming through the paper today will reveal drivers praised for stepping up to the mark during the recent terror attack in London Bridge, and also raising more than £10,000 for various trade charities.

You never hear of this type of thing happening elsewhere, certainly not from the so-called competition.

With that in mind, I wanted to pass on my praise to Dean Thomas and the volunteers at Taxi Warm Clothing, who once again pulled out all the stops and spent a chilly night in Charing Cross this month, handing out donations to a growing number of people who find themselves living on the streets of London.

Anthony Street is an LTDA Executive Support Officer

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Uber Causing Pollution Increase

ENVIRONMENT

Uber contributed to a sharp rise in CO2 emissions and air pollution, according to a new report.

The company has helped cause a 23% increase in emissions from taxi and private hire services between 2012 and 2017, at a time when taxi numbers have stayed static.

Emissions have run in parallel to private hire vehicle licences soaring to 89,000 in the same period.

T&E also found that the number of private car trips and taxi licences stayed stable over the five years, leading the report to conclude that the rise of Uber and similar apps has “strongly correlated” with “more emissions from the sector.”

In October, Uber joined the Department for Environment Food and Rural Affairs (Defra) and charity Global Action Plan to form a new taskforce to tackle air pollution.

Yoann Le Petit, new mobility expert with T&E, said: “Uber’s CEO tells us they ‘do the right thing, period.’ But the reality is that Uber is part of the traffic and pollution problem, adding car trips in our cities and adding to the climate and pollution crisis.

“It is now time to become part of the solution Uber needs to stop using petrol and diesel cars and rapidly shift to 100% electric rides. That’s the right thing to do, full stop.”

The report found that instead of keeping private cars off the roads, ride-hailing apps in fact act as a deterrent against catching public transport.

Uber comes under particular scrutiny in the T&E report because its app is opened eight-times more by Londoners than competitors apps. Many other apps did not operate or were fledgling businesses during the period measured.

“If Uber continues its current business practice of adding more combustion engine cars and fossil powered kilometres in our cities, it is an obstacle to the transition to green and sustainable cities in Europe,” T&E said.

An Uber spokesman defended the company’s environmental impact, noting that it introduced a clean air plan in January.

He added that Uber was aiming to run an all-electric fleet by 2025 in London.

PUBLIC TRANSPORT

Crime on London’s public transport network has soared by nearly 30% in a year with more than 180 incidents recorded each day. Gangs of pickpockets and passengers suspected of making fake theft claims have fuelled the jump, according to TfL.

A total of 16,699 incidents were reported between July and September, compared with 12,911 in the same period during the previous year. Almost half of the incidents were on the Tube, where there a 41.5% increase in crime, Transport for London’s figures reveal.

More than 4,000 thefts were recorded – double the previous figure – while there was also an 18% increase in violence, with 1,467 attacks. Crime on buses increased by a fifth, with theft up by a third and robbery up 73%.

TfL says crime on the network is relatively low, considering 629 million Tube journeys and 993 million bus journeys were made in the same period. However, officials admit that the number of reported incidents has been rising since 2014-15.

NEWS IN BRIEF

Public Transport Crime Leaps

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Quick thinking taxi drivers have been applauded for helping frightened and stranded members of the public during the terror attack in London Bridge.

One driver was praised for driving a Londoner's son 15 miles free of charge on Friday, November 29, as the incident unfolded.

Two people were stabbed to death and three more were injured in an attack.

Convicted terror plotter Usman Khan, 28, was shot dead by police at the scene after carrying out the stabbings while wearing what later turned out to be a fake suicide vest.

In the tweet on social media by @4ChordsNoNet, the poster praised a cabbie for his actions.

They said: “I would like to say a huge thank you to the taxi drivers of London. “My son was stuck at uni last night following the London Bridge attack.

No trains were running, and Uber were surging their prices five-fold. A taxi driver gave him a lift 15 miles home and refused to charge him.”

Khan, who was released from jail last December on licence, was at a conference on prisoner rehabilitation at Fishmongers’ Hall, just off London Bridge, which had around 100 guests.

The event marked the five-year anniversary of a Cambridge University criminal justice initiative called Learning Together.

Shortly before 2pm, Khan – armed with two knives and wearing a fake suicide vest – threatened to blow up the building, according to witnesses. He then went on the rampage killing two people.

Ravi Karia, writing on Twitter, said: “Talk about an adrenaline rush. Running away from London Bridge after hearing shots. Kudos to the taxi driver for stopping and sounding the alarm. Kudos to the first responders!”

Phil Harrison, a London cabbie, said in a separate tweet that the stories about his fellow drivers, made him “proud to be a London Cabby”.

Responding to that message, one user said: “Well done again the London cabbies. Long-time unsung heroes of our capital City.”

LTDA member David Courtman was over the moon when he was told he had scooped an early Christmas present in the form of the £5,000 monthly lottery prize.

A cash windfall can go a long way, especially if you fancy jetting off on holiday or doing up your home.

All you have to do to be in the draw and be in with a chance of joining the month’s lucky winner is pick up the phone and ask to sign up – it costs just £5 each month.

David, of Purley in Surrey, who collected his cheque from Richard Massett at Taxi House, said: “It was quite a shock, but it will come in especially handy with Christmas around the corner.”

One lucky LTDA member’s name is pulled out of the hat every month and scoops the £5,000 jackpot.

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Visit westminster.gov.uk/idling
Cyclists Wanted for Fundraiser

The Albany Taxi Charity has secured some places in the Prudential Ride London charity event due to take place in August 2020 and is appealing for volunteers.

The charity would like to hear from cabbies who can take part and help raise money for our yearly trips to Hastings and Margate. If you are interested, please contact Iain on 07947400822.

Taxi Firm Makes Sunday Times 100

An electric taxi fleet company has been listed as one of the fastest growing businesses in the country.

Sherbet London was placed at number 41 in the 23rd annual Sunday Times Virgin Atlantic Fast Track 100.

CEO Asher Moses said he is delighted with the news which reflects the hard work and commitment shown by all his team to bring sustainable electric power technology to the trade.

Drink Driving on the Rise Again

Drink-driving offences over the Christmas period jumped by 16% last year police have said in the run up to the 2019 festive season.

The number of motorists caught over the drink-drive limit in 2018 peaked in December, with an average of 154 a day found to be breaking the law.

Data from 40 of the UK’s 45 police forces found that in December 2018 4,761 drivers were caught over the drink-drive limit, up from 4,092 in December 2017.

It also found an overall rise in drink-driving offenders, with 55,697 reported by forces in 2018 compared with 51,344 in 2017.

One in three drivers (33%) appeared not to understand the drink-drive limits and two in five (42%) had driven while knowing or thinking they were over the limit, the Freedom of Information figures obtained by comparison website Confused.com revealed.

Amanda Stretton, motoring editor at Confused.com, said: “With many of us enjoying celebrations with friends and family, we need to clue up on the drink-drive laws, as it’s clear so many people are taking the risk and driving after a drink. And as our experiment shows, sometimes even one drink is enough to push us over the limit.”

The current drink-drive limit in England, Wales and Northern Ireland is 80mg of alcohol per 100ml of blood or 35 microgrammes of alcohol per 100ml of breath. In Scotland, it is 50mg/100ml blood or 22mcg of alcohol in 100ml of breath.

Many drivers judged their safety by the number of drinks they had, despite there being huge differences depending on the drink.

More than one in three (37%) said they would drive after having one drink while almost as many (32%) said they would feel safe driving after two drinks.

Everything from the strength of the booze and your bodyweight to what you’ve eaten and how stressed you feel can have an impact on your blood alcohol levels, meaning judging by number of drinks is a deeply flawed measure.

The research comes after government data showed that the number of drink-drive-related deaths has reached an eight-year high at the same time as roadside breath tests fell.
“I injured my leg on holiday. It quickly became infected and stopped me working – but the LTDA kept me going”

“I was unable to work for many months. The LTDA sickness payments were a life saver”

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Alternatively, call in at Taxi House and pick up an application form or download it from: www.ltda.co.uk

**Policy conditions:** Claims for Back/Depression related illnesses have a reduced benefit of £90 per week. 14 day deferment period before claim payments start. Maximum period for which weekly benefit is payable is 26 weeks. The age limit for joining Platinum is 49 years and for the Gold is 54 years. You are covered up to your 65th Birthday. (subject to terms & conditions).
They fire the drivers! They sack the drivers! workers’ rights to paying tax. Their arrogance off the hook on a whole spectrum of issues from transportation company because it gets them platform and insist it’s just an app, and not a Uber continues to hide behind their digital company still refuses to give its drivers basic

road users to court over the years, predominately licensed London cab drivers. So, as a warning to others; beware of a leather clad cyclist in the Westminster area with cameras everywhere, especially between 8-9am. I want to give my thanks to Lloyd for his initial support, John Luckhurst for his perseverance and expertise, and Charlotte for representing me in the court. The odds were stacked against me, but the magistrates saw it differently. Anyone who is not with the LTDA, with its many benefits, along with access to a professional legal team when needed, must surely need to do something about it, it could be you one day. D Webb, Surrey

The huge burden was on my shoulders from this April after a cyclist, armed to the hilt with cameras, filmed me overtaking him in Great Peter Street. I received a notice to prosecute three weeks later with the alleged offence of driving without care and attention. I visited the LTDA on numerous occasions over the following months and was assigned Lloyd for assistance. Soon afterwards Lloyd called in John Luckhurst and we discussed the case. We visited Great Peter Street and went over the events that took place there. We studied the video footage given to us by the prosecution. Measurements of the road layout, the path the cyclist took, and the signage on the road etc, were taken as the trial got closer. I appeared at Lavender Hill Magistrates’ Court on November 19 and was represented by LTDA solicitor Charlotte. After the two-hour trial I was found not guilty. Charlotte was brilliant, and between us we proved that this cyclist, continuously cycling one metre from the kerb, was more of a contributory factor in this offence than I was. This cyclist has taken numerous other

They tell the drivers where to go! They pay the drivers! But still they insist they are not a transportation company but are just an app! Uber in the UK is a form of mass exploitation of workers, many from overseas, and creates a race to the bottom in wages and conditions, allied with extremely poor passenger safety. David Heath, Brighton

Uber London Limited admitted today on BBC TV that they were aware of 45 cases and 14,000 cases (subsequently found) of fraud by Uber drivers who were driving both uninsured and disqualified, using false documentation and other cons. They would have been aware of this at the time of the IPO.

Stuart Wilder, Author UBERGATE X

They have now been told by TfL it’s unfair to be licensed for numerous safety issues. However, this appalling company still refuses to give its drivers basic employment rights, despite an employment tribunal ruling they are workers who should get the minimum wage and holiday pay. Uber continues to hide behind their digital platform and insist it’s just an app, and not a transportation company because it gets them off the hook on a whole spectrum of issues from workers’ rights to paying tax. Their arrogance is truly mind boggling. They hire the drivers! They fire the drivers! They sack the drivers!

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Just took TfL so long to read through Uber’s excuses and lies and lies...”

“Thanks, but what took so long?”

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Just took TfL so long to read through Uber’s excuses and lies all these years? This is a company who thinks it runs London, and puts two fingers up to the rules, regulation, courts, workers’ rights, the disabled, health and safety, because money speaks for them. All Uber has ever done is create hell in London and other counties. So, at last I would like to say a big “thank you” to TfL for getting control back over London. With these drivers on the road you may find your road plans and infrastructure will see less congestion in town and your buses that serve the people of London get them home safer and quicker, as will the taxi trade, and less accidents on TfL network.

M Stowell

David Collins, LTDA member

Is Boris for real?

Uber drivers make three point turns on London’s congested roads, illegally rank while waiting for a “ping”, park with of their hazards flashing all over the place, and drive like Sunday motorists because they don’t know where they are going. All this was brought to us by the Tories. I don’t like what else is on offer, but I could not vote for Johnson and his cronies. It’s unbelievable that he tells us what a good job as London mayor he did!

Adrian Card

Thanks to city airport driver

I want to thank one black cab driver that returned my phone at about 1am, coming back to my hotel in central London all the way from the City Airport area, after dropping me off at about 11.30pm. Given I was on international business travel in London, without a phone, the trip would have been a major challenge. Thank you!

Yücel Erbilgiç, Istanbul, Turkey

Kicked where it hurts

Gett has fallen in line with the other big player in the market and upped their commission charges to 15%, kicking drivers where it hurts. This is an increase of 25% on what was already an exorbitant 12% commission charge. How many years of tariff increases would it take for our earnings to increase by 25%? We were hoodwinked into getting on board to claim back our work from the other apps because that’s how customers want to order their cabs. I’m pretty sure that before I got on board, radio taxis were taking around half of the 15% now being charged and if you had a problem you could actually speak to someone in London who would do their best to sort it out. They certainly wouldn’t ask you to run 10 mins to a job then cancel it when you’re 50 yards away. If someone doesn’t find a way out this mess, and fast, we will be working seven days a week just to feed ourselves.

David Collins, LTDA member
I hate working this time of year. I love Christmas, but I hate driving around London. I dread that moment in November when I’m stuck in a traffic queue, and I have to make that painful admission: Christmas has started. It gets earlier each year. This year it started at about the time they switched on the Christmas lights on Regent Street, almost obscenely in the middle of November.

This is the start of the madness. Black Friday makes it worse, another event like Christmas that now starts long before it happens. Those traffic queues get worse. Buses don’t move, delivery vans park on double yellows, blocking everyone’s progress. Tempers will be frayed. Out of towners circle the West End looking for parking that doesn’t exist, while craning their necks up at the Christmas lights.

Traffic, gift deliveries and driving a cab for a living at Christmas a miserable experience. I don’t really remember the last white Christmas – probably in the 70s...”
I can’t believe that we are waving goodbye to another year; where does the time go? It’s been an extremely busy year for all the reps and I would like pass on my thanks to everybody for their efforts. I wish you all a Merry Christmas and a Happy New Year.

Sector 2
Crossrail/TfL Rail
Crossrail works continue in three of our boroughs to improve the exterior station environment in readiness for the increase in passenger numbers when the line finally begins operating. We have worked with the borough councils to get new taxi ranks as close as possible to station entrances. We can expect new ranks at Maryland, Forest Gate, Manor Park, Ilford, Seven Kings, Goodmayes and Gidea Park. Major works are ongoing at Ilford and Romford, which will involve completely rebuilding both stations, and will be starting soon. The main entrance to Ilford will move to Ilford Hill. We have tried to get a rank close to the new site, but Redbridge Council have refused this. There is a line of sight from the exit to the High Road rank and I would urge drivers to use this. A rank is already in place to cover the rear exit in York Road, which I expect to get busier when the works start. I will monitor the area at Ilford Hill. If I see others parking in that area, I will renew my attempt to get a rank on the hill.

Balfour Road Taxi rank has a rank phone provided by the LTDA for the benefit of all drivers. Unfortunately, it has often been the target for vandals. The line has been repaired but the phone itself is still broken. We await its replacement by BT. Cranbrook Road may get some support from the TfL enforcement reps and I would like pass on my thanks to the Council for their efforts. I have reported this many times and wonder what must be done to get its replacement by BT. Cranbrook Road may be disrupted as work progresses. I have not had luck at Hillingdon Hospital rank obviously from TfL who said they would update me as soon as possible. Hillingdon Hospital rank may get shared use of a loading bay. We got an upgrade planned for 2020. In the meantime, we now have a temporary rank for two cabs at Hillingdon Station. There was no luck at West Ruislip Station, spaces when the station gets its major upgrade in 2020. There was no luck at West Ruislip Station, however, as there was nowhere to position any rank. I applied for a two-cab rank anywhere in Ruislip High Street as part of the major street upgrade planned for 2020. In the meantime, we may get shared use of a loading bay. We got a very positive response from the council and obviously from TfL who said they would update me as soon as possible. Hillingdon Hospital rank is being dealt with by TfL as they need to deal directly with NHS Trust.

There is a rank at Clapham Common that is being abused by drivers who leave their cabs unattended and don’t move up. This leaves us under scrutiny with the local council when applying for more space, to use your loaf and please use the rank properly. There would also appear to be abuse of the rank in the lane near Watstone, with various undesirables depositing themselves there. We will be talking to the local council as this put people off standing waiting for cabs.

Some confusion about road usage in Mitcham town, particularly about whether we can use certain bus lanes. We’re looking into it and will report back; watch this space.

The Go Sutton bus scheme is not working too well. They have been forced to lower the prices, but the buses still seem empty.

Sector 3

The new rank at Gidea Park continues to be abused by minicab drivers and the PHV operator’s office nearby. I have reported this many times and wonder what must be done to get some support from the TfL enforcement team!

“It is a great venue in Romford, it offers a good supply of work at night, but we seem to have trouble covering it at the moment. Have a look at the programme list on Google and see if you can give it some coverage.”

Sector 4
Our rep has been working very hard to get Orpington station rank up and running. It’s been increased to nine cabs, so give it a go and keep those cabs moved up. There’s nothing worse than seeing a rank with unattended cabs and with gaps at the front.

Sector 5
We now have a rank outside Fairfield Halls; give it a go if you can. I delivered the paper bin was disgusting. The station master has been on side up to now, but is not very happy about the abuse of the box and wants to name and shame drivers who dump rubbish in it. If it carries on we will lose the bin also.

Sector 6

Harrow

Newham

Ealing & Hillingdon

Forest

Richmond

Hampstead

Barnet

North

Croydon

Enfield & Waltham

Tower

Crouch

Redbridge

Greenwich

Kerry

North

Brent

Wimbledon

Sutton & Merton

Hounslow

Romford

Thames

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A MAN IN BLACK

Many drivers are still furious about the mayor’s decision to reduce the age limit for diesel taxis from 15 to 12 years, potentially causing both cabbies and fleet owners serious hardship.

Since then I have spoken to several London Assembly members about the “flip-side” to this coin; the idea of increasing the age limit on zero emission capable taxis to increase take up. But the answer from our environmentally concerned mayor has caused dismay.

At Mayor’s Question Time on September 12, Lib-Dem London Assembly member, Caroline Pidgeon, asked Mayor Sadiq Khan the following question: “To help improve the take up of zero emission capable (ZEC) taxis will you consider extending the current 15-year age limit for such vehicles?”

The Mayor responded by saying: “In Transport for London’s (TfL’s) recent consultation on changing the age limits for taxis, the question of extending the current 15-year age limit for ZEC taxis was raised by respondents.

In relation to safety, the response is bizarre given every vehicle on the road must pass an MOT, or an enhanced MOT/overhaul, sometimes twice a year. A vehicle is either safe or unsafe after undertaking such tests; there is no middle ground.

Some London Assembly members were concerned at the mayor’s stance.

Ms Pidgeon said: “The take up of zero emission capable and electric taxis does obviously depend on a number of factors, such as the price of electric taxis, the number of electric charging points and their reliability. It is also vital that there is proper enforcement of rapid charging points reserved for taxis.

However, one further step to further encourage the take up of electric taxis would be for TfL showing a bit of flexibility on extending the age limits for these vehicles.

At a time when we need to be doing everything possible to move away from diesel, the mayor and TfL’s stubbornness on this issue is incredibly disappointing.”

Brexit Party London Assembly member, David Kurten, said: “The mayor’s decision to reduce the age limit for diesel taxis from 15 to 12 years was a hammer blow to the taxi trade, and I hope that the next mayor of London will reverse that decision. It is unsurprising given his record that he also refused to consider raising the age limit of ZEC taxis. He has missed another opportunity to help the trade.”

Conservative London Assembly member, Keith Prince, added: “Taxi drivers are having to make a huge investment in zero emission capable taxis and as such they should expect to be afforded a little extra time added to the life of these vehicles to compensate for their added outlay.”

Finally, Labour’s, Ilford North MP and chair of the All-Party Parliamentary Group which produced a report into the taxi and private hire industry, Wes Streeting said the mayor’s stance was “disappointing.”

It seems clear that regardless of the situation surrounding the decommissioning of diesel vehicles, Sadiq Khan has displayed a distinct lack of understanding pertaining to his own policy where zero emission capable vehicles are concerned.

If it’s a clean, green, working machine, then a vehicle’s age is surely an irrelevance.

Steve Kenton is a Licensed Taxi driver of 30 years

ZEC LIFESPAN BID GIVEN SHORT SHRIFT

The mayor’s refusal to extend the lifespan of ZEC taxis has caused cross-party dismay.

With five more exclusive-use rapid charging point sites newly commissioned across Central London by ESB EV Solutions, it’s about to get even easier for electric taxi drivers to get around the capital.

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Ignoring consultations gives councils carte blanche to do as they please, let’s tell them what we think

**MAKE 2020 A YEAR OF ACTION**

The festive season brings the once-a-year cab riders out in force. You know the ones, who ask the usual question of “how much to so and so?” I’m grateful for all rides, but to be honest this has never been my favourite question to be asked. Mainly, that’s because it’s quite often followed up with “why are you going this way? I never usually go this way!” or, “I get a black cab every week and only ever usually pay half this.” What then follows is an inability to work out how to use the credit card machine or how to operate the door to be able to exit the cab. But back to that original question, how much? In recent years, I have usually managed to get within a quid, either, side of my estimate, much to the amazement of the punters. However, this year I haven’t even got a clue how much it’s going to cost them to get to the end of the street I’m in when I collect them, let alone between A and B.

I’m sure everybody knows it’s down to the various changes to our road networks that give priority to the few at the expense of the majority. Also, so called “healthy streets” strategies are being implemented by London’s local councils, which ironically result in anything but healthy streets. So, why am I telling you the obvious? Because, unfortunately this situation isn’t going to get any better unless we all start to take more action.

I’ve seen first-hand how local councillors and officers do as they please because they aren’t being challenged enough. At a recent Camden Council meeting where we were giving a deposition on a road scheme the councillors spent more time praising the recently departed Frank Dobson than debating or asking questions on the scheme. One councillor, when asked if he had a question said, yes, but appeared to only say “cycle lanes are great and we need more”.

If TfL or your local borough has opened a consultation on planned “road improvements,” then you absolutely need to take part. Make no mistake, most of London’s boroughs are overrun with pro-bike and anti-motor vehicle councillors and officers. They aren’t against taxis specifically but are opposed to any motorised transport, which by default includes us. A good way to find out what consultations are currently active is to sign up to TfL’s Taxi and Private Hire news and roads update, not only can you see current active consultations, but it also has upcoming rank suspensions and roadworks.

In order to fight back, and we absolutely must, we need to be as dedicated as the cycling brigade. Councils won’t then be able to say we held a consultation, and everyone supports our plan. It should also become harder for them to go ahead and if they do go ahead it will give us more avenues to go down to fight back.

It’s no good saying the organisations should be doing it, some are but not all, half the trade isn’t in an organisation and whilst the LTDA does respond to consultations but our view counts as a stakeholder response, not one from a local resident or business.

If you’re looking for a New Year’s resolution, make it one to find out who your local councillor is and get on their case about the horrendous working conditions and added stress we now face due to their activities.

I would like to wish you all a very happy Christmas and hope Santa brings you more than socks and pants.

Paul Brennan, LTDA Executive
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The London-based Hungarian scientist whose idea led to the creation of the atom bomb

THE SPARK THAT CHANGED THE WORLD

CRUEL LONDON

Although the Cold War ended 30 years ago with the fall of the Berlin Wall, vast stockpiles of nuclear weapons remain primed across the globe and there are many experts who believe the potential for nuclear war is now higher than ever.

This includes the Bulletin of Atomic Scientists who manage the Doomsday Clock; a symbolic timepiece which denotes how close they believe mankind is to self-inflicted destruction. At present, the clock’s hands stand at just two minutes to midnight.

Incredible as it may sound, the key theory which led to the creation of these terrifying weapons occurred one damp morning in Bloomsbury.

Born in Budapest, Hungary in 1898, Leo Szilard was a brilliant Jewish physicist and inventor who excelled at mathematics from an early age.

When WWI erupted Leo enlisted with the army. Before seeing action however, he contracted influenza. In hindsight this likely saved his life, as most of his battalion was wiped out.

After WWI Leo had ambitions of studying engineering but was prevented from doing so by anti-Semitic policies. He therefore moved to Berlin where he turned his mind to physics and befriended Albert Einstein.

When Hitler gained power in 1933 Leo escaped to London. Although he had sufficient funds to support himself, he didn’t forget his friends and helped found the Academic Assistant Council, which secured work and provided accommodation for fellow Jewish refugees at Burlington House.

Leo meanwhile lodged at various hotels around the city and in the summer of 1933 he checked into the Imperial Hotel on Russell Square.

This choice was based on Leo’s philosophy that “there is no place as good to think as a bathtub” and, back then, the Imperial was famed for its steaming Turkish baths. Sadly, these were demolished when the Imperial was rebuilt in the 1960s, although a ghost sign for the baths can still be spotted in the pavement at the end of Guildford Street.

On the morning of September 12, 1933, Leo breakfasted and took his customary bath before heading to the Imperial’s lobby where he obtained a copy of The Times. In the newspaper, he found a report on a scientific conference, which had taken place the day before, where renowned scientist Ernest Rutherford had rubbished the idea that power could be gained from atoms, stating that anyone who believed so was “talking moonshine.”

This opinion irked Leo; he was sure Rutherford was wrong and decided to go for a walk to chew the idea over.

At the junction of Russell Square and Southampton Row, Leo paused at the traffic lights. As they turned green and he stepped into the road, his Eureka moment came: the idea of a nuclear chain reaction.

Leo knew he’d solved the problem; his concept could produce atomic energy. But he was also aware it could be weaponised and the thought of such knowledge being exploited by the Nazis terrified him. He moved to the Strand Palace Hotel and initially kept his idea secret, choosing instead to concentrate on researching radioactive medicine at Bart’s Hospital.

As the 1930s drew on, however, Leo knew his theory couldn’t remain hidden forever. In August 1939, just one month before WWII broke out, he drafted a letter to President Roosevelt. This was signed by Einstein and warned of a “new phenomenon,” which could “lead to the construction of bombs.”

This correspondence led to the creation of the Manhattan Project; the USA’s covert atomic bomb building programme. Although Leo worked on the project, the idea of dropping these weapons on cities horrified him and he implored President Truman to demonstrate their power before unleashing them.

His pleas were ignored and in August 1945 the nuclear flashes over Hiroshima and Nagasaki killed at least 129,000 people in an instant, bringing the theory that had occurred to Leo on Russell Square 12 years before to its disturbing climax. After WWII Leo Szilard became a dedicated peace campaigner and pioneered modern chemotherapy techniques. He passed away in 1964.

“This correspondence led to the creation of the Manhattan Project: the USA’s covert atomic bomb programme. Although Leo worked on the project, the idea of dropping these weapons on cities horrified him...”
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Fundraiser Success for Taxi Charity

One of the trade’s best loved charities kicked off the festive season in style with a packed dinner and dance which raised thousands of pounds.

The Taxi Driver of the Year Charity fund celebrated its 48th year by raising £3,000 for each of the five taxi charities it supports.

Guests enjoyed a meal and were entertained by a magician and a live band, which got people’s feet moving, at the event at the Holiday Inn, Regent’s Park, on November 30.

Russell Poluck MBE, the charity’s Honourable Chairman, said: “I’m delighted to report that it was another successful event for us and the charities we support. The guests told us that they had a great evening and the atmosphere was wonderful; everyone enjoyed their food and the entertainment.

“This charity would not be able to put on these events over the year without the help of our sponsors. There are too many to mention but they know who they are and that’s why we can say a big thank you.”

The guests enjoyed a four-course meal, and a tombola with prizes including a £1,000 holiday voucher, donated by Comcab, a £500 holiday voucher from Dagenham Travel and two nights at the Holiday Inn in Regent’s Park. All tickets sold out in just 25 minutes.

Five taxi charities supported by the TDYCF were each handed a cheque for £3,000.

The next event organised by the charity will be the annual golf day at Hendon Golf Club, which will take place on June 4. All forms will go out next year, but if you want to save a place for the golf or next year’s dinner just email info@taxifund.co.uk

Road Deaths Rise in 2019

A rise in road deaths has prompted TfL commissioner Mike Brown to call for speeding to be made as socially unacceptable as drink-driving. More fatalities were recorded in 2019 by mid-November than in the whole of 2018.

Brown, who is leaving his post to take charge of the repair of the Houses of Parliament, urged drivers to slow down as the move to introduce 20mph limits on TfL roads in the C-Charge zone commenced.

Speed was a “contributory factor” in 37% of road collisions in the three years to last December, resulting in 128 deaths and 2,256 serious injuries.

Brown said: “Fundamentally, and I make no apology for using this analogy, there are generations that recall our parents and grandparents thinking that it’s okay to have a drink and get behind the wheel. That is now, culturally, totally unacceptable. My aim is to have speeding [treated] exactly the same in that cultural shift.”

A total of 112 people were killed and a further 3,954 suffered serious injuries on London’s roads in 2018. This year’s total reached 119 when Łukasz Wiergołinski, 35, died after his car collided with a lorry in Merton, last month.
CHECKLIST

RE LICENSING AT NSL?
Save yourself time and loss of work

☐ Vehicle registration certificate, logbook or new keeper's supplement (complete with bill of sale/receipt) where vehicle is newly purchased prior to inspection
☐ Current vehicle licence (for renewal inspections)
☐ From October 1, 2014, vehicles no longer require a tax disc to be displayed. Vehicles can be taxed online or at a post office. If a vehicle is not recorded as taxed, NSL will accept an online application/post office receipt. (Information at www.gov.co.uk/dvla nomor etaxdisc)
☐ Insurance certificate (not a copy) – properly affixed in the luggage compartment
☐ Valid MoT certificate (issued 13 days or less before inspection)
☐ If vehicle is less than one year old an MoT is not required
☐ Taximeter installation and calibration certificate, issued within 30 days of inspection
☐ Exemption certificate (where applicable)
☐ Tool to release ramps
☐ Tyres – must conform to manufacturer's specification (see table below)

<table>
<thead>
<tr>
<th>VEHICLE MAKE / MODEL</th>
<th>TYRE SIZE</th>
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<tr>
<td>Mercedes Vito Euro 4</td>
<td>195/65 R 16 100/915T or 104/102T</td>
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<tr>
<td>Mercedes Vito Euro 5</td>
<td>195/65 R 16 100/915T or 104/102T</td>
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<td>Fairway (declared max speed of 130 km/h)</td>
<td>175 R 16 N</td>
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<td>TX1 (declared speed of 130 km/h)</td>
<td>175 R 16 N</td>
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<td>TXII (declared speed of 147 km/h)</td>
<td>175 R 16 D</td>
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<tr>
<td>TX4 (declared speed of 147 km/h)</td>
<td>175 R 16 D</td>
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Now you can download our sign-up form directly from our website!

Designed for the professional driver.
Christmas is around the corner and what better way to kick off your festive shop than with a free gift card worth £150 in your pocket.

Our diary spotters love nothing more than hopping around London with goodies to dish out to LTDA members especially at this time of year.

This week they caught up with Denis Jacobs, who was delighted to be handed a £150 All 4 One gift card simply for having his LTDA diary on show in the windscreen of his cab. And our All 4 One cards can be spent on a huge array of items in dozens of stores, including Debenhams, Argos, River Island and Marks and Spencer.

Denis said: “Fantastic. It’s perfect timing with Christmas on the horizon.”

A short while later our spotters managed to catch up with Mohamed Muhydin, who was pleased as punch when he was handed a £150 gift card simply for having his diary on display.

Mohamed said: “That’s great, thanks a lot. That’s made my day. Happy Christmas to one and all.”

Each year we give away almost £8,000 to LTDA members, so the odds of coming up trumps are pretty good.

Just make sure you have your LTDA membership diary on display and let us do the rest.
Who’s got your back?

3pts £175 fine
6 points £500 fine
NOT GUILTY
1 year ban
2 yrs prison

Charged with jumping a red light
Charged with careless driving
Acquitted on all charges
Charged with dangerous driving
Charged with road rage assault

No matter how careful, even the best drivers in the trade can find themselves with legal trouble when the odds are stacked against them.

The LTDA legal service is the only trade scheme which defends members for all alleged offences (traffic, hackney or criminal), anytime, anywhere in the UK.

Join the LTDA today, we’ve got your back.

Call: 0207 286 1046 or visit: www.ltda.co.uk
Throughout the lifetime of our planet, its inhabitants, man and beast, have been beset by cataclysmic events: floods, fires, earthquakes, plagues, wars, revolutions, pestilence and…highway planners. It seems we have an infestation of road planners, or highway engineers, as they like being called.

Over the past few years, London has slowly been ridden by a swarm of these pests who have infiltrated all of London’s 32 boroughs and, like Dutch Elm disease, have caused irreparable damage to the natural habitat. Similarly, road planners, starting slowly with a pinch point here and a road closure there, have spread their malignant spawn across the entire metropolis.

Where have all these planners come from? When I was about to leave my prestigious grammar school in the old East End and, after three years of intense study, I was called into the headmaster’s study to discuss my future. Mr Philpot, in his flowing black gown, sans mortarboard, never once mentioned the possibilities of my becoming a street planner (more street sweeper/toilet attendant). In fact, we discussed very little, possibly because he couldn’t remember my name, insisting on calling me Tresco. His misnomer was rooted in the fact that I joined the grammar school in the 2nd year after getting outstanding results at the tech school – to which I’d been (wrongly) allocated (after failing to gain sufficient GCEs for a grammar school place). Two miserable years failing miserably to complete a simple “make a garden trowel” project didn’t endear me to the technical department. There was a mutual move to an institution that relied more on academic prowess than dexterity.

I moved to the grammar school along with a boy named Tresser – hence Mr Philpot’s neologistic portmanteau name – “Tresco.” Sadly, I was never ever offered the chance to join the Tower Hamlets’ Highways Engineering Department (if it existed) and the opportunity to remodel the Mile End Road with pedestrianised zones, white lines and bicycle lanes. I don’t know how many, if any, of my classmates aspired to zebra or pelican crossing construction, but I have seen some of my fellow alumni sporting green badges.

I’m afraid I’m beginning to think like my grandson Sam, who sees everything as part of a worldwide conspiracy theory that all these roadworks around the West End are part of a sly scam by TfL to bypass Westminster Council’s rejection of their plans for pedestrianisation. By trialing a score of subsidiary road changes and pedestrianisation, beginning with Piccadilly and St James’ Street; then Exhibition Road, Aldgate, Tottenham Court Road, Bloomsbury, et al. We’re being softened up for ‘the big one,’ the pedestrianisation of Oxford Street?

Is there a secret army of dedicated planners scouring the capital in search of suitable roads to disrupt, vis a vis Exhibition Road. Is the clever geometric design and confusing amalgamation of pavement and road being subtly insinuated across the capital? Mind you, it don’t come cheap. The strip of roadway from Alexandra Gate to the cafes at South Ken, set back Kensington Council and TfL close to £29 million pounds. But damn the expense has become the mantra, especially if you’re in the business of educating a dedicated workforce with the specialist skills and expertise to build the UK’s road network with zig zag designs and coloured bricks. Changes in road layout, one-ways, pedestrianisation, are potential big business. Highway engineers are looking at a likely income of £6 billion per annum and a workforce of over 60,000 people.

But I can’t help wondering what happened to the other half of Tresco. The last I heard, he was seen perusing an A to Z, not, I’m reliably informed, in search of the Knowledge, more likely a search for a money-spinning location to implement an existential pile of coloured bricks with just a smidgen of traffic tweaking.
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(NO DEPOSIT DEALS AVAILABLE)

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5 YEAR BATTERY WARRANTY
5 YEAR WARRANTY

Based on PCP purchase at 7.3% APR. Figures are based on a TXE Vista Model at £25,259 with a customer deposit of £2790 with 60 payments of £2796.19 monthly or £543 weekly. Optional final payment of £18,950. Offer is based on annual mileage of 30,000 miles or 150,000 miles over the term. Excess mileage charged at 6.5 per mile. Free service plan is 3 years or 75,000 miles and must be carried out at Ascott Cab Co only. Other plans are available including 2.34% PCP and HP deals please contact us for further information. Subject to finance acceptance.
Til’s Uber licensing decision is a big embarrassment – especially for the so-called fourth emergency service.

"Uber has some 65,000 drivers operating in 40 cities in the UK and the AA’s negotiating team only had their eyes on big bucks..."

Check Out My Hippocampus!

According to the medical experts, London cabbies all have a large hippocampus. This is caused by learning many thousands of routes and destinations over two years or more while doing the Knowledge! The hippocampus is a brain structure that regulates and stores, among other things, memory.

So what is the relevance of having a large hippocampus while trying to learn French? The French language consists of many hundreds of verbs like etre (to be) and avoir (to have). But it’s not that simple because all the verbs have many conjugal meanings. Take etre, as an example, which has seven conjugal meanings, such as je suis, tu es – etc. This is where the benefits of having large hippocampus kicks in. As with the KOL all those many years ago, I didn’t answer a single question after three appearances. The French lessons were similar, I didn’t have a clue on what was being taught by our charming teacher Gilli. But they’re not called teachers because nobody gets paid for working at U3A, they’re all volunteers and the teachers are called co-ordinators.

Slowly but surely I was able to conjugate some of the verbs while studying at home and able to compose simple sentences in French. Like, “my name is Albert can I ask you your name?” Plus, “shut the window, or door.” And “ferme la bouche,” shut your mouth!

Our French class is rather large – about 20 people – and Gilli is aware that it’s not balanced evenly. Some of the lovely ladies can’t be in the intermediate French course because they are too good to be in the beginners’ class. But it’s all good fun and quite stimulating and when I get home my large hippo is buzzing. I can thoroughly recommend U3A to all you retired cabbies out there – especially if you’re now on your own. They operate some 170 study groups in the old Hampstead Town Hall, ranging alphabetically from art to Yiddish and yoga – not forgetting belly dancing! I assure you that you will meet many friendly people, mostly of your age group. It’s a lot better than sitting at home, just watching the telly and feeling sorry for yourself! 😊
THE BIG ONE!

The membership of the LTDA is 40 times greater than some other driver organisations!

CAUTION

The LTDA legal service is the only trade scheme which defends members for ALL alleged offences (traffic, hackney or criminal), anytime, anywhere in the UK. Non members are advised to check carefully the exceptions and exclusions contained or imposed by other legal protection schemes circulating in our trade.

HERE’S WHY...

BADGESAFE SCHEME

The LTDA retains experienced barristers with specialist knowledge of the London cab trade. Normally when drivers accumulate 12 points on their licence they receive an automatic 6 month ban, but in the case of LTDA members over 90% of those represented by our barristers receive a ban of just 1 month or in most cases no ban whatsoever.

EXPERTISE = SUCCESS

The LTDA’s in-house lawyers are proud of their unrivalled record of court triumphs; in fact the rate of acquittals for members defended in court by the LTDA is 4 times higher than the national average. This unparalleled level of success is due entirely to the expertise acquired by the LTDA over many years of specialising in cab related legal matters.

YOUR FUTURE

The LTDA remains the only trade body resolutely opposed to the computerisation of the Knowledge of London testing system; (No to the quickie Knowledge campaign).

SICKNESS AND ACCIDENT PROTECTION

When trouble strikes it’s comforting to know that you’ve got the strength of the LTDA around you. (Additional subscription payable).

LTDA HOLIDAY CLUB

Many members have saved thousands of pounds by taking advantage of special offers and prices (members only).

WIN £5,000 EVERY MONTH IN THE LTDA LOTTERY

12 big prizes every year, but you have to be in it to win it (members only £5 per entry).

HEATHROW OFFICE AND REPRESENTATION

Call in to the LTDA office at Heathrow, first door on the right in the canteen block. The LTDA’s representatives will give you a warm welcome. (Open to all).

WELFARE DEPARTMENT

LTDA officers make home visits to members who are in severe distress or with special needs and authorise contingency payments where appropriate.

RANKS AND HIGHWAYS REPRESENTATION

The LTDA has negotiated taxi access to most bus lanes and leads the way negotiating on issues that affect you, the licensed taxi driver.

GENERAL ADVICE

If you are new to the trade and you don’t know your ‘roader’ from your ‘legal’, give us a call. We’re always here to help. (Tel: 020 7286 1046 - non members are welcome to call).

24 HOUR TOUT LINE

Seen a tout in action? Take the details and phone them in, we will do the rest. (Tel: 020 7266 4769).

HEALTH AND SPORTS PROMOTION

We regularly run promotions with leading health and sports companies resulting in big savings to members.

LEISURE DISCOUNTS

Huge savings on weekend breaks at fine hotels and holiday centres. You will not believe these prices! (Members only).

VEHICLE MANUFACTURERS

Continually representing members’ interests in disputes with vehicle manufacturers and suppliers.

AUTHORITIES AND MEDIA

The LTDA is the largest and most respected driver organisation in the trade. We lead the way when negotiating with the Government, GLA, TFL, Police, Mayor’s Office, Heathrow, Rail Authorities, Local Councils and when dealing with all sections of the media.

MEDICAL ASSISTANCE

Many cab drivers are discovering to their cost that their licences are at risk due to the TFL’s interpretation of the new DVLA Group 2 Medical Standards. The LTDA has successfully challenged many decisions by the TFL to revoke members’ licences on medical grounds.

FANTASTIC VALUE

LTDA subscriptions have not increased for 20 years! It costs just 4 quid a week to join the trade’s biggest organisation and 3 quid of that is tax deductible! (Payable monthly).

To learn more about LTDA benefits and current joining offers call: 020 7286 1046 or visit www.ltda.co.uk
Buying gifts, whipping up a feast and visiting family members make Christmas a seriously stressful time.

**THE QUEST FOR A PERFECT CHRISTMAS**

*LICENSED TO CHAT*

What is Santa suffering from when he gets a sore throat? Tinselitis.

Yes, it’s Christmas time, and how we love it here at Meg Towers. This year I am aiming for the perfect Christmas day – and have been mulling over my biggest yuletide mistakes – the ones that I won’t be repeating any time soon...

Don’t try, like I did, to show off your advanced cookery skills when your sister-in-law, who is a fully trained cordon bleu chef, comes to lunch on Christmas day. In 2017 I decided to be swanky and upgrade our usual turkey crown from M&S to a home-made Turducken. This speciality roast and upgrade our usual turkey crown from M&S Christmas day. In 2017 I decided to be swanky and upgrade our usual turkey crown from M&S Christmas day.

Do not let the man in your life decide whether something fits him properly. Mr Meg, like every other bloke in the country, gets Christmas presents that include jumpers, shirts and socks. Tactful family and friends always buy him stuff in a medium size when he is (depending on how much Stollen and Cheesy Pringles he has scoffed) a XL or XXL. Mr Meg, eager to prove how delighted he is with his gifts, squeezes into the clothes and wears them on Christmas Day: This is how, three years ago, one of his shirt buttons pinged off and ended up in Auntie Molly’s plate of mince pie with brandy cream. She choked and heroic manoeuvre on her. He only broke one rib, of his own (Aunty Molly is a big bird) and she’s never been back for Christmas lunch. To this day she claims my boy attacked her from behind for no earthly reason.

Never again will I let second cousin Joe sing after dinner on Christmas night. He is an Elvis impersonator who sings in clubs and pubs all over the Isle of Wight. He does Tina Turner, Bob Marley and Ed Sheeran too, and he is so bad he’d make your ears bleed.

Last year his schmaltzy Christmas medley was so awful it made the dog puke on my centrepiece sheepskin rug in the front room. The rug cost £700 to buy and £180 to get professionally cleaned, and even that didn’t get rid of the smell.

Joe’s adoring mum, fortified by half pints of Baileys, thinks her son is a superstar. She grooves along to every song and good help anyone in the room that doesn’t do the same. When she saw that our neighbours were sitting opened-mouthed and aghast at what they were hearing, she shouted across the room to them, “hey you two! Yes, you two! The fatties with specs! Bloody well clap along! Or else I’ll…”. We worked hard to restore peace and joy that year. And my last don’t?

Don’t forget to have a wonderful time!

---

**New Viking Taximeter**

£50.00 PER YEAR ALL INCLUSIVE

**MERRY CHRISTMAS AND A PROSPEROUS NEW YEAR!**

EASY AND SIMPLE TO USE
COMPACT MODERN DESIGN
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Tempting deals offering you the chance have your cake and pay for it in the future can be costly

**SHOULD YOU BUY NOW, PAY LATER?**

**MONEY MATTERS**

Tempted by deals at the till, or online checkout, which mean you can buy new trainers, clothes and gadgets on credit? So-called buy now, pay later (BNPL) schemes can be great if you know you’ll pay the loan back on time, but pitfalls await those who miss payments.

Whereas shops have traditionally offered their own credit options, the past couple of years have seen fintech companies pair up with retailers to offer options to delay payment for purchases.

The most prolific of these is Swedish firm Klarna. At various online checkouts, from JD Sports to ASOS, shoppers are asked if they want to pay with a debit or credit card, PayPal, or “pay later with Klarna”.

Klarna offers shoppers two options. Pay in full in 30 days’ time or split the payment into three instalments payable every 30 days. There’s no interest or fees on either option.

One of Klarna’s key selling points is that it allows online shoppers to “try before you buy.” Consumers accepted for Klarna’s pay later service have 30 days to pay for their online order. This means you could get a pile of shoes or clothes delivered, try them on and return any you don’t like, then only pay for what you keep. For the cash-strapped this removes one of the biggest obstacles to online shopping — waiting for returns to be credited.

Although Klarna doesn’t charge late payment fees, late or non-payment could affect a customer’s credit score and therefore affect their ability to borrow money in the future. The company admits that unpaid debts may eventually be passed to debt collection agencies – this will involve additional fees.

So, if Klarna doesn’t charge interest or late payment fees, how does it make money? The answer is merchant transaction fees – it earns a commission from retailers for each purchase.

However, critics say the system encourages people to spend more than they would normally – this is backed up by information on Klarna’s website aimed at businesses which claims offering Klarna as a payment option will “boost sales and increase your average order value.”

Debt charities and financial experts are typically sceptical about BNPL schemes. Financial commentator Iona Bain of the Young Money Blog described Klarna as “a real Trojan horse for millennials’ finances” and said it’s “fostering a smash-and-grab mentality among young shoppers.”

Jane Clack, money adviser at debt advice firm PayPlan, said this type of credit “does not encourage budgeting and supports the ‘I want it now’ purchases of items people may not be able to afford.”

Unlike Klarna, rival BNPL schemes Laybuy and Clearpay both charge customers late payment fees – and these can be costly.

Laybuy lets shoppers pay for a purchase in instalments over six weeks, interest-free. Once you have a Laybuy account set up, you’ll need to pay a sixth of an item’s purchase price upfront – the remaining five payments are then processed weekly.

Clearpay – the UK arm of the Australian payment service Afterpay – is working with UK retailers such as M&S, Boohoo, Urban Outfitters and Pretty Little Thing. Each Clearpay purchase is split into four payments – the first is paid at the time of purchase and the remaining three instalments taken automatically from the customer’s card every two weeks. Again, no interest is charged.

Both Laybuy and Clearpay hit late payers with a £6 fee when a payment is 24 hours overdue, and then another £6 a week later. For each order of £30 or above, Clearpay caps late payment fees at 25% of the original order value or £36, whichever is less.

As with Klarna, unpaid debts with both companies are reported to credit reference agencies.

When given the option to buy now and pay later, you should really think about whether you can afford what you are planning to buy. If you can’t afford to pay relatively small transactions of £30 or so in one go, you should question whether you should be making the purchase at all.

Also bear in mind that if you’re struggling with your finances, you might find you won’t be able to stop payments to Klarna, Laybuy or Clearpay being charged to your debit or credit card. This means you won’t be able to prioritise other payments like your rent or mortgage.

**TAXI TYRES**

**TAXI APPROVED TYRES:**

- **£44.40**
  - 175/80R16 Freeway 8mm REMOULD

- **£47.00**
  - 175/80R16 Freeway 50mm REMOULD

- **£66.00**
  - 175/80R16 New Maxxis

- **£59.94**
  - 175/80R16 New Austone

- **£101.54**
  - Electric TXE Cab 215/65R17 Tyre

**MERCEDES VITO TYRES**

- **£195/65R16 ECO$T MFL**
  - **£57.64**

- **£195/65R16 Eco$T**
  - **£107.94**

- **£72.94**
  - Firestone ROADSTONE

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To see your advertisement in the leading magazine for London taxi drivers, contact us today:

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jack@centuryonepublishing.uk
01727 739 196
PUZZLER

PRIZE CROSSWORD

Complete our bumper Christmas crossword puzzle and be in with a chance to win £80! Send your entry to: Crossword 458, Taxi, Taxi House, 11 Woodfield Road, W9 2BA before January 24. The first name out of the proverbial hat wins the cash!

ACROSS:
6 Scion
7 Adaptive
10 Diarist
11 Doorman (7)
12 Small dog (4, 3)
13 Damned (7)
14 Wealthy person (11)
15 Old (7)
20 Childish chatter (4, 4)
21 Shine (5)

DOWN:
1 Metal (8)
2 Ordain (6)
3 Partially sterilise (10)
4 Costume (4)
5 Long-billed wading bird (6)
6 Viciousness (6)
7 Tidal wave (7)
8 Moralist (5)
9 Barometers (10)
11 Melt (7)
12 Doorway (8)
13 Detector (5)
14 Ingrain (6)
15 Teeth incrustation (6)
16 Rousing song (7)
17 Fiancée, 18 One-track, 19 Clef, 21 Au fait, 22 Entail

WINNER: ISSUE 456 — Laurence Kelvin, Maida Vale

ACROSS:
7 Honour, 8 Boxing, 9 Char, 10 Sum total, 11 Smasher, 13 Image, 15 Atlas, 16 Fiancée, 18 One-track, 19 Clef, 21 Au fait, 22 Entail

DOWN:
1 Nosh, 2 Courts-martial, 3 Brisket, 4 H-bomb, 5 Excommunicate, 6 Entangle, 12 Mutinous, 14 Pickled, 17 Waltz, 20 Epic

OVERHEARD

Here are so many traffic jams in central London the yield signs are being replaced by give up: it’s all those roadworks. It seems the only lanes they haven’t yet closed are in the bowling alleys. A hundred years ago people were amazed if cars managed to get up to 15 miles an hour. With today’s heavy traffic, that still applies. I was on the north circular last week and the cars were bumper to bumper. I ran out of petrol and didn’t know it till I got home. The Ministry of Transport tried to help by increasing some motorways to five lanes. And it’s already made a difference. We now have wider traffic jams. They call the M25 the world’s biggest parking lot. It would take an earthquake to get the car’s moving. The M1 is just the opposite. It’s like a racetrack.

To see the world go by all you need do is stick to the speed limit. The two greatest dangers on the road are the under-25s going at 70 and the over-70s going at 25. It’s scary. If you drive too fast, you bump into someone. If you drive too slow someone bumps into you. Some drivers don’t so much need seat belts as strait jackets. My brother got stopped for talking on the phone whilst driving. He got let off by saying it was his wife at the other end and he wasn’t talking, just listening. I find the road signs confusing. On the A5 I came to one that said, “bear left.” So, I went to the left and came face to face with a bear escaped from Whipsnade. Have you noticed lately how the cars are getting smaller? And the payments larger. I saw one car so small he number plate was in shorthand. I’m buying my car on the never, never. Just six more payments and the hubcaps are mine. I still can’t get over the fact that every year the car’s value decreases, but the insurance goes up. This time I actually read the small print, through a powerful magnifying glass. I found it has what’s known as a near-nudist clause. It hardly covers anything. The tiny words saying the warranty lasts for two years, or if something goes wrong, whichever comes first. I’m reaching the end of the warranty now and the car’s in such bad condition I don’t leave it out on the street. I’d be arrested for littering. Even the ashtrays no longer work. The radio does, but now it only gets one station.

I call it my baby car, because it never goes anywhere without a rattle. Everything in it makes a noise, except the horn. Statistics show that British made cars are now leading the field, in decreasing sales. We no longer make cars like we auto. The Japanese, Germans and Italians lost the war, but won the car market. And now they’re all offering us electric cars. I wouldn’t feel safe in one. They’re just made of nuts and volts. To end on an even worse pun, I used to collect model tractors, but I no longer do. I’m an ex-tractor-fan...

PUZZLER

SUDOKU

Just for fun...

Have a go at this medium level Sudoku puzzle. Fill the grid so that every row, every column and every 3x3 box contains the numbers 1-9 just once.

1 | 2 | 4 | 5 |
---|---|---|---|
1 | 4 | 8 |
9 | 2 |
3 | 9 |
6 | 7 |
7 | 9 |
4 | 2 |
6 |
8 |
8 | 4 | 9 |

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- Brad Ashton
Two months free for first time members

LTDA Application Form

Name

Address

Telephone

Email

Date of Birth

Badge colour (Please state whether green or yellow)

Badges obtained

Suburban badge sector numbers

Have you ever been a member of the LTDA before? (please tick) Yes [ ] No [ ]

Do you currently have points on your DVLA driving license? (please tick) Yes [ ] No [ ]

If Yes how many points do you have? [ ]

Please tick if you DO NOT wish to receive information from the LTDA and other related organisations in the future? [ ]

I understand that my application for membership of the Association must be approved by the Council of Management and that until this is confirmed I am not entitled to vote in relation to any form of Association matters. I agree that all benefits prior to approval of membership shall be at the discretion of the Council of Management.

Please note: We do not provide assistance for any matters that have occurred prior to you joining LTDA.

Signed [ ]

Date

LTDA Basic Direct Debit Instructions

Instructions to your Bank/Building Society to pay Direct Debits:

Please complete parts 1 to 5 to instruct your branch to make direct payments from your account. Then return the form to the LTDA, FREEPOST, (PAM 2005), London W9 2BR

To the Manager of

Address

Originator’s Identification No. 914428

For Office use only

1 Please write the name and full postal address of your branch in the box (left)

2 Name of account holder

3 Account number [ ]

4 Bank Sort Code [ ] – [ ] – [ ] – [ ]

Banks/Building Societies may not accept instructions to pay Direct Debit from some types of account.

5 Signature(s)

Date

The Direct Debit Guarantee

• This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
• If there are any changes to the amount, date or frequency of your Direct Debit, LTDA will notify you (10 working days) in advance of your account being debited or as otherwise agreed. If you request LTDA to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
• If an error is made in the payment of your Direct Debit, by LTDA, or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society.
  - If you receive a refund you are not entitled to, you must pay it back when LTDA asks you to.
• You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.
Meet the LTDA legal team

Driving a taxi for many hours of the day in one of the world’s most congested cities is a challenging task. Cabbies often fall victim to complaints and false accusations from police, passengers and other road users (especially cyclists and PHV drivers). When these events arise it’s comforting for LTDA members to know that they have the immediate support of the best specialist in-house legal team in the business. The success rate of the LTDA Legal Team is second to none. In fact, according to Criminal Justice Statistics, LTDA members defended by our team are FOUR times more likely than the national average to be acquitted of allegations made against them.

Tom Poulson
I joined the LTDA when I first got my badge and it turned out to be the best thing I ever did. Due to an unfortunate set of circumstances I ended up getting my licence revoked by TfL. I turned to John Luckhurst, one of the LTDA’s legal eagles, for assistance. John went to great lengths to prepare a detailed appeal against TfL’s decision and briefed a brilliant barrister to represent me in court. The appeal was successful and saved my livelihood. LTDA subscriptions are only four quid a week, which is less than a pint, and three pounds can be claimed against tax. I can’t believe that every cabbie in town is not a member.

Farouk Merdjane
I was involved in an accident whilst driving my cab in Shepherd’s Bush. I wasn’t too worried about it because I was confident that it wasn’t my fault and the insurance would sort it out. A short while later I received a summons for driving without due care and attention. I had no witnesses to help me, but the other driver had produced “independent” witnesses out of thin air! I quickly contacted the LTDA’s legal department and they immediately visited the scene of the incident and arranged for professional photographs to be recorded. I later appeared before magistrates at Lavender Hill Court, where the LTDA barrister tied the witnesses up in knots and demonstrated they could not have seen what they said they had. Thank you, LTDA legal department; you gave me an excellent service.

“FOUR times more likely than the NATIONAL average to get an acquittal”

Ken Jackson
The LTDA’s solicitors and support team, could not have been more helpful when I first informed them that an allegation had been made against me. The LTDA was quick to check all the CCTV cameras in the area and arrange for plans of the location to be drawn up. Witness statements were also obtained and Mr Demidecki was successful in getting the Crown Prosecution Service to drop the case against me. Thanks LTDA - an all-round brilliant service!

Paul Baxter
I was filled with confidence the very first time I contacted the LTDA’s legal team and as it turned out, I certainly wasn’t disappointed. They did a great job in sorting out my problem with TfL. They’ve got to be the best in the business!

“LTDA subscriptions cost less than four quid a week”
A selection of our numerous Distribution Points

- A1 Taxis, Melody Lane, Highbury, N5
- Abacus Accounts, Southbrook Road, Lee, SE12
- Astral Café, Regency Place, SW1
- Bubbles Car Wash, E2
- C & S Taxis, Dunbridge Street, E2
- Cabinsurance, Seven Kings
- Camberfield Taxi Services
- Computer Cab, Mitre Way, W12
- Coney Allen, Dunbridge Street, E1
- CP Beehive Service Station, Beehive Lane, Gants Hill
- Cricklewood Carriers, Cricklewood
- Dial A Cab, City Road, N1
- Edgware Station Rank
- Euston Station Rank
- G N L Taxis, Crayford Road, N7
- Globe Transmissions, Cudworth Street, E1
- The Ham, Brentford
- Heathrow Airport Canteen
- Hexagon Garage, Lutin Street, E1
- Jet Garage, Clapstone Street, W1
- Knowledge Centre, Caledonian Road
- KPM, Heming Street, E1
- London City Airport Canteen
- LP Motors, Dunbridge Street, E2
- Martin Cordell, E3 and Stanmore
- Paddington Station Rank
- Putney Bridge Taxis, The Arches, Putney Bridge Station, SW6
- Richmond Road Taxi Centre, E8
- Safewise Supermarket, Harrow
- South Bank Service Station, Great Suffolk Street, SE1
- TAXI HOUSE, W9
- Taxi & Private Hire, Blackfriars Rd, SE1
- Temple Place Shelter
- Tent Street Taxi Centre, E2
- Turbo Accessories, Three Colts Lane, E2
- Waterloo Station
- Wimbledon Station Rank
- W2Ann Knowledge School, Watts Grove, E3

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