

CAB Trade News

Produced by
WORKING TAXI DRIVERS
belonging to



THE CAMPAIGNING PAPER FOR THE LICENSED TAXI TRADE

WINTER 2010

UNITE'S PARLIAMENTARY CAMPAIGN GATHERS STRENGTH

HOUSE OF COMMONS
LONDON SW1A 0AA
12 NOV 2010

Len McCluskey
Assistant General Secretary
Unite the Union
Unite House
128 Theobald's Road
LONDON
WC1X 8TN

Our ref: F Unite tax campaigners 10
Date: 12 November 2010

Dear Len McCluskey

Thank you for forwarding the petition concerning cross-border hiring of private hire vehicles, signed by Unite members in your constituency.

I agree with the aims of the petition and will do what I can in parliament to support the campaign.

Yours sincerely
Andrew Gwynne
ANDREW GWYNNE MP

HOUSE OF COMMONS
LONDON SW1A 0AA
12 NOV 2010

Len McCluskey
Assistant General Secretary
Unite
Unite House
128 Theobald's Road
LONDON
WC1X 8TN

Dear Mr McCluskey,

Many thanks for your letter and for forwarding on a petition from self-employed taxi drivers in my constituency.

I fully agree with the points that you make and have let my constituents know that I support Unite's campaign.

Many thanks,
Yours sincerely,
Paul Flynn
Paul Flynn

HOUSE OF COMMONS
LONDON SW1A 0AA
15 NOV 2010

Len McCluskey
Assistant General Secretary
UNITE
Unite House
128 Theobald's Road
LONDON
WC1X 8TN

Dear Mr McCluskey

Thank you for your letter concerning the Petition on cross border hiring. I will do what I can to support this campaign both inside and outside of Parliament and I am grateful for you for drawing your members' views to my attention.

Best wishes
Yours sincerely
Mike Hancock
MIKE HANCOCK CBE MP

HOUSE OF COMMONS
LONDON SW1A 0AA
18 NOV 2010

Rt Hon Hilary Benn
MP for Leeds Central
House of Commons
London SW1A 0AA

Leeds office (tel) 0113 2441097
Leeds office (fax) 0113 2341176
H of C (tel) 0207 2195770
e-mail: bennh@parliament.uk
website: www.hilarybennmp.com

17th November 2010

Mr L McCluskey
Assistant General Secretary
UNITE
Unite House
128 Theobald's Road
London WC1X 8TN

Dear Mr McCluskey

Thanks very much for sending me a copy of your petition about the problem of cross-border hiring and the effect this is having on Hackney cabs.

I am just writing to let you know that I am taking the matter up with the relevant Minister and will be in touch again.

Best wishes,
Yours sincerely,
H Benn
Rt Hon Hilary Benn
MP for Leeds Central

Representing Hyde Park and Woodhouse, Little London, Lincoln Green, Burmantofts and Richmond Hill, Osmondthorpe, Belle Isle, Middleton, Hunslet, Holbeck, Beeston, Cottingham and the City Centre.

HOUSE OF COMMONS
LONDON SW1A 0AA
16 NOV 2010

Dr Hywel Francis MP for Aberavon
Unit 7, Water Street Business Centre
Quays Terrace
Aberavon
Port Talbot
SA12 8LD

Dear Len

Unite's National Cross Border Hiring Campaign Petition

Thank you for your recent letter concerning the above matter and for the enclosure of signed petitions from my constituents. I fully support this campaign and will do everything in Parliament to ensure that there is a change in the Local Government Miscellaneous Provisions Act 1976.

Thank you for contacting me on this important matter. I will write to all the constituents who have signed the petition. Can I take this opportunity of writing you an enjoyable Christmas and Peaceful New Year.

Warmest regards,
Yours sincerely,
Hywel Francis
Dr Hywel Francis MP

HOUSE OF COMMONS
LONDON SW1A 0AA
25 NOV 2010

HAJID MAHMOOD MEMBER OF PARLIAMENT FOR BIRMINGHAM PERRY BARR

Dear Len

Re: National Cross Border Hiring Campaign

I am writing in regard to the petition I received from UNITE on the subject of National Cross Border Hiring Campaign. I am more than happy to support the campaign as I believe it is to be an issue of serious concern to a large number of my constituents. I therefore welcome UNITE's involvement on this issue and I am happy to offer my assistance if it is required.

I look forward to seeing you soon.

Many Thanks
Yours Sincerely
Hajid Mahmood
Hajid Mahmood MP
Birmingham Perry Barr

HOUSE OF COMMONS
LONDON SW1A 0AA
13 NOV 2010

Len McCluskey
Assistant General Secretary
Unite the Union
Unite House
128 Theobald's Road
LONDON
WC1X 8TN

Our Ref: SBMCCLO1000110417

11 November 2010

Dear Len

I have today written to the Secretary of State for Transport, taking up the concerns in your letter, and will let you know as soon as I receive a reply.

With best wishes
Yours sincerely
John Andrew Smith
John Andrew Smith MP

HOUSE OF COMMONS
LONDON SW1A 0AA
17 NOV 2010

Mike Wood MP
Member of Parliament for Billesley and Spout

Dear Mr McCluskey

Thank you very much indeed for your letter received on the 10th November enclosing five letters of support for your National Cross Border Hiring Campaign from Billesley & Spout constituents. I am more than pleased to support your campaign, which secures entirely reasonable and please let me know if there is anything further I can do to assist.

I have signed this letter to my five constituents so that they are aware that you have relayed their approach to me.

With all good wishes.

Yours sincerely,
Mike Wood
Mike Wood MP

HOUSE OF COMMONS
LONDON SW1A 0AA
15 NOV 2010

Mr Len McCluskey
Assistant General Secretary,
Unite,
Unite House,
128 Theobald's Road,
London WC1X 8TN.

Dear Mr McCluskey,

Thank you for writing to me about the campaign which has been launched by Unite to change the legislation that requires a private hire vehicle that undertakes a fare to another borough to return to the borough that they are licensed with before taking another fare.

I am happy to pledge my support to this campaign and will happily work with other MPs to try and bring about this small change in the law.

Kind regards,
Roger Goddard
Roger Goddard MP

SOMEONE WORKING FOR YOU
The Advice Centre
Every Monday from 10.00-12.00 at the City of Portsmouth GHS School, No appointment necessary.
Sally in Southampton, Please ring 070410222, Website: www.ambcab.co.uk

COMBATting THE TOUTS... ... OR NOT?

By **PETER BOND**

At the most recent Anti Tout meeting, most of the relevant enforcement agencies were present although, unfortunately, not the City of London Police or Westminster Council.

Joe Royle, Safer Transport Command (STC), again chaired the meeting- this committee was set up by Joe Royle and he has proved to be both dedicated and effective throughout its existence.

Obviously those who witness blatant touting, Clipboard Johnnies working illegally, PHV's ranking up etc, quite rightly want far more to be done, but we all have to acknowledge the successes;

Nobu - new rank, with virtually all this quality work in taxis if we want it.

Movida - new rank, with little or no tout activity.

Walkabout - no rank yet but touts have moved away from the front to Temple Place due to STC/LTPH enforcement activity.

Embargo - little tout activity of late.

Hundreds of arrests leading to cautions, prosecutions and revocation of PHV licences.

Adverts on local radio, tubes and buses warning of the danger of using PHV's without pre- booking- the same message also being sent by 'bluetooth' in night clubs.

Unfortunately the failures from our view are far too numerous to list but here's a few;

Abacus - less touting than before but you try and pick up there: a rank close to the door, not out of sight as before, has been agreed but yet to be signed off by City of London Police.

Chalk Farm/Camden Town, Shoreditch, Clapham High St area's all have seen plenty of anti-tout activity by the authorities but not much improvement

Fabric/Smiths and that ever increasing 'rank' in Charterhouse St/Smithfield Meat Market - no need to explain that one!



Apart from the debate over the legality of the 'rank' at Fabric the fact is the north side of Charterhouse St has double yellow lines- Islington Council have confirmed no waiting/parking 24/7 and the Corporation of London have confirmed the same for the loading bays around Smithfield. Unbelievably a City of

London Police representative claimed, at our meeting in September, that PHV's were parked legally on this 'rank' when his own authority, the Corporation of London, clearly state otherwise- unfortunately neither Islington or the Corporation bother enforcing these restrictions when it comes to PHV's, in fact neither do the authorities enforce parking restrictions on PHV's in Charing Cross Rd, Haymarket, Camden Town, Clapham High St, Kingston, Richmond, Woodford, Romford etc etc

As always this Union accept the good work being done emanating from this forum, but we have to state that whilst Satellite Offices and Clipboard Johnnies exist in their present form, even if all the enforcement agencies increased their staff tenfold, this problem will not go away and we will be attending these meetings forever!

After a night visit by Helen Chapman, Head of Business Services and Development LTPH (basically John Mason's Deputy) and our Branch Secretary, Peter Rose, to South Woodford and Romford, and with support from all members of this committee, Funky Mojo's, Faces, Lizard Lounge and, possibly, 'Star' night clubs are all to come under close scrutiny in the near future - no matter the amount of evidence we supply there is obviously nothing like seeing it for yourself to believe the illegal behaviour of the touts whether licensed by LTPH or not!!

The Safer Transport Teams in all London Boroughs are to be, or have now been, trained in all aspects of Taxi/PHV legislation, particularly regarding the workings of Satellite Offices and touting which, hopefully, will see results soon.

Both STC and LTPH are soon to publish regular reports on their anti tout activity, including arrests, prosecutions and cautions- you will be pleasantly surprised at the numbers when this comes to fruition.

There are some more very interesting ideas that are close to becoming reality that will help in what we believe to be the biggest threat to our trade - watch this space!

Some in our industry claim we at UNITE the UNION, Cab Section; along with our colleagues at LTDA and LCDC are either wasting our time in this venture or not doing anything to combat the touts. Both clearly wrong and untrue- without our efforts and co-operation none of the successes above would have been achieved and, as you can see, we acknowledge the failings and are succeeding in pushing the authorities to put them right - albeit far too slowly for all our liking.

UNITE'S PARLIAMENTARY CAMPAIGN GATHERS STRENGTH

By **MIKE HEDGES**



Following the recent submission of the 3,400 signature petition against cross-border hiring by UNITE the campaign has continued to gather strength.

The campaign to bring England and Wales into line with Scottish Law on this issue would force private hire vehicles to return to their licensing area to receive the next booking and make it an offence for the driver of a licensed private hire vehicle to wait for a booking outside of the licensing area.

This currently happens across the country as evidenced by the 3,400 signatories to the petition representing over 330 MP's constituencies. It is a major problem within the cab trade as it allows private hire operators to gravitate to those licensing areas with the lowest standards enabling them to bypass licensing authorities that try to maintain high standards.

These operators then use their drivers and vehicles that are licensed at lower standards to do all of their work in neighbouring areas with higher standards greatly undercutting those operators and drivers that are currently working in their own area. A good example of this is in Cambridgeshire and its neighbour South Cambridgeshire. South Cambridgeshire is mostly fields but has 558 private hire vehicles and 8 hackney carriages, whilst Cambridge has 197 private hire vehicles and 302 hackney carriages. Surprisingly it is unlikely you will see 558 private hire vehicles in South Cambridgeshire as they spend all of their time in Cambridge, undercutting the Cambridge drivers who have far higher standards to conform with.

This takes no account of the fact that the Cambridge enforcement officers

have no right to inspect the vehicles or drivers from neighbouring boroughs. The licensing system is a farce when it comes to cross-border hiring, offering no protection to those operators and drivers abiding by the rules.

This is why Unite's campaign has had such an impact throughout the country. Following our handing in of the petition supported by the new General Secretary, Len McClusky, the Transport Select Committee have asked for evidence relating to cross-border hiring problems and issues relating to passenger safety regarding taxis and private hire.

The petition has also received wide spread support from MP's from all the major political parties offering support to Unite in our fight against cross-border hiring. Bob Ainsworth MP for Coventry South-East has even been asking parliamentary questions following our petition. A selection of the numerous responses we have received are reprinted in this issue.

As well as submitting a report on the cross-border hiring Unite will be highlighting other issues of concern including the need to end the drive towards de-limitation, private hire signage and tinted windows in private hire vehicles. We feel all of these issues affect passenger safety and need to be addressed by the government and we would hope that the select committee will agree with us.

Above all this shows why the Unite Cab Section is the only taxi organisation that can truly represent taxi drivers locally and nationally. No other organisation can achieve what we achieve. To make us even stronger join now!

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

ADVERTISE IN CTN!
Contact: PETER J ROSE, Advertising Manager
Telephone: 07903 525520
Email: peterjrose@cabtradenews.co.uk

CAB Trade News

A REVIEW OF HOW CAB TRADE NEWS FRONT PAGE STORIES WERE HIGHLIGHTED DURING 2010

Christmas Greetings

and good wishes for the New Year to all our readers, advertisers, production team and their families.

CAB Trade News Produced by WORKING TAXI DRIVERS belonging to **unite** London Cab Section FEBRUARY 2010

TIME TO TAME TIGER TIGER

By PETER J BIRD



THE EQUALITY BILL AND PRIVATE HIRE PLYING FOR HIRE
See page 10

CAB Trade News Produced by WORKING TAXI DRIVERS belonging to **unite** London Cab Section MARCH 2010

@tweetalondoncab GET TfL APPROVAL

By PETER J BIRD



TIGER TIGER UPDATE



CAB Trade News Produced by WORKING TAXI DRIVERS belonging to **unite** London Cab Section APRIL 2010

CHINESE TAKEAWAY!



SUBURBAN RANKERS!

By PETER J BIRD



CAB Trade News Produced by WORKING TAXI DRIVERS belonging to **unite** London Cab Section MAY 2010

UNITE CAMPAIGN FOR PRIVATE HIRE LAW CHANGE

Full Story on Page 2

HEAD OF PCO VISITS LONDON CAB SECTION



CAB Trade News Produced by WORKING TAXI DRIVERS belonging to **unite** London Cab Section JULY 2010

SATELLITE OFFICES: A LONDON-WIDE PROBLEM!

Full Special Report by PETER J BIRD



CAB Trade News Produced by WORKING TAXI DRIVERS belonging to **unite** London Cab Section AUGUST 2010

THE MAYOR'S AIR QUALITY PROPOSALS A UNITED RESPONSE!

Full Story on Page 2



YOU CAN READ THE TAXI TRADE'S OFFICIAL RESPONSE ON PAGE 2

CAB Trade News Produced by WORKING TAXI DRIVERS belonging to **unite** London Cab Section OCTOBER 2010

MINICABS CLEAN UP AT TV AWARDS

By PETER J BIRD



CAB Trade News Produced by WORKING TAXI DRIVERS belonging to **unite** London Cab Section NOVEMBER 2010

TfL SATELLITE OFFICE POLICY EXPOSED

By PETER J BIRD




CAB Trade News Produced by WORKING TAXI DRIVERS belonging to **unite** London Cab Section DECEMBER 2010

UNITE WINS SELECT COMMITTEE INQUIRY



Full story on page 12 and the Select Committee announcement on page 13

CTN

Comment

TACKYLEAK!

By FRANK HULL

Over the years this licensed taxi trade has been the subject of many questionable trade surveys. Some of these surveys were undertaken at no small cost to a local trade.

Now at no cost to us, as yet, comes the most questionable of all surveys carried out on this trade. This is a survey of individual taxi driver's insurance policies.

The announcement that this survey had been undertaken was given in that ultra fashionable modern procedure, we of course mean the leak. This time the leak to the BBC was from an insurance industry insider. He informed the corporation that he was supplying the information in the interest of public safety and of a public that has a right to know what is really happening as they take a cab from home into town for drinks.

How many drivers out there have ever been asked, by any of the probably hundreds of those people they have chauffeured over the years, about their individual taxi driver insurance? We suspect the answer will be none, from any driver asked.

We can only describe this so-called survey as "tacky". The survey was, supposedly, carried out in several licensing areas outside London on some 1200 driver insurances, all referred to as taxi drivers.

We have been unable to find out any licensing area that took part in this exercise. We have also been unable to find out the breakdown of the drivers i.e. how many licensed taxi drivers, how many licensed private-hire drivers?

Surprisingly, or not, of the 1200 drivers insurance policies checked 1,116 were found to be invalid. Yes a massive 93% in only several licensing areas outside London! This is not saying a lot for the efficiency of those several licensing authorities that took part in this tacky exercise. Perhaps Mr Insurance Insider should, in the interest of public safety, name these authorities so that those who are being paid for their gross negligence can be sacked.

The insurance insider may want us to believe that this "tacky leak" was given in the interest of public safety. However; there are taxi drivers and enforcement officers out here who believe this could be a ploy to set up some sort of procedure to teach licensing authorities, at a cost, how to check taxi insurance policies. Please don't laugh, remember there were agencies set up across the country for people, some who had never been in a taxi in their life, to teach experienced taxi drivers how to drive a taxi!

This Cab Section has always supported the checks on insurance policies that are carried out efficiently by all taxi licensing departments that we have dealt with.

When we say taxi licensing we are talking licensed hackney carriages. We should like to bring to the attention of Mr Insurance Insider that the licensed hackney carriage trade and private-hire trade are two legally different entities and should be treated as such at all times by him and his industry!












In a response to this so-called survey the Chairman of the Local Government Association, said that taxi licensing was in need of an overhaul as the current legislation dated back to 1847. This is a sentiment that this cab section agrees with and has called for many times over the years.

At this moment there is an ongoing inquiry, by the government select transport committee, into issues relating to taxis and private hire licensing. Some relevant problems are being considered and if you want to get involved your evidence must be submitted by 20.12.10.

Frank Hull is a UNITE Cab Trade Committee Member.

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)

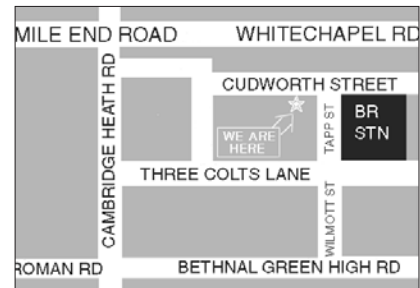
www.martin-cordell.co.uk

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



London-wide

By **PETER J ROSE**
Secretary UNITE Cab Section, London Branch

On the 25th November Transport for London launched this years Christmas Safer Travel at Night campaign on the forecourt of Euston Station.



Cab Trade News was invited to the event. On hand were police officers to talk to members of the public reminding them of the dangers of taking illegal or un-booked minicabs.

They also gave advice on safety procedures to adopt even when the minicab has been booked. Finally they reminded passers by, that the only vehicle that can be hailed on the street, is a licensed black taxi. On hand for interview was Steve Burton, Director of Community Safety, Enforcement & Policing at TfL, and Inspector Yvonne Miles from the Safer Transport Command's Cab Enforcement Unit. Cab Trade News took the opportunity to speak to them directly.

First speaking to Steve Burton, who after running through the thrust of the campaign which includes marshalled taxi ranks willingly took questions from me.

The first question I asked Mr Burton was about the booking requirements of private hire operating centres. "Do you think it important that private hire operating centres keep a full set of records at each operating centre?" Mr Burton replied. "Absolutely, one of the things that our (TfL) taxi and private hire directorate do, is go in and do compliance visits, and part of the campaign is the reasons we ask people to 'book' minicabs, so that there is a record in the operating offices." I then asked if he thought "current arrangements regarding bookings were safe enough, given that operators are not required to keep a full set of driver records at all operating centres (satellite offices) but only at one central location". Mr Burton said – "I think we do a number of compliance operations. It's about making sure the regulations are met. One of the things we've done, listening to the trade, is to suspend the issuing of in-venue licences. What we are doing is looking at the situation. We've got a consultation out and what we will do is listen to the views of the trade and the public and look at that issue when the consultation is completed". I explained to Mr Burton that I had been out with Safer Transport Command and had witnessed illegal minicabs slipping into a row of parked private hire where a satellite office was present. Mr Burton responded, "We take that sort of thing very

seriously. If Safer Transport Command finds that sort of evidence we want our compliance people to go in as they have in the past, and shut down operators that aren't operating appropriately and we will do that again. But as I say this is about looking at the situation, listening to the trade and trying to find those safe ways to get people home". My final question to Mr Burton was about marshalled taxi ranks. I asked if there was any prospect of more resources (cash) being available for more marshalled ranks. Mr Burton said that. "We are always looking at attracting funding for these issues, but you will be aware as well as I am of the current financial situation that TfL and the rest of the public sector. We want to invest money in safe travel options and will always be looking, if we've got money available to invest in marshalled taxi ranks and information like we are giving out tonight".

I then asked Yvonne Miles if she thought that she had enough officers given that there had been a 54% increase in cab-related sexual offences. Inspector Miles responded by saying that. "Those figures were from last year and that there had been a fall in numbers this year April – October, and that the higher numbers from last year could be down to the work of the Sex Offences Unit, where they identify offenders, some high publicity cases which may encourage people to recognise that the police do take cases seriously if they were in an un-booked cab or any other cab. Sometimes when there is a high publicity case it does encourage more reporting. Of course we've increased all the Safer Transport teams over the last two years and obviously the visibility of the police on the transport system has allowed people to report more. We've got a very big campaign again this year, not is it only the Cab Enforcement unit, every Safer Transport Unit across the 32 Boroughs will be handing out leaflets, reassuring people saying these are the different methods that you can use. Black cabs can be approached, but any other cab must be booked otherwise they are committing an offence, which could be dangerous because their journey will not have been recorded. Also think about your journey, how you getting home, who you travelling



Street Legal

By **ELLIE REEVES**

JUDGEMENT COULD BE UNFAIR

Unite is challenging in the Supreme Court a Court of Appeal ruling that threatens to deprive thousands of asbestos cancer victims and their families of compensation.

In yet another attempt by insurers to avoid their liabilities for asbestos disease, insurance companies persuaded the appeal court that in some cases employer's liability insurance that they sold is triggered not by the exposure to asbestos in the workplace but by the development of the fatal cancer, mesothelioma, decades later.

The insurers argued they were not liable to pay out if the injury was "sustained" or disease was "contracted" outside the period of the insurance cover.

This is an unbelievably cruel act by insurers. Asbestos victims believed they were entitled to rely on their employer's insurance policies if they were injured by their work and the employer was no longer in business by the time they became ill. Insurers sold their policies knowing that employers and workers' families would rely on them.

Now they're using technical legal argument to get out of paying.

The appeal court judges decided that when an employer's insurance policy small print used the words "disease contracted", then the policy is triggered by the exposure to asbestos during the period the policy covered.

But where a policy used the words "sustain injury", liability is not triggered because the court decided that a mesothelioma sufferer does not sustain injury at the time of the exposure to asbestos, but only when the disease actually occurs – which can be up to 50 years later.

The ruling overturns the High Court decision in 2008 that insurers should pay compensation in mesothelioma cases if they provided cover to the employer at the time of the asbestos exposure. It leaves a black hole in the protection that employers' liability insurance was intended to provide and means that the exact words will have to be examined in individual insurance contracts.

Inevitably, mesothelioma sufferers and their families will face delay and some will be deprived of compensation altogether.

Unite's decision to pursue the appeal to the highest court in the land and the union's principled stance in opposing the insurers' latest legal challenge will be welcomed by asbestos victims.

T&G
Care
Driver



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

LEN McCLUSKEY WINS STUNNING VICTORY IN ELECTION FOR UNITE GENERAL SECRETARY

By MIKE HEDGES

Len McCluskey has become the first General Secretary of Unite directly elected by Unite members. This is the final piece in the merger of the former TGWU and Amicus sections. The final results of the election were:

- Len McCLUSKEY 101,194**
- Jerry HICKS 52,527**
- Les BAYLISS 46,786**
- Gail CARTMAIL 39,363**

Following his overwhelming endorsement as the first directly elected Unite General Secretary, Len said,

"I am honoured and humbled at the confidence Unite members have shown in me. My first task now will be to bring our union together and unite it in a campaign against the devastation the government is unleashing against working people and their communities throughout the land. Your tremendous passion and enthusiasm for our vision has inspired me over many months and allowed us to succeed in our campaign to finally unite our great union. It is now our collective task to deliver our vision. Many thanks for all your support and assistance, I will not let you down."

Len's election was endorsed by the Unite executive on 24 November 2010. At the Executive meeting Len reiterated his determination to expose the lies behind the coalition government's justification for its savage assault on the quality of national life.

Announcing Unite's campaign to mobilise its 1.5 million members and their families in defence of their communities – titled **Don't Break Britain** – Len McCluskey said: "Working people are under massive attack now. This government is expecting them to pay, through job losses and spending cuts, for the crisis made in the City.

Resisting that assault must be priority number one for any trade union leader. What Thatcher tried to do to the unions, the Con-Dems are trying to do to the welfare state – erase it from the nation's life.

"Britain's first Cameron Christmas is going to be a time of bleak uncertainty for millions of people – not just those who work in the public sector, but anyone in any way dependent on them. Food, fuel and essentials are all rising. VAT will jump in January but wages are frozen. For ordinary people, this is not a 'good recession', as some Tory peers would have it, but a miserable and frightening time. Only the bankers with their bonuses will be celebrating.

"That is why at the start of 2011, Unite will be launching its Don't Break Britain campaign aimed at uniting everyone fighting to maintain the elements of a fair society and cohesive community life in the face of this onslaught.



"We will campaign alongside those who cannot take strike action to save their services – those dependent on benefits, people on NHS waiting lists, school children deprived of sports facilities, pensioners anxious about fuel bills.

"Don't Break Britain will be about our union with its roots in the communities placing itself at the heart of the growing movement of resistance to the cuts."

Len McCluskey added that he believed strike action to defend jobs and services will become more likely as anger deepens over the government's actions:

"Unite will support any of its members that wish to take industrial action to save the one million jobs at threat across the public sector and to protect their pay and conditions. Indeed, I believe such action will likely prove inevitable."

Further, Len reiterated his full support for a new beginning for the Labour party: "I would also like to make clear straight away my full support for the Labour party and for Ed Miliband's leadership of it. I believe Unite members want and expect Labour to unite behind Ed, not to listen to the Blairite undead trying to drag Labour back to a failed past.

"Our duty now is to work might and main to defeat the Tories and Lib Dems at the local elections next May and at the next general election."

Unite Cab Section was proud to campaign and support Len throughout the election period. Having Len as General Secretary will be essential in defending our members against the coming onslaught of the Tories and the Liberals in the next year.

WE congratulate Len on his election and wish him well in the difficult task he has ahead. Unite Cab Section believe that there is no one better to defend us and improve our working lives in the years ahead.

SOUTH LONDON BOTTLENECK EASED WITH MAJOR IMPROVEMENTS

london.gov.uk

A notorious traffic bottleneck where six roads meet at Herne Hill junction has been transformed from a congestion nightmare into a pedestrian-friendly oasis.

The infamous south London junction is no longer a daily battleground between pedestrians and motorists and, in part thanks to £1.8 million Transport for London (TfL) funding, has become a vastly improved public place for residents, businesses and visitors.

The investment is part of the Mayor's *London's Great Outdoors* programme to revamp neglected corners of the capital and create cleaner, greener and more pleasant public spaces for Londoners to enjoy. Before the works, Herne Hill junction was dominated by heavy and congested traffic which intimidated other users trying to access local shops, businesses and Brockwell Park, a key piece of open space in this densely populated part of the capital.

The works, carried out by the London Borough of Lambeth, included part-pedestrianisation of the southern end of Raiton Road, new pedestrian crossings, and a landscaped island in the centre of the junction to improve access to Brockwell Park by foot. Other improvements have reduced polluting traffic tailbacks and made it easier for cyclists to navigate the junction rather

than competing with the 50,000 vehicles that pass through daily.

Daniel Moylan, Deputy Chairman of Transport for London, with responsibility for the delivery of the Mayor's Great Outdoors programme marked the completion of the works by unveiling a plaque at Herne Hill junction and meeting local traders on Saturday 4th December 2010.

Mayor of London, Boris Johnson, said: "For decades Herne Hill junction has been a living nightmare for residents cut off from their local park and drivers and cyclists battling it out for precious inches of tarmac.

Today this is a vastly better part of town to live and work in, to visit and to pass through, showing how careful public realm planning can sow the seeds for new investment and potentially boost the local economy.

"As we strive to make London the best big city in the world this is the perfect example of the new and renewed public spaces we are creating, not just in the centre but across the capital."

By 2012, people living, working and visiting the city will be able to enjoy a wide range of completed major public space improvements and a greener city with redesigned and enhanced London parks and 10,000 newly planted street trees.

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
-  NO LOAN CAB FEES TO PAY
-  LOST EARNINGS RECOUPED
-  WE PAY INDEMNITY
-  PERSONAL INJURY CLAIM MANAGED
-  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.

Mark's Mélange 82

MARK EDWARD TAYLOR

POMP, PAGEANTRY & NAUSEATING TOSH

The Prince of Football, the newly crowned Prince of politics and, a real Prince, collectively failed in their bid to deliver a World Cup on England's green and pleasant land.

The three Lions could only muster two votes from world football's governing body, FIFA, leaving the impression FIFA's delegates were distinctly un-impressed by the best Britain had to offer. Why was Prince William there in the first place? Are the English deluded by the presence of royalty?

The failure of the English bid was put down to a number of factors... this is best summed up by media comment from around the world: "Comparing our bid to England's bid, the English were really humiliated, partly because of their arrogance" **La Libre Belgique**;

"The English still believe they're the best at football... They still write that England is the home of football. Er, what about Brazil?" **Stanislav Gorin soccer.ru Russia**;

"For England, the double standard is even more stark. The nation's bid team fought desperately to distance itself from English media reports of corruption. How ironic, then, that after England received just two votes, bid chief Andy Anson immediately raised the possibility of illegal vote-swapping between delegates" **Sydney Morning Herald**;

"England deployed the prime minister, Prince William and the enchanting David Beckham. 2 votes and no possibility of winning, they had the prince serve them coffee for the whimsy of it" **La Stampa, Italy**;

"The ability of Russia and Qatar to outspend them all in the bidding stakes was not necessarily tainted by the accusations of corruption that swirled around FIFA's executive committee in the last month. Quite possibly the source of those allegations - British media - cost England votes because its bid, one of the most appealing, did not survive the first round of voting" **New York Times**.

For a few weeks prior to the World Cup bid the nation had been getting itself all excited about the impending Royal Wedding. Once again our media had gone into irrational overdrive. We learnt as the news broke that cabinet members thumped the cabinet meeting table with joy. It is even alleged a couple of cabinet members wet themselves with the excitement of a royal wedding. We also learned a young 14 year old David Cameron had slept on the street of London to secure a good view of Charles & Diana's pomp and pageantry in 1981.

Will this country ever grow up? Royals mean nothing to large numbers of British people, perhaps rather like FIFA delegates, the presence of frippery, privilege and a highly undemocratic institution counts for nothing. Royals perpetuate a class system based on birth and a culture of deference. Modern democracies don't do this.

Obviously the Royal Family has a high level of support in the United Kingdom. Many subjects of the crown are happy to keep the House of Windsor in the style, opulence and grandeur they have become accustomed to. Members of the London Cab Trade will say the royals are good for business... Well maybe they are... but, New York gets many visitors. The Americans have never had a monarchy. Paris has more visitors than London. They used to have Kings & Queens but the people got rid of them. Now you can visit the palaces

where they once resided. Would the state owned Buckingham Palace generate more tourism if visitors could wander around it 365 days a year unlike the 2 months that it is currently open to the public?

So Prince William will marry a commoner on Friday 29th April and the nation will have a public holiday. Should the government wish to endear those of a Republican bent into loving our Royals? Why not create a permanent Bank Holiday for us to get our royal kicks. Win over the Royal sceptics...

The Bishop of Willesden, Pete Broadbent, has written on Facebook about the nauseating tosh that surrounds the event of the royal wedding. He intends to head off to Calais for a republican party. His Church of England bosses have rebuked him and made him withdraw from the ministry until further notice. This is the worrying thing, when sane sound members of our society show republican leanings, other same, seemingly sound members of our society go all royal gooeey, gooeey and make republicans wonder are we missing something a little more profound?



Prince Charles meddles in planning decisions. He makes his views known on architecture and farming. Through the publishing of Wikileaks, we learn Prince Andrew has the same kind of warped, bordering on racist view of the world as his father, The Duke of Edinburgh, in stating the French are corrupt, journalists are nosy and corruption investigators are idiotic! A chip off the old block there...

So, Prince William was unable to work the royal magic in securing a football World Cup in England... Perhaps a team of commoners may just be able to win the Jules Rimet Trophy on the foreign soil of Russia or Qatar, as the appeal of football moves into new pastures of planet Earth, and the young Prince William will hopefully have a long and happy marriage to his common fiancé, Kate Middleton.

The British institution of the Royal Family is as complicated to comprehend as the machinations of FIFA. In a fast moving world the question of dynasties has to be asked... where's the accountability... where's the equality... and finally, spare a thought this Christmas for the employees of the Royal household. Their seasonal party has been cancelled as another victim of government spending cuts.

marktaylor842@btinternet.com

T H E A T R E

By Tony Benson

MEN SHOULD WEEP

at the Lyttelton Theatre



Robert Cavanah (John Morrison), Sharon Small (Maggie Morrison). Directed by Josie Rourke. Photograph by Manuel Harlan.

There have been many working class plays but this one by Ena Lamont Stewart, set in the 1930s, is remarkable in that it is seen from a woman's perspective. It was a big success when it was first produced at Glasgow's Unity Theatre in 1947.

Maggie Morrison, with little or no income, supports a family of five children, an unemployed husband, and an ailing mother-in-law in a Glasgow tenement. Into this turmoil arrives her eldest son with his tarty, shrewish wife, following the collapse of the tenement where they were living. From behind a curtain in the Morrison's living room there is the constant sound of small children coughing. One of these is taken to hospital where he is diagnosed with TB (a death sentence in those days). Maggie's attractive oldest daughter Jenny runs off to seek a better life.

Maggie and her ineffectual husband, John, sleep on the living room floor. At one point John ruminates: "All we've ever done wrong is to be born into poverty". The only anger he shows is when daughter Jenny returns, mysteriously well-dressed and offering her family enough money for a deposit on a decent place to live, something John knows he himself could never have been able to provide.

There is much love and humour in this fine play, which was voted one of the 100 greatest plays of the 20th century. It is a pity that Lamont Stewart was never encouraged to write a successor: she died only four years ago at the age of 94.

Superb performances from Sharon Small as Maggie, Robert Cavanah as John, Pierce Reid as the eldest son Alec, Morven Christie as his wife Isa, and Sarah MacRae as Jenny, along with a wonderful supporting cast directed by Josie Rourke. Bonnie Christie's descriptive set adds to the atmosphere.



Sharon Small as Maggie Morrison. Photograph by Manuel Harlan.

AN IDEAL HUSBAND

at the Vaudeville Theatre

Although written more than a century ago, Oscar Wilde's intricately plotted satire resonates strongly with the contemporary political scene. The story of a rising

government minister threatened with blackmail and ruin encompasses lobbying, insider trading and scheming journalists.

Alexander Hanson plays Sir Robert Chiltern, who sold cabinet secrets early in his career and now faces public exposure by the seductive Mrs Cheveley (Samantha Bond), "a genius in the daytime and a beauty at night". She demands that Chiltern publicly back a South American canal project in which she has heavily invested. All looks lost until Chiltern is rescued by his foppish friend, Lord Goring (Elliot Cowan, who steals the show). The director is Lindsay Posner.

THE GLASS MENAGERIE

at the Young Vic

Tennessee Williams' autobiographical play opens with Tom Wingfield, as the Narrator, introducing us to his family. His shy, lame sister, Laura, is totally preoccupied with her wind-up gramophone and her collection of fragile glass animals. Tom's mother, Amanda, a slightly dotty Southern belle, is still living in a world of "gentlemen callers", reminiscing about her own youth, and insisting to Laura that one day there will be a gentleman caller for her. Amanda rules the roost with a diatribe of nagging. "You smoke too much", she tells Tom. "You don't eat properly, you don't sleep properly". Tom longs to leave the claustrophobic apartment but can't bring himself to desert his dependent sister of whom he is lovingly protective.

At Amanda's insistence, Tom invites Jim, a colleague from the warehouse where he works, to dinner as a possible "gentleman caller" for Laura. After a flirtatious evening of dancing around to Laura's gramophone records, Gentleman Jim dashes Laura's hopes by explaining that he's already engaged to be married. Devastated, she retreats back into her world of glass animals, trembling in the white evening dress made specially for the occasion. Williams' heartbreaking, yet often funny, work is beautifully acted by Leo Bill as Tom, Sinead Matthews as Laura, Deborah Findlay as Amanda and Kyle Soller as Jim, and ably directed by Joe Hill-Gibbins.

BARBRA AND FRANK – The Concert that Never Was

at the New Players Theatre

A remarkable tribute show from America to... guess who? What amazing likenesses: not only physically but in their singing, especially Sharon Owens as Streisand, in whose shadow Sebastian Anzaldo manages to hold his own. And the banter between the two is unselfconscious and refreshing. If you can still recall what a melody is go along to the New Players for a really enjoyable evening.

IT HAD TO BE YOU

at the New End Theatre, Hampstead
Renee Taylor and Joseph Bologna, writers of this dire two-hander named after a song title by Gus Kahn, seem to have set out to portray a charmingly kookie struggling actress and a patient and considerate successful adman. Unfortunately the fine line between kookie and considerate has been crossed over to become irritatingly obsessional (her) and wimpishly indecisive (him). The two actors, Carol Lawson and Anthony Green, try bravely with their roles but, to use the title of another song – this one by Irving Berlin – I can only wish them "Better luck next time".

☎ 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

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

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

DUNLACE

TAXI SERVICE LTD

UNIT 10/11 PERIOD WORKS,
 1 LAMMAS ROAD,
 LONDON E10 7QT

TEL: 020 7254 7043

☆ DRIVERS WANTED ☆

☆ OVERHAUL ☆

☆ INSURANCE WORK ☆

DRIVERS WANTED

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

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

WHEN OLIVER CROMWELL BANNED CHRISTMAS

By NATALIE WILD



Over Christmas London bustles with festive cheer. There is much to delight visitors. Sampling Tasty Yuletide treats at the Covent Garden food market each Thursday, skating on the ice in the shadow of the Natural History Museum, taking in the creative light display along Carnaby Street, to list a few. Little wonder tourists flock here to experience the celebrations. How different it would be if Oliver Cromwell were still in charge!



In England Oliver Cromwell established the Protectorate in December 1653 – a religious revolution as much as a political one. A fervent Puritan, Cromwell held firm views regarding what constituted appropriate behaviour at Christmas time. Puritans believed that the Christian church needed to be “purified” by the practice of more conservative forms of worship. Targeting anything linked with the practices of the Roman Catholic Church, and by extension the Church of England, celebration of Christmas was, like King

Charles I, to be axed.

With these Puritan notions, Christmas was banned. Worshipping idols was forbidden so Nativity Scenes were no longer permitted. Even the word Christmas was frowned upon for taking the name of the Lord in vain.

Vanquished were the pagan origin ideas of feasting and decorations. In London, soldiers were ordered to patrol and by force if necessary to take food being cooked for Christmas celebrations. The smell of roast goose could bring trouble. Even today it is by law forbidden to eat mince pies as Oliver Cromwell condemned them for being a guilty pleasure with the relevant legislation remaining on the Statute Book.

Offenders sampling mince pies at Christmas in the 1600s could be arrested and fined 5 shillings (25 pence).

The Puritans also had a particular objection to Wassailing. Members of the working classes would go from house to house to beg for treats in exchange for drinking a toast to the family. The beverage, Wassail was a hot-spiced wine, which over-indulged would induce drunken revelry. Fortunately for anyone who enjoys a hot, spicy wassail the ban was lifted in 1660 when Charles II assumed the throne. The Monarchy and Christmas good cheer were restored. Consider too the view held by the Scottish Presbyterians that there were no biblical foundations for Christmas celebration and as such 25th December remained until 1958 a normal working day for Scots.

American tourists thinking that the above shows a lack of festive spirit can be reminded that the anti-Christmas movement made its appearance in the New World in 1659 when the Pilgrims (Separatists) banned Christmas celebrations. They believed that it had too many pagan overtones and acted as a reminder of the Church of England, which had been left behind. The ban in Massachusetts lasted for 22 years.

LONDON-wide – Continued from Page 5

with, have you got enough money with you. We've increased these teams over the last two years, hub teams have come in, community teams have come in, pushing the message out – plan, use the correct methods – use a black cab or a booked minicab”.

I didn't feel that my question had been answered, so again pressed on the issue of more resources. Inspector Miles responded “Every police officer thinks that it would be nice if there were more, but we are conscious of how fortunate we are in terms of the TfL funding. At the moment we have a lot of resources available compared to our Borough colleagues which have response calls to deal with. We are very well looked after command in comparison to the challenges that Borough

policing face and they are ring fenced which enables our officers to concentrate on transport issues”.

Although initiatives like this should be welcomed by the taxi trade, as Peter Bond says in his page two article, even if the size of Safer Transport Command was increased ten fold we will be covering things like this until retirement. It seems obvious to me that until there is a change in the way Satellite Offices are regulated and enforced the problem of illegal minicabs slipping in on the edge and the danger that creates will continue. But UNITE will keep pursuing the problem until it's resolved!

Be seeing you and Merry Christmas :-)

DON'T BREAK BRITAIN CUTS KILL COMMUNITIES



It is clear that Cameron and Clegg's Con-Dem coalition government is determined to radically alter the face of the UK's public services.

Already the government has produced plans to:

- Allow the private sector to take over the NHS
- Put the pensions of all public sector workers under the 'Hutton review'
- Scrap the 'Building Schools for the Future' programme

Official estimates are that over 1.3 million jobs will be lost due to the cuts split between the public and private sector.

One agenda, cuts

We are already seeing cuts to community and social care, local government, social housing, the NHS, education, youth workers, debt advice, benefits and defence – nothing will escape the axe as government slashes Britain's public services to the bone.

Changes are being rushed through while the country reels from the deficit, a massive debt caused by the reckless speculation of some in the banking sector.

Billions slashed

In May, the emergency budget slashed £6 billion. Even more drastic cuts of between 25 to 40 per cent threaten the very fabric of UK life. Details will follow with the 'Comprehensive Spending Review' on 20 October.

A better way

Britain is the sixth wealthiest economy in the world. Our economy would grow if government invested in affordable homes, schools and support for local economies. Tax loopholes could be closed generating billions for the exchequer.

Unite's message is a simple one. Britain is a great country, with world class services. So get active and start the fight back – stop the cuts in your communities – take action now.

Don't Break Britain – Cuts Kill Communities
Visit www.uniteunion.org/dontbreakbritain to join the campaign



MONTREAL — Doormen at one of the most luxurious hotels in Montreal have been arrested as part of an extortion conspiracy investigation.



Montreal police arrested six doormen who work at the Queen Elizabeth hotel, saying they have been pressuring taxi drivers to pay them for customers.

The doormen, who frequently call taxis on behalf of hotel customers, are accused of demanding payments of anywhere from \$5 to \$30 from taxi driver depending on the distance they will be travelling.



Drivers who refused to pay up saw

customers directed to other taxis.

“If the taxi driver refused then the doorman would contact another driver who he knew would pay, who would drive and go right in front of the doors and then the baggage would be loaded up and off they would go”, said Commander Marc St-Cyr of Montreal Police.

Police say multiple taxi drivers had made complaints about the extortion plot over the past few years, first to the hotel and the taxi bureau, and only coming to police within the past year.

Many drivers say the same situation happens at every large hotel in Montreal, but they have not filed any complaints with police.

The six doormen are charged with extortion, intimidation and conspiracy <http://montreal.ctv.ca>



Your Letters

Dear Editor,

Cab trade News October 2010 Edition

I would like to respond to your article regarding cost cutting and the impending identifiers.

I have no way of knowing who the author of your article is as it is not signed so I have no option but to address my concerns to your newspaper. I do however wonder if the author is a suburban driver. I cannot believe a green badge driver would be so negative. For reference only I will refer to the author as a man.

You are correct when you say the public does not know the difference between green and yellow badge drivers. This is the very reason why we green badge drivers should, to the best of our ability, identify these parasites that do nothing for our trade but to help blacken our good name.

You are also correct in assuming green badge drivers will not recognise a yellow badge driver who may be working, illegally, outside his/her suburban licensed area but in a neighboring one. WE WON'T HAVE TO. If the work is so bad in the suburbs as I am sure it is there will be plenty of suburban drivers doing that job.

Hand Held Computers. You will be well aware there are too few enforcement officers at present. They cannot be everywhere at once and their success rate must be very limited compared to the 20,000 pairs of green good badge eyes that will be able to recognise these suburban drivers that persist in working in central London. You seem to believe the problem is under control? It has never been as prevalent in our trade as it is now. Helped I am sad to say by Radio circuits who care not one jot for our trade.

You say that drivers could be accused wrongfully and maliciously. There is an easy answer for that scenario. The yellow badge driver has a complete record of the job he is on for the PCO to check. That way he should have nothing to worry about.

You also think they may be on a radio job if I am correct? I'm not sure if you understand how jobs are dispatched on radio circuits? In my 25 years on all the major circuits I can assure you there has never been a suburban area where a job from the West End would be offered to a suburban driver who is within his/her licensed area.

Editorial Comment

I have decided to print this email/letter against my better judgement. Firstly because it's not from a member of the Cab Section and therefore the writer has no immediate right to reply but secondly because I thought that views like this one would be inflammatory to the situation.

However because the writer has again contacted me, saying that I have misquoted him in my London-wide column last month I have now decided to allow the letter.

What I will say about this letter is that

You probably know the driver has to be physically within their working area before they should take a job outside their area from a radio circuit. It would obviously take far too long to reach the customer and the dispatcher would have to by-pass all the intermediate zones. Why would the radio circuit do that?

You seem to imply the reason for these identifiers is to save the PCO money? So what? Maybe by saving money our licence fees may not increase. It could also mean the enforcement officers could concentrate more of their resources on catching the mini cab touts you speak of.

The ideas of these identifiers are not new. I wrote to the PCO in January 1999 suggesting the very same cards. Mr Ellis said he recognised even then the problems with suburban drivers illegally plying for hire was becoming serious.

There is another concern I have regarding this issue that I do not see discussed. If a mini cab has no insurance when plying for hire illegally, can you be sure it is not the same for a yellow badge driver doing the same. My insurance company said the driver would only have third party cover in the event of an accident. That would make interesting press wouldn't it?

As far as I am concerned these yellow badge drivers have the opportunities that we green badge drivers had when we embarked on the knowledge. If they cannot make the suburbs pay, get off their backsides and sign up for the all London green badge. Either that or get another job.

I held a suburban badