

CAB

Trade News

Produced by
**WORKING
TAXI
DRIVERS**
belonging to



NATIONAL MONTHLY PAPER OF THE LICENSED TAXI TRADE

APRIL 2010

CHINESE TAKEAWAY!



Full Story on Page 2

SUBURBAN RANKERS!

By PETER J ROSE
Secretary UNITE Cab Section, London Branch



A taxi rank application has been turned down at Funky Mojo's lounge bar in Woodford High Road E18. The reason given was the lack of appropriate space outside the venue. But as our picture clearly shows there seems to be plenty of room for double parked ranking minicabs.

The area outside is even coned off to prevent any other vehicles from getting close to where the minicabs are operating. The site is also extensively marshalled on Friday and Saturday nights and could show a thing or two to the Clipboard Johnnies that operate in the West End of London.

At a time when the taxi trade is seriously considering a moratorium on suburban taxi numbers, it would seem strange for the authorities to turn down a rank application for a new suburban rank in an area that can apparently easily accommodate a fully organised minicab rank. There is also a taxi rank at Woodford Tube Station, although you would never know it. It disappears from view because the minicab drivers that are registered with the adjacent minicab office use it as a private parking bay. For years it has been impossible to work. In how many other areas of suburbia does the licensed taxi trade suffer these types of situations?

If the suburban taxi is not to die out, greater effort has to be made by the authorities by way of

new rank appointments and greater enforcement of private hire touting.

Of course suburban taxi drivers will also have to show that, as in the centre of London, they too are willing to 'take back the work' and if a new work opportunity arrives they must seize the opportunity.

Radio circuits can also play their part by ensuring that all bookings go into a licensed taxi; you only have listen to radio phone-in's to hear elderly and less able taxi users bemoan the fact that they have been sent a car even when a taxi has been specifically requested.

The whole taxi trade in London has been hit hard by the Recession, perhaps yellow badge areas more so, but with some co-operation and some hard work by taxi drivers and the authorities, the taxi trade can survive and flourish. A moratorium on taxi driver numbers in this day and age of licensed minicabs will only lead to an even bigger private hire trade and usher a slow death for the suburban taxi service.

CHINESE TAKEAWAY!

By **PETER J ROSE**

Secretary UNITE Cab Section, London Branch



Mr. Li Shufu, Chairman of Geely, and John Russell, Chief Executive of Manganese Bronze, at the Shanghai Motor Show 2007.

Manganese Bronze better known to cab drivers as LTI, the maker of the 'iconic' London black cab is to move production of its body panels and chassis from its Coventry plant to China. The company is blaming the move on its current supplier of primer coating, a specialist painting process, which will stop production this summer. LTI says that there is no viable UK alternative.

LTI maintains that despite the move 60% of the components used to make the vehicle will be UK sourced and the vehicle will still be assembled in Coventry.

The company is also looking to Geely, LTI's Chinese partner to take an increased stake in the company, offering a share issue at 70p. If accepted it would give Geely the controlling interest in the company. LTI is also considering a move to the AIM market. The move will cost its Coventry-based factory a further sixty redundancies, taking its workforce down to 300 from a high of 500 a couple of years ago.

Manganese Bronze also announced an underlying pre-tax loss of £8.1m for 2009 compared with a loss of £6.2m in 2008. Commenting on the results, John Russell, Group Chief Executive, said on the Manganese Bronze Website: "2009 was a difficult year for our UK taxi manufacturing operation with significant discount and sales incentives to stimulate the market combined with price pressure and restricted terms from fragile UK suppliers. Our UK consultation process is almost complete which will lead to a smaller lower cost UK operation with a much greater level of supply from China.

"The start of production in Shanghai

was a major strategic breakthrough and some freeing of credit markets will see us make greater progress towards our international ambitions. Current trading continues to be adversely impacted by the wider economic environment. The move to AIM and the consideration of an equity placing to Geely will fully cement our relationship, would enhance the Group's capital base, and see the potential for the Group to expand into the assembly and distribution of Geely vehicles."

This latest news underlines a very difficult period for the maker of the TX4 taxi, being hit hard by the recession and increased competition from the Mercedes Vito London Taxi. The Vito now accounts for about a third of new taxi sales in London which resulted in heavy TX4 discounting for the retail market.

It has been widely known to the trade that LTI have been looking to reduce costs to maintain profit margins, but this news is still saddening for an area that has been hard hit by the recession.

The question for many now will be 'is the vehicle still British'? With the body coming from China, surrounding an Italian engine what exactly constitutes a 'British' vehicle. Also with the United States claiming that the Chinese are trading unfairly and looking to the Chinese government to increase the value of its currency, the result being Chinese goods would be less competitive on the world market; should the Americans get their way could any cost savings made today be just a short term exercise for LTI, an exercise that could result in the ultimate 'Chinese takeaway' for the London Taxi?

£50 TAXI RE-TEST FEE!

By **JIM KELLY**

Chair of UNITE's Cab Trade Committee

The recent PCO decision to introduce a £50 re-test fee from April 1st. makes no sense whatsoever. UNITE the UNION has been in discussion with John Mason, the Head of PCO and we cannot see how this decision can make London cabs safer.

There can be very little doubt that the change to SGS from PCO has, so far, been widely hailed as a success. The introduction of impartial and objective criteria for many aspects of the test by SGS was a big step forward from the previous culture prevalent at the "Yard". The one area of ongoing controversy has been the more subjective, visual, parts of the test. Rejects for non safety related items still occurred, although nowhere as many as under the PCO examiners. This can still be seen in the difference in pass rates at the three testing centres.

The decision to introduce the fee was taken with no prior consultation. When UNITE asked for the PCO modelling to show how this fee would improve the first time pass rate, we were not surprised to be informed that there were no figures available. UNITE also pointed out that the overwhelming majority of garages at present, do prepare their cabs for a first time pass. We argued that the small minority of garages and proprietors abusing the present system could far easier be dealt with under the existing regime without recourse to this draconian charge.

UNITE has in the past put forward suggestions for simple changes to the testing procedure that would have pushed up the pass rate from the present 39%. The smoke test is an obvious example. We also stated that the main point of the exercise is that at the end of the testing process every cab is passed as fit.

The obvious point is that far from improving the first time pass rate, the retest fee will encourage proprietors and garages to send their cabs for the initial test with only the bare minimum of work. The intention will be to do the work prescribed on the reject job sheet on the second test. Many may see this as the cheapest option, further pushing down the first time pass rates.

UNITE has asked John Mason to put back the start date of April 1st. pending discussions with UNITE and the LTDA & LCDC. We are not optimistic that this postponement will happen. The assurances given by Mr. Mason that the new operation will be closely monitored and UNITE will be able to raise any members' issues directly with him are welcome, but we feel he underestimates the level of possible complaints arising from this hasty decision. This seems to be a clear "lose-lose" situation for everyone at the moment.

Helen Chapman, Head of Business Services, has replied to the main points raised by UNITE at the above meeting on 9th March. In a letter dated 17th March Ms. Chapman has replied to a number of our criticisms of the proposed change. While she has responded positively to a number of key issues, such as "Advisory Notes" for non-safety items, and a commitment to explore the £50 charge applying only on "safety critical" areas, as well as the possibility of acceptance of an independent smoke test certificate, UNITE still feels that the new re-test fee will ultimately be counterproductive. UNITE, despite the above, still opposes the new fee.

Jim Kelly is Chair of UNITE the UNION's Regional Committee

EQUALITY BILL UPDATE

By **MIKE HEDGES**



The Equality Bill is very likely to become law before the forthcoming General Election. The Bill is due for its third reading in the House of Lords on the 23rd March 2010.

There have been a number of amendments to the sections that are relevant to taxis and taxi drivers. Many of these such as those that have been taken from the DDA have been written about in previous issues of CTN. The recent amendments are the ones that will be looked at here. In previous issues we brought to your attention the clauses that were laid relating to forcing private hire to comply with the DDA but not understanding that private hire are unable to ply for hire. Fortunately this amendment was withdrawn.

The other clause relates to the licensing of wheelchair accessible vehicles in councils which still retain quantity controls. The proposal is that in areas with quantity controls a licence for a wheelchair accessible vehicle cannot be refused if the proportion of wheelchair vehicles in the area doesn't reach the proportion set by the Secretary of State for that area.

So if a 50% proportion is set for wheelchair accessible vehicles in an area with 100 plates, then 50 taxis will have to be wheelchair

accessible. If the area only has 20 accessible vehicles (80 non-accessible) then the council will allow an extra 60 licenses for wheelchair accessible vehicles to achieve the 50% proportionality (80 non-accessible and 80 accessible vehicles). This will then immediately increase the total number of vehicles from 100 to 160, with no survey or any other rationality except for proportionality.

There is no similar mechanism for increasing the proportion of wheelchair accessible vehicles in de-limited areas as anyone can obtain a plate regardless of the type of vehicle.

Also in areas that do put requirements on new accessible vehicles in de-limited areas often causes other issues to occur with the saloon cars in the area.

Although it is proposed that the Secretary of State will set the proportions the Bill gives no indication of how this will be done. It could be on an individual council level, but how all the councils will be assessed by a survey in any sort of realistic timescale is unknown.

It seems more likely to be done on a one size fits all approach, which will not adequately address the requirements of the disabled in that area. It may also have the effect in de-limited councils that exceed their targets of making it easier to argue for quantity controls to be re-introduced.

Assuming the Equality Bill is passed this amendment will have to go out to consultation. It is going to be difficult to get a solution but UNITE will be consulting with our membership about their views and how we can make this Bill work for us.

Mike Hedges is a member of UNITE the UNION's Cab Trade Committee

**Dont Forget, you can pick up the latest copy of CTN
@ the Great Suffork Street Taxi Drivers Cafe,
The Old TEXACO Garage, Gt Suffork Street, London SE1.
Open 24 hours • Great Food • Free Parking**

UNITE THE UNION CAB SECTION MEMBERS
LISTEN UP!

**YOUR 'MORE FOR MEMBERS' BENEFITS
BOOKLET HAS ARRIVED!**

**Receive fantastic discounts
and offers including:**

- Discounts on shopping • Short break offers
- Discounted Health Club Membership • Cinema offers
- Electrical Discounts



THE MORE FOR MEMBERS CAB SECTION BENEFIT BOOK IS HERE! – SEE DETAILS ON PAGE 11

CTN

Comment

ELECTION 2010

By FRANK HULL

To many of us this financial crisis that we are undergoing seems a lot different to most of the other financial crises that we have experienced. Whilst we have been used to people in these other financial crises struggling to finance their food bills, in this crisis we see such things as young ladies in beauty parlours paying to have their fingernails shaped and painted an operation that is not cheap. Look at the do it yourself car parks at weekends they and the shops are all full.

We also see plenty of food in the shops at affordable prices. There are plenty of other examples, too many to list here, that are making us think what is for many unthinkable. That is, as this Government's tactics seem to be working, then why change horses mid-stream?

If we look at what the opposition has to offer, unnamed cuts and changes to what?

Ok the Cameron and Hague duo might be expert in insulting the British Prime Minister for a laugh and blaming him for every last bad thing that has happened in this world. If this opposition was concerned about financial crises then why have they not reached out to help with this crisis by exchanging ideas instead of insults?

If our Prime Minister is responsible for so many things thrown at him by left right and centre, then he has to be the most powerful leader in the world. Whatever; no one can say that he has not stood his ground well. Seems to us to be just the right sort of character to lead us through this crisis!

The Tories are after the job of running this country and to achieve this have come out with so much bull, how on earth can they be trusted? They harped on and on about us not being allowed a referendum on the Lisbon treaty when they themselves will not have one if they do gain power. Neither do they tell the world that they are the heirs of the Tory government that took this country into the European Common Market without the people of this country being allowed any referendum for mandatory permission to do so. Now they have issued literature to the electorate that falsely states that if they do gain power they will limit the numbers of eastern European immigrants entering. This is of course illegal and could not be done.

Mr Cameron showed the strength of his hypocrisy when he forced several of his own MP's into early retirement in the recent expenses scandal, even though – rightly or wrongly - for many years it has been the accepted mode of financial behaviour by hundreds of members including Mr Cameron who is an extremely wealthy man.

All votes are between the voter and the ballot box and it is up to all of you how you vote. However; you may like to give thought to the words of Tory MP Kenneth Clarke when he reminded the country that Mr Cameron and Mr Osborne were leading a young and inexperienced team.

We all know that most young inexperienced people are fond of a good laugh. However; do take care that this laugh does not turn out to be at the expense of the electorate!

If you want to Unite with us to these ends, please fill in the application form on page 11.

Frank Hull is a member of UNITE's Cab Trade Committee.












HARLOW EMISSIONS

By CTN REPORTER

Proposals (that would have made the Harlow fleet of 72 taxis the cleanest, emission wise, taxi fleet in the country if not the world) were suddenly withdrawn from the agenda of a recent licensing committee meeting and wisely sent back for proper consultations.

Martin Cordell & Co. ACCOUNTANTS

DOES YOUR ACCOUNTANT SUPPLY YOU WITH THE FOLLOWING?

-  Over thirty-five years of experience with the Licensed London Taxi Trade.
-  Processing of self-assessment returns.
-  Advice on trading as a Limited Company with its tax advantages and potential pitfalls.
-  Preparation of accounts.
-  Initial consultation dealing with loss of earnings claims (due to accidents on the road etc.).
-  Letters to banks, building societies and other lenders.
-  Specialist in-house facilities to deal with Inland Revenue enquiry cases.
(This is expensive and time consuming. Ask your accountant how much he will charge should this unpredictable event occur).
-  A three hundred and sixty five days a year service.
-  A 'nightshift' service.
-  Offices in North and East London.
-  First consultation free of charge.

**Martin Cordell & Co...Do!
All for one yearly fee**

The London Taxi Trades Premier Accountants
020 8980 7161

1-5 Alfred Street, Bow, London E3 2BE
also at

Front Office, First Floor, 9 Church Road, Stanmore, Middx HA7 4AS
(24 hour answering service for a prompt service)

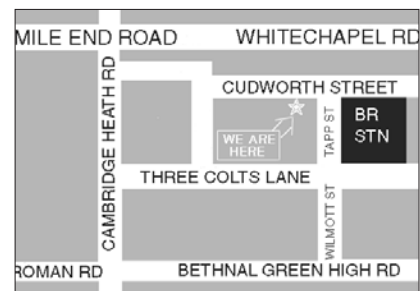
www.martin-cordell.co.uk

GLOBE AUTOMATIC TRANSMISSIONS

Specialists in British & Foreign Transmissions

Services without appointment from 8.30am – 5.30pm

**Telephone
020 7377
5772**



Arches 9a/10a Cudworth Street London E1 5QU

PCO Notice 07/10

Transport for London
Taxi and Private Hire



Late Night Marshalled Taxi Rank

From Saturday 6 March 2010 the Cranbourn Street taxi rank, near Leicester Square, will no longer be marshalled. Instead, the taxi rank in Haymarket, near Tiger Tiger, will be marshalled between the hours of 22:00 to 03:00 on Friday and Saturday evenings.

The normal taxi rank regulations will apply and the taxi rank will operate on a first passenger, first taxi basis with no sharing, fixed fares or directional arrangements.

The late night marshalled taxi ranks support the Safer Travel at Night campaign which aims to reduce cab-related sexual assaults and the use of illegal cabs. Transport for London (TfL) is working with the local police to tackle the illegal touting

in Haymarket, the West End and other parts of London.

Taxi drivers are reminded that the front of the taxi rank is outside Nero. Drivers must move to the front of the rank and should not stop further back to wait for a fare.

The Tiger Tiger nightclub in Haymarket is currently licensed by TfL as a licensed private hire operator trading centre meaning that private hire and minicab bookings can legally be taken from inside the premises.

The full list of late night marshalled taxi rank schemes is below and drivers are encouraged to use these schemes. –

John Mason, Director Taxi and Private Hire – 17 March 2010. For previous Notices visit tfl.gov.uk/pco

CTN Comment – By Peter J Rose

TIGER TIGER TAMED?

After CAB TRADE NEWS highlighted the problem a few issues ago, we can only take the above press release and the decision to move the marshals from Cranbourn Street to Tiger Tiger as being a direct consequence of the 'walkabout' that followed that issue and the influence that the recognised driver trade bodies had on the authorities that night and on an ongoing basis.

John Mason, TfL's Director of Taxi and Private Hire, said: "I've seen for myself that any marshalling schemes we have provided have been very popular with drivers and passengers alike.

"We will be moving the existing Cranbourn Street scheme to Haymarket as a direct result of concerns raised by the trade. "As I am sure the trade will understand, we only have a limited amount of funding for such schemes so it's vital we are flexible and able to respond to changes in demand.

"In addition TfL will continue to seek funding for future schemes in other key areas."

Although the Cab Section Of UNITE welcomes any initiative that helps the trade deal with the ever increasing problem of illegal touting outside clubs and elsewhere, we do feel more than a little uncomfortable with the idea of 'marshals' being used to act as a visible deterrent to the challenge.

We now have the situation as far as TIGER TIGER is concerned of having personnel deployed there who have no actual powers to act even if touting is going on.

Taxi marshals have no powers to move errant minicabs off the rank if they choose to park there, they have no power of arrest if touting is witnessed there and they cannot intervene should confrontation take place between legally ranking taxi drivers and the offending minicab drivers, without running the risk of possible prosecution themselves.

Redeploying these particular marshals from the relatively safe environment of



Cranbourn Street to the known conflict area of the Haymarket also raises health and safety concerns. Who is exactly responsible for them should they be verbally, or worse, physically attacked? Transport for London – their contractors or as they are self employed, the marshals themselves?

The use of marshals at this and other venues would also suggest that illegal minicab touting is the taxi trades responsibility to sort out. It is not, it remains the responsibility of the Licensing Authority, Safer Transport Command and the Police as a whole. What is needed is stronger policing of this touting problem with means sufficient funding to do the job.

During our walkabout it was suggested that an increase in taxi driver licence fees could be used to fund more taxi marshalling schemes. Perhaps a better way to control the illegal activities of the private hire trade would be to take the money needed to police them, directly from them through an increase in 'private hire' licence fees.

Peter J Rose is Secretary, UNITE Cab Section London Branch.

THE FIGHT BACK? WE'VE BEEN DOING IT FOR THE LAST SIX YEARS!

By Mark Shulton – a Heathrow Taxi Marshal

Having just read an article in another trade paper about how paid security guards are working for a few hours a night to protect our Green Badge drivers trying to earn a living, made me think of what the taxi marshals have been doing for the last six years at Heathrow.

Approximately six years ago the Heathrow Taxi Marshals came into existence after Mr Paul French (RIP), ex police officer and Green Badge holder, had seen how bad the touting situation in our terminals had become. Paul, an LTDA member, contacted BAA and the police and put forward his ideas of how to combat the touts using drivers that regularly work at Heathrow. BAA and the police liked his idea, Paul then put this idea forward to UNITE, LTDA and HALT and it was supported by all parties.

With the spirit of trade unity and co-operation that these interested parties share, reps from all three organisations went down to the terminals to see how bad things were. It was no real surprise to see that the touts had a free reign in the terminals to take our work without much hindrance. The boys in blue were stretched to the limit with security being first priority and unfortunately touting coming some way down the list.

Action needed to be taken and it was. A list of volunteer drivers was compiled, not too many put their names on the list but certainly enough to get the ball rolling. We received permission to marshal Terminal 2 first. Each terminal has its own terminal manager and Terminal 2 would be our first test. We had to prove to BAA and the police that we would behave in a "professional manner" in our marshalling duties. Needless to say it was a resounding success, the number of touts in the terminal dropped considerably and arrest figures were up with our input and police co-operation.

An obvious reaction to the arrival of marshals on Terminal 2 was that the touts stayed out of the terminal and worked the other terminals. It wasn't long before we were allowed into all terminals as BAA and the police could see the value for them in our marshalling duties and of course more importantly the value to our trade in saved jobs.

Contrary to the fairy stories that go around the feeder park, there are only 35 marshals at present which includes two new night men. During the 6 years we have had over 150 drivers put their names down, some never followed up their application and others maybe tried it for a short while and packed it in because it wasn't for them. We have at the moment 4 terminals and flights coming in over an 18 hour period approximately. So if you do the maths we are not exactly overstuffed.

Most of the 35 marshals have been marshalling for at least 5 years and take great pride in the job we do. You could argue it's a police responsibility, so is the stopping of touting in town! It's not a perfect world; Retail outlets in the terminals employ their own security staff to deter shoppers and that is exactly what we do. We also have the same right as any person to make a citizen's arrest if necessary. We also, while on the terminals, look out for unattended bags and generally help the public which can only be good PR for the trade.

We really came into our own on that horrific date 7/7; Taxis were the only way out of the airport. The queues for cabs were unbelievable, not many cabs around due to the circumstances. We helped the Meteor Staff and marshalled the ranks marrying up jobs to get the queues down as people were panicking a little about getting home safely. We were there for many hours loading, marrying up and helping drivers and

passengers to get home. A day unfortunately none of us will forget.

The marshals have a small number of critics, who doesn't! They would rather the marshalling finish and we let the touts back in, I can only think they have some hidden agenda because surely what cab driver would prefer touts to cab drivers?

There will be no white flags waved by us, we intend to battle against illegal touting until it is stopped or the authorities deal with it correctly.

There have been 3 surveys taken over the period we have been marshalling asking drivers for their views on Heathrow Taxi Marshals, with the latest ballot of members taken by HATDU. All surveys and ballots showed we have the support of the majority of the drivers.

Over the six years we have aided in the arrest of hundreds of touts, been to court as witnesses many times and removed from the terminals touts thousands of times just by us being on patrol. We have gained prohibitions and even had a regular tout deported for being an illegal immigrant. That's the upside, the downside is we as marshals have been spat at, abused and attacked by touts.

Why do we do it? I can only speak for myself on this but am sure most marshals feel the same. After chasing this tout scum around the airport for so long and the abuse that's come my way including being assaulted by a group of touts, there is no way in the world that I am going to let these people "nick" our work.

I can hear you saying "what do you get out of it?" Well not as much as some might have you believe. To put the record straight, the marshal's tour of duty is calculated by how long the drivers in the feeder park wait. A marshal does two-thirds of the feeder park waiting time. For example, if the total wait in both feeder parks is 3 hours then a marshal has to do 2 hours. A marshal must do a minimum of a 1 hour duty regardless of how quick the parks are moving. Even if the parks are empty of cabs the marshal must do his 1 hour. That's what I get, no big deal really I don't do any more jobs than if I went through the park and paid the £5.50 same as everyone else, but I do enjoy taking a job from a tout.

If you fancy it yourself why not pop in to the union office and leave your name, particularly night men.

There has been talk of employing staff to do the marshalling. Nice in theory but not in practice. Nobody is going to be more dedicated about stopping touts than a licensed London taxi driver. We would NEVER let the enemy take a job if we are there. Can we be sure paid security will be as loyal to our trade? Do the drivers want the £5.50 raised to maybe £7.00 or more to pay for private security?

Each week the taxi marshals put in hundreds of hours of footwork on the terminals free of charge to the airport, police and Feeder Park.

With the continued support of all recognised unions, trade organisations, BAA and the police we will continue to keep the illegal touting down to a minimum. With every tout nicked or prohibited from the airport another is ready to take his place. It's an ongoing fight and one we can't afford to lose. The Heathrow Taxi Marshals support the battle to win our work back from the opposition and beat the illegal touts in town. Please support us in our battle out west.

As a UNITE member I would urge all drivers to join the union or other recognised trade organisation and fight for our trade. The one you choose is up to you; I chose UNITE because I can take an active part and have an input at branch meetings.

Mark's Mélange 73 MARK EDWARD TAYLOR

SHITE LONDON Special Crap Edition

London cabbies ply their trade in a fantastic city. Every day we pass historic and wonderful buildings. Many remain a constant of the city's streetscape. Some change as old structures are replaced with new, or patches of derelict land get regenerated with a sparkling fresh project.

Alas though, there are some places in the metropolis that seem to get passed by. Battersea Power Station has stood empty for a quarter of a century. Prime real estate close to the city centre showing all the failings of government, council and business to have something meaningful happen on the site.

An election is looming. When prospective Councillors or Members of Parliament come seeking your vote gently remind them about the grot-spots, eyesores and empty buildings in your area. Should you need some prompting... the Melange column will highlight a few sad sights in the capital. Hopefully this may prompt you, dear reader, into quizzing those control freaks that seek your precious vote.

But first.....

To add some balance, and show that things can be done to a rotten site.... The example of the former ILEA (Inner London Education Authority) building on the south-side of Westminster Bridge is perfect. The six-storey island block was voted the ugliest building that Channel 4 viewers would like to see demolished. After many years as a vacant eyesore, it was demolished in 2007 and now proudly boasts The Park Plaza Hotel and apartments, Westminster Bridge.... Now, on the other hand....



Poplar Baths on East India Dock Road is particularly irritating. This former municipal baths/wash-house was opened in 1852. It has been a dance hall, exhibition room and boxing arena and before closing permanently in 1985 when it was a swimming pool. Nothing has happened here for 25 years. Tower Hamlets have not been able to find a use for the building or site in an area of much needed housing or employment. Any use that could enable this landmark to stop blighting the neighbourhood would be most welcome.



Kings Cross, home to St Pancras Euro Star station, first entry point for international visitors has a wonderfully shabby structure at the eastern end of the Euston Road. Here lies the Lighthouse Building.

A splendidly scruffy metal clad tower looms over everything in the area on a triangle of land to the south east of Kings Cross station.

The lighthouse structure is believed to be there as an advert for oysters when they were a cheap and popular food for the masses. Sadly missed is the great jazz record shop, Mole Jazz, which used to sit at the foot of the building. Their shop front is still there in 2010 many years after the last Mingus, Coltrane and Goodman discs have passed through the cash register.

Tobacco Dock on The Highway E1... Uhm! What is this all about? Sandwiched between the City and Canary Wharf prime real estate land lying eerily dormant. This ill-fated shopping mall is believed to be owned by wealthy Kuwaitis waiting for the right moment to sell,

develop or change planning permission for the sites use. Over the past few years the only meaningful activity at Tobacco Dock's 1812 grade 1 listed site has been an annual tattoo convention. Loads of painted people, giving colour to the quiet, and forlorn underused ironwork arcades.

In the same borough as Tobacco Dock lies Chisenhale Works. Tower Hamlets certainly has a lot of shite sites. Chisenhale, on the Hertford Link of Regent's Canal is a peculiar mixture of part derelict, part occupied building. Smashed windows and rubble occupy the ground and first floor, although the top part of the building is used as artist studios.

Almost ten years ago Vincent Hayes, the entrepreneur and music hall entertainer, tried to rent the space from Tower Hamlets Council. His Brick Lane Music Hall, which as you can probably guess, began life in Brick Lane, before being priced out as the street started to become successful in the early 1990's.

The Music Hall then moved on to Curtain Road, Shoreditch in the borough of Hackney, where once again the curse of trenaification struck! Rent increases saw the Music Hall searching for a new home. Wilton's just off Cable Street was a natural choice, but the Council bizarrely deemed this inappropriate. They suggested Chisenhale in Bow.

A consultation process began in which local residents thought a bunch of coffin dodgers and fans of music hall would not be good for the locality. They preferred a semi-vandalised half-arsed broken art commune. Brick Lane Music Hall kept looking for a home and were welcomed with open arms in Silvertown, at a disused church owned by Newham Council close to City Airport... Newham's gain, Tower Hamlet's loss.

Cab drivers will know of many sites across the city where grot-spots and eyesores remain. CTN would be delighted to highlight them, please contact the paper... From Battersea Power Station to Kings Cross and Poplar Baths lets hear about derelict and disregarded London.

Thanks in researching this article has to be given to Paul Talling's fine book called Derelict London, published by Random House ISBN: 9781905211432. Buy this book for much more rubbish London.

Finally, The Dome in Greenwich is a good example of how fortunes of an area can go up, down, up, down then up again. From a contaminated gasworks with highly toxic soil Michael Heseltine thought this would be an ideal place to regenerate and become the focus of the government's millennium projects.

He had a point, with Greenwich and the meridian line, where time begins and east meets west. The site had seen wealth created through the gas industry. Blight had then set in as the gasworks became redundant.

A purple patch then commenced with the construction of The Dome under a new Labour regime. This created jobs. Anguish ensued as newspapers & TV commentators feared, and some hoped, the project would not be completed on time. It was. A year of opening as a popular tourist attraction to commemorate the Millennium created yet more jobs.

Despite media ridicule, The Dome was the most visited destination of 2000. Then things fell apart as the site remained void of activity for five or six years before being re-born as one of Western Europe's finest live music venues in the guise of the O2 arena, showing how fortunes can bounce up and down very quickly for one controversial site. Taxi-drivers working the Greenwich area over the last ten years will bear testimony to this.

marktaylor842@btinternet.com

IDENTITY CRISIS

By MIKE HEDGES

There has been a recent consultation by TfL regarding the use of identity badges and licence area indicators for taxi drivers. At the moment TfL is still deciding on their course of action. One of the proposals is to have a photo identity and badge number which will be displayed in the partition window.

The driver will still keep the traditional green or yellow badge. It is also proposed that the identity badge will display the licensing area that the driver is licensed to ply for hire. The identity badge will be in some form of holder so that it transferable and visible to the passengers. Provided that there are no personal details of the driver beyond name, badge number and licensing area then UNITE the UNION has no problem with this information being displayed to the passenger.

There has since been an additional proposal that the front and rear of the taxi should display an addition identifier which will be either green or yellow. The yellow identifier will also display the sector that the driver is licensed to ply for hire and will be interchangeable. The idea is that this would be visible to other drivers so that if a yellow badge driver picked up outside of their licensing area then other taxi drivers would be able to inform the PCO of that driver's illegal activity.

It effectively will be making taxi drivers responsible for policing the actions of other taxi drivers. At the recent UNITE Cab Section London Branch meeting there was a lot of unease at this latter suggestion. It was felt that it is the job of TfL to enforce the regulations not taxi drivers informing on other taxi drivers. It

was pointed out that there could be many innocent reasons for a driver picking up outside of their licensing area which would be unknown to any reporting driver.

It was also difficult to imagine how one driver would report another; this could be open to vindictiveness and spite as well. How could the PCO investigate a complaint by a driver when no evidence is available other than the reporting driver's word? It was also felt that this may cause problems for green badge drivers picking up in yellow badge areas.

Overall we felt that the policing of drivers plying for hire outside of their licensing area is an enforcement issue for TfL and not for other taxi drivers doing the job for them. The recent statistics from TfL show that the number of yellow badge drivers that have been caught plying for hire outside of their licensing area is on the increase.

This is likely to be that the technology now used by the enforcement officers makes it much easier to identify yellow badge drivers. We have no problem with them asking drivers why they are picking up outside of their area. If the driver is innocent then this will quickly be established.

We feel that the identity badge for the passenger is an irrelevance given that it will mean nothing to the passenger but we are against the suggested front and rear stickers which will be put there to encourage one driver to report another. That's the job of the PCO not drivers.

Mike Hedges is a member of UNITE the UNION's Cab Trade Committee

PCO Notice 06/10

Transport for London
Taxi and Private Hire



TfL and Taxi Trade Engagement and Consultation

This Notice sets out Transport for London's (TfL's) position in respect of its approach to engaging with the taxi trade.

It supersedes Notice 05/10 issued on Friday 19 February 2010 which has been withdrawn and should be disregarded.

TfL has a long established tradition of meeting and formally consulting with the taxi trade about matters affecting driver and vehicle licensing, regulation and policy and remains fully committed to ensuring this continues.

Since my appointment in September 2009 I have implemented an "open door" policy to the taxi trade and have invested a considerable amount of time during my first months in the role of Director in both formal and informal engagement.

Such engagement has included formal meetings and consultation with well established taxi driver trade organisations such as the LTDA, LCDC and Unite, along with the LMCPA, vehicle manufacturers and the taxi radio circuits. In addition I have also spent a considerable amount of time discussing predominantly taxi driver specific issues on a less formal basis with newer organisations such as the RMT, internet forum members and individual drivers. I have welcomed the honest and valued input all areas of the trade have provided me as this has enabled me to fully understand the many issues and concerns of the taxi trade.

However, this level of personal involvement is not sustainable if I am to lead the Directorate in delivering the changes needed and address the concerns raised.

Whilst I would like to assure all organisations we currently formally consult with and meet on a regular basis through existing forums and meetings that this will continue, my personal formal meetings will remain with the LTDA, LCDC and Unite as well as other key

stakeholders such as the LMCPA, vehicle manufacturers, radio circuits etc.

I will endeavour to continue to meet with newer or smaller organisations on a regular, informal basis and they will continue to be invited to participate in formal consultation on trade issues.

Whilst there have been calls for "recognition" from some organisations for the purposes of negotiation and collective bargaining it should be stressed that TfL's relationship with the taxi trade is of an entirely different nature and, as a consequence, recognition is not appropriate, especially in respect of TfL's statutory responsibilities and powers as the licensing authority. There is no employee/employer relationship and no requirement for collective bargaining.

Consultation, however, is not the same thing as negotiation and TfL has never sought to strike bargains with the taxi trade or with any particular representative trade body. This position remains unchanged, and TfL's approach will be to continue to engage through consultation and dialogue with the trade to ensure that licensing and regulation remains proportionate and contributes to improving standards throughout all aspects of London's taxi services. - John Mason, Director Taxi and Private Hire - 25 February 2010. For previous Notices visit tfl.gov.uk/pco

SPECIAL ANNOUNCEMENT

John Mason has agreed to meet with the members of the London Cab Section at our next meeting. For details, LE/230 Branch members please see details in your Branch Newsletter or contact Peter Rose, Branch Secretary. Email peterjrose@londontaxi1st.co.uk or call 07903 525 520. Membership Cards will be required on the night.

The No.1 Choice



No.1 for New Taxis No.1 for Used Taxis
No.1 for Service No.1 for Deals No.1 for Parts

LTI dealers will never be beaten, to find out why visit your local LTI dealer

For a list of LTI Authorised Dealer and Service Agents in your area visit
www.lti.co.uk/dealer-locator/servicing/ or call us on 02476 572000

Mann & Overton - Manchester & NI tel: 0161 831 3434
Mann & Overton - Birmingham & West tel: 0121 322 0700
Mann & Overton - London tel: 020 7700 0888
John Paton Ltd - Edinburgh tel: 0131 558 8005
John Paton & Son Ltd - Glasgow tel: 0141 553 4000

Taxifix Ltd - Liverpool tel: 0151 482 5101
Conders Garage Ltd - Peterborough tel: 0870 850 5457
KPM UK Taxis PLC - London tel: 020 7377 2182
Smith & Humphrey Ltd - East Sussex tel: 01424 210 746



Vehicles

HAILED THE WORLD OVER

www.lti.co.uk

*Business Users Only At participating dealers only Finance Subject to Status.
© LTI Limited reproduced with permission. Fairway & TX shape are registered designs. Fairway™, TXP™, TXA,
the LTI device, the LTI logo and the London Taxis International logo are all trademarks of LTI Limited.

Official fuel consumption figures for the TX4 in mpg (l/100km): Urban 25.5 (11.1) - 28.0 (10.1), Extra Urban 38.2 (7.4) - 41.5 (8.8), Combined 32.0 (8.8) - 35.2 (8.0), CO2 emissions: 211 - 233 g/km.

HAVE YOU HAD AN ACCIDENT THAT WASN'T YOUR FAULT?

Now the complete service for you...
Our Non-fault Accident Scheme
is here to help you!

 NO EXCESS TO PAY

 WE PAY INDEMNITY

 NO LOAN CAB FEES TO PAY

 PERSONAL INJURY CLAIM MANAGED

 LOST EARNINGS RECOUPED

 ALL REPAIRS FULLY GUARANTEED


APPROVED BY ALL MAJOR INSURANCE COMPANIES
ALL REPAIRS CARRIED OUT ON PREMISES USING STATE OF
THE ART ENVIRONMENTAL OVENS

A professional service for the professional driver

Call our bodyshop on 020 7377 2182

Terms and conditions apply. Applies to retail business users only.





Street Legal

By **ELLIE REEVES**

SEAT BELT

An important Court of Appeal ruling has confirmed that just because someone injured in a road traffic accident was not wearing a seat belt, they should not receive less compensation from the negligent driver.

Only if there is clear evidence that wearing a seat belt would have reduced the seriousness of their injuries should they be deemed to have “negligently contributed” to what happened to them and have their damages reduced.

The case of Stanton v Collinson resulted from a traffic collision in which the 25-year-old driver Matthew Collinson was killed and the 16-year-old Thomas Stanton suffered a severe head injury and was left with permanent brain damage.

Stanton, who went on to claim personal injury compensation against Collinson’s estate, had not been wearing a seatbelt. He had another teenager on his lap who was also not wearing a seat belt and there were three other passengers in the car.

Although experienced road traffic safety engineers agreed that a properly worn seat belt would probably have reduced the severity of the injuries that Stanton suffered, the court which originally decided on his claim said there was insufficient medical evidence to show this and so refused to reduce his compensation on the ground of contributory negligence.

Collinson’s sister, who was the personal representative of his estate, appealed against this decision. She said that it was wrong to ask whether wearing a seatbelt would have made a considerable difference.

But the Court of Appeal agreed with the original Judge in the case. It ruled that, in the absence of clear medical evidence, the court had been entitled to decide whether the engineers’ evidence was enough to show that there would have been less brain damage if a seat belt had been worn.

This all goes back to the 1976 case of Froom v Butcher which resulted in the then Master of the Rolls Lord Denning setting out the guidelines that if wearing a seatbelt would have prevented injury altogether then compensation should be reduced by 25%, and if it would have substantially reduced injury then it should be reduced by 15%.

There have been many challenges over the years to those guidelines and Stanton v Collinson is just the most recent. It seems that defendant insurers are looking for ways to unpick the guidelines and have levels of contributory negligence increased in seat belt claims in order that they pay out less.

There is a principle in personal injury law that “the polluter pays”. It is hardly in the public interest to let negligent drivers who cause serious injury through dangerous driving “off the hook” according to what degree of contribution their passenger is deemed to have made to their injuries by not wearing a seat belt.

T H E A T R E

By **Tony Benson**

LOVE NEVER DIES

Adelphi Theatre

Not having seen “The Phantom of the Opera” I had difficulty working out what was happening in this sequel, “Love Never Dies”. Set 10 years after the end of “Phantom”, at the turn of the last century, the action has moved from Paris to Coney Island in New York. Christine, the ‘sensational soprano’ of “Phantom”, has been offered a well-paid gig which she is desperate to accept since her husband, the aristocratic Raoul, a compulsive gambler, has blown his inheritance leaving them broke (shades of Fanny Brice and Nicky Arnstein). The New York impresario turns out to be none other than our old friend the Phantom. By now Christine has a young son and I think the audience is meant to be on the edge of their seats worrying who the father is but, twenty minutes into the show, it’s pretty obvious. The book writer, Ben Elton, had, like Lionel Bart’s Fagin, better think it out again.

Andrew Lloyd Webber’s music is catchy and melodic (with strong hints of “Sunset Boulevard”), and Glenn Slater’s lyrics are serviceable but not memorable.

The staging is spectacular, and the singing excellent, particularly from Joseph Millson as Raoul, Sierra Boggess as Christine and Ramin Konimloo as the Phantom. In supporting roles are Summer Strallen as Meg, Christine’s rival for the attentions of the Phantom, and Liz Robertson as Meg’s mother, looking remarkably like Mrs Danvers in “Rebecca”. The director is Jack O’Brien.

PRIVATE LIVES

Vaudeville Theatre

Hard to believe that Noel Coward’s most popular play, “Private Lives”, was written in just four days while he was recovering from flu in a Singapore hotel. The first act, set on a hotel balcony in Deauville, is in itself a little masterpiece. Elyot and Amanda, having been divorced for five years, meet up again. They are each on honeymoon with a new spouse but soon discover they are still in love with each other. They abscond to an apartment in Paris where they make love and row violently in turn.

Coward’s dialogue is as fresh and funny as when the play was first produced 80 years ago. At one point Elyot asks Amanda to join him on the bed with the lines: “Let’s savour the delight of the moment – come

and kiss me, darling, before your body rots and worms pop in and out of your eye sockets.” Now who could resist such an invitation? During one of their expertly choreographed fights the rejected spouses, Victor and Sibyl, turn up and all hell breaks loose. Elyot and Amanda creep away to start life together again without, one assumes, not much chance of success.

Matthew Macfadyen’s Elyot avoids the staccato delivery and campiness associated with the role, and makes him a more believable character, while the gorgeous Kim Cattrall (from “Sex and the City”) plays Amanda with immaculate timing and a perfect English accent, and what’s more she sings beautifully. Simon Paisley Day and Lisa Dillon give wonderful performances as Victor and Sibyl. Richard Eyre’s production of this classic comedy is funny and sexy. Noel Coward would have been delighted.

SENTIMENTAL JOURNEY

Wilton’s Music Hall, E1

Doris Day fans who regard her as the eternal virgin will be surprised to learn from this bio-show that she was married four times. At the age of 17 she wed an abusive musician and divorced after two years, following the birth of their son, Terry. Three years later another marriage lasted eight months. Four years on she married her financially inept manager who died in 1968 leaving her millions of dollars in debt. She then sued one of his business associates and was awarded \$20 million which enabled her to pay off her debts. She married for the fourth and last time in 1976 but divorced again in 1980. She is now an animal rights activist living in Carmel, California. Six years ago, at the age of 82, she was awarded the Presidential Medal of Honour by George W Bush and, three years later, a “lifetime achievement” Grammy.

Terry (Ian McLarnon) tells his mother’s story interspersed with 26 standards performed by Mark Halliday, Glyn Kerslake and Elizabeth Elvin with great pizzazz. Sally Hughes, the artistic director at The Mill at Sonning Theatre where this show originated, is a great Doris Day, even managing to sing like her.

Written by Adam Rolston and directed by Alvin Rakoff, “Sentimental Journey” – the title of Doris’s first hit recording when she was a vocalist with the Les Brown Band – is an enjoyable, undemanding night out in this historic 150 year-old theatre.

GOOD NEWS FROM ON-STREET COMPLIANCE

By **PETER BOND**

Previously Dave Stocks’ On-Street Compliance Team (those nice people in the PCO’s white van we all try to avoid) could issue ‘Unfits’ or a letter to instruct an owner to rectify a problem, used solely for missing wheel trims whether seen by them or reported by a third party.

They have now come up with a new ‘Advisory Letter’, which has already been used for cabs either seen by their officers or reported to them for ‘smoking’ cabs, meters running too fast (presumably no-one reports a meter for running too slow!) and bodywork, including panels/doors with missing livery.

All these items could potentially have resulted in an Unfit Notice with time off the road and an unpleasant trip to SGS to get them checked, always with the added worry that something else may be found whilst at the testing station. On receipt of an ‘Advisory’, PCO will now accept, depending on the defect, proof or an explanation by providing the necessary evidence (e.g. Certificate of Smoke test, not from SGS, or documentation from your Meter company) by post, email, fax or in some instances even just a phone call.

Barry Cook, PCO Vehicle Inspections Manager, is currently drawing up an extensive list of items that will come under the umbrella of these ‘Advisory Letters’ which should prove interesting reading.

This has to be good news for the Taxi Trade and as far as this Union is concerned if ‘Advisories’ are good enough to replace some Unfit Notices then surely this can be extended to the Annual Test at SGS for some, if not all, the items on the eagerly awaited list, i.e. for non safety related failures, including failures relating to Documentation that PCO already have on database, these new notices could be issued. This would not only result in less time off the road but

also drastically increase the first time pass rate for the annual test, which far too many people in this Trade have become unhealthily obsessed with!! We have a virtual 100% pass rate, it just takes some cabs a second visit to SGS to pass sometimes for a couple of small non-safety ‘defects’, and London Taxis are accepted by most people as the safest way to travel around the capital – please get over this obsession with the first-time pass rate.

Another warning for a minority of Suburban Drivers - a number have been caught during random stops for plying for hire out of their area, some even ranking up at Euston Station. Any caught by PCO will be issued with a warning letter for a first offence and then referred to the Licensing Authority (Mary Dowdye’s Office) for a second time which will incur a month’s suspension- if reported by the Police, or referred to the licensing Authority first time, all subject to appeal, of course.

The most common defect found on the road by the compliance team is, strangely, ‘dirty/untidy carriage compartment’ including the luggage space in the front. Over a three month period 4 cabs were caught with ‘cloned’ plates, one Driver at Waterloo Station saw another cab with his own details on the Plate, he duly reported it and witnessed the driver of the illegal Taxi arrested - must have been one of those long queues at Waterloo. These individuals have been charged with fraud, deception and theft.

During London Fashion Week 6 PHV’s were issued with Unfit Notices for unapproved liveries - the ones they use as courtesy cars. The operator didn’t think approval was necessary as it was for a special event and was apologetic when PCO took them off the road for the entirety of the event-shame.

Peter Bond is a member of UNITE the UNION’s Cab Trade Committee.

CAB TRADE NEWS NOW AVAILABLE ONLINE!

Cab Trade News
the national taxi paper produced by drivers belonging to the Cab Section of UNITE the Union is now available to read online at the UNITE the Union Website.



Please Visit:
www.uniteunion.com/sectors/passenger_transport/cab_section.aspx
UNITE the Union
Britain’s biggest transport union and the trades oldest Cab Section.

☎ 020-8518 1274 CTN CAB MART... CTN CAB MART... 020-8518 1274 ☎

CTN CLASSIFIED

Unite Cab Section, Woodberry, 218 Green Lanes, N4 2HB
Editorial Telephone: 020 8518 1274
Email: joancolin_williams@hotmail.com

CAB TO RENT

CABS TO RENT

HIGH QUALITY FLEET

includes very good L and P Reg
Full back-up - Butter Boys welcome

Telephone: 07855 481160
07932 081542 or 01799 599655

DRIVERS WANTED

DUNLACE

TAXI SERVICE LTD

UNIT 10/11 PERIOD WORKS,

1 LAMMAS ROAD,
LONDON E10 7QT

TEL: 020 7254 7043

☆ DRIVERS WANTED ☆

☆ OVERHAUL ☆

☆ INSURANCE WORK ☆

P & A TAXIS

GOOD QUALITY DRIVERS WANTED FOR WELL MAINTAINED CABS

83-84 Russell Road, Leyton
near Bakers Arms

Tel: 020 8558 8881

☆ Ample Parking ☆ All Work Guaranteed ☆

☆ Only Genuine Parts Used ☆

Contact Paul or Andy

020 8558 8881

LONDON CABS TO RENT

• Full back-up • TXI's/Fairways
• Full/half flat rates • New drivers welcome

TEL: 07989 411302
01799 599655

BLOOD AND BONE MARROW DONORS

For the White community being a blood and bone marrow donor is ESSENTIAL.

For the African, Afro-Caribbean, Asian and Mixed Race communities being a blood and bone marrow donor is IMPERATIVE.

PLEASE CALL 0845 7711 711 NOW!

THE SANDING COMPANY LTD.

All types of wooden floor renovation undertaken.

- Dust free machines
- Professional Sanding, Sealing & Staining

FREE ESTIMATES

Telephone: DAVID

020 8551 5215
07881 943553

ACCOUNTANTS

SW SIMIA WALL SW

THE TAXI DRIVERS ACCOUNTANTS

NOW ONLY AT:

178 BISHOPSGATE
LONDON
EC2M 4NJ

FOR APPOINTMENTS PHONE

020 7283 1604

THE ACCOUNTANTS YOU CAN TALK TO
VISIT US AT www.simiawall.com

MONTAGU ASSOCIATES

Cab Trade Personal Tax Specialist

Accounts prepared/Tax returns completed

Annual cost £200 plus VAT

Wallington, Surrey

Phone: 020 8647 8270

Ensure that your tax liabilities are correct

ADVICE IS FREE

'A' GRADE GARAGE

Kelvin Works
58-60 Highbury Grove,
London N5

☎ 020 7226 7205
020 7359 4270

LONDON
D J VAUGHAN & SON
TAXI SPECIALIST

Quality Drivers
required for
well-maintained Fleet

Dunlop, Michelin,
Kleber, Remoulds,

3 minutes from new M+O
All your needs catered for

- All major Taxi & Crash repairs including Annual Overhaul
- PCO Stop Notes carried out quickly and efficiently
- Deficient Tracking and Turning Circles rectified
- 24hr Breakdown Service

THE MORE FOR MEMBERS CAB SECTION BENEFIT BOOK IS HERE!

...and what better timing.

Make more fantastic savings throughout the year!

Unite Cab Section is offering all members the chance to save money on a whole host of products and services with the launch of 'More for members' the Cab Section's new member benefits scheme.

Working with benefits specialist, Personal Group, Unite Cab Section have put together a comprehensive package of benefits for all members. These include discounted retail vouchers, fantastic offers on music, short breaks and hotels, a financial and mortgage advice service plus much more!

Use your Retail Vouchers to make great savings of up to 12% at several high street stores, save money on large household purchases with 9% discount at B&Q, 10% at Curry's and Comet, cut the cost of food with a number of popular supermarkets including Asda and Sainsbury's. Cut the cost of shopping online with 7% off purchases at Amazon, plus many, many more discounts.

To be able to enjoy life luxuries to the full we understand that the most important thing to concentrate on is you and your health and wellbeing, which is why we have included significant benefits in your package such as

discounted eyecare, and the Taxi Drivers Personal Group Hospital Plan.

Every Unite the Union Cab Section member can now take advantage of all these benefits, simply for being a member. Booklets will be distributed to all members over the coming months. Accessing the benefits is easy, simply call the telephone number in the book and quote the unique reference or visit the Unite Cab Section More for members website.

Remember for more information and to view all your benefits simply visit:

www.personal-benefits.com
Username: cabsection
Password: cab123



National monthly paper of the licensed taxi trade

EDITORIAL:
020 8518 1274

EDITORIAL BOARD:
Frank Braverman, Mike Hedges,
Frank Hull, Peter J. Rose
and Colin Williams.

Published by: Cab Trade News, Woodberry, 218 Green Lanes, London N4 2HB
Design & Layout: Tangent Communications Plc Printed by: Newstax Int. Ltd.

ADVERTISING MANAGER:
Peter J. Rose 07903 525520
Email:
peterjrose@cabtradenews.co.uk

THE EDITORIAL BOARD



Frank Braverman



Mike Hedges



Frank Hull



Peter J. Rose



Colin Williams



Join the campaigning Union for taxi drivers!

**As a member of the
UNITE Cab Section you will:**

- **Make the policies on all taxi issues, including**
 - ◆ Annual tariff review based on a cost index
 - ◆ VAT zero rating and no fuel tax
 - ◆ Vehicle protection against assault, noise and accident
 - ◆ Free and Open access to all transport interchanges
 - ◆ Access to bus lanes
 - ◆ Taxis at the centre of all local transport plans
- **You are represented**
 - ◆ on the Unite Cab Trade Committee
 - ◆ on the Unite National Passenger and Transport Committees
 - ◆ on the Ranks Committee
- **and negotiate**
 - ◆ with the police
 - ◆ with the local councils
 - ◆ with licensing authorities
 - ◆ with Railtrack and Train Operating Companies
 - ◆ with airport authorities
 - ◆ with D.E.T.R.
- **Enjoy special benefits**
 - ◆ Driver Care – Loss of license Insurance scheme. £7,000 pay out for 80p per week
 - ◆ Free legal advice and assistance. The Unite has over 100 solicitors at its disposal, and won over £80 million compensation for its members last year. Each member is given an exclusive Freephone number that gives access to a free 24 hour legal help-line
 - ◆ Full service annual accounts prepared by qualified accountants Martin Cordell & Co for £305.00 per annum (saving over £100)
 - ◆ Holiday facilities and free convalescence at the Union's centre at Eastbourne
 - ◆ Free Will service
 - ◆ Free education courses

**For membership enquiries only
telephone: 020 8800 0151
whose members produce this paper.**

**Isn't it time
YOU joined?**

All you have to do is fill in the form below and send it to:
Unite The Union Cab Section, Woodberry, 218 Green Lanes, London N4 2HB

Please send me an application form to join the Unite The Union

PLEASE USE BLOCK CAPITALS

NAME

ADDRESS

POSTCODE

AREA OF LICENSE

AGE

AFTER COMPLETION PLEASE SEND TO:

UNITE THE UNION CAB SECTION, WOODBERRY, 218 GREEN LANES, LONDON N4 2HB

T&G Driver Care



WOULD £7,000 HELP IF YOU LOST YOUR DRIVING LICENCE?

For as little as 80p a week T&G Driver Care gives you specially tailored insurance cover should you lose your driving licence due to injury, disability, illness, poor eyesight or assault.

Don't go on the road without it.

For more information on T&G Driver Care call 020 8800 4281



We want your cabs

M & O need your cab and are paying more than ever for good condition part exchanges. Call us now to find out more.

To find the UK's largest selection of used taxis, visit www.mannandoverton.com/used

Mann & Overton Birmingham
Unit 4, Junction Six Industrial Estate
Electric Avenue, Witton, Birmingham B6 7JJ
T: 0121 322 0700 F: 0121 322 0701
E: birmingham@mannandoverton.com

Mann & Overton Leeds
Unit 3a Bankfield Ind Estate, Kitson Road
Leeds LS10 1NT
T: 0113 388 8600 F: 0113 388 8601
E: leeds@mannandoverton.com

Mann & Overton London
39 - 41 Brewery Road, London N7 9QH
T: 020 7700 0888 F: 020 7700 6676
E: london@mannandoverton.com
W: www.mannandoverton.com

Mann & Overton Manchester
Broughton Street, Cheetham
Manchester M8 8NNJ
T: 0161 831 3434 F: 0161 831 3435
E: manchester@mannandoverton.com



Mann & Overton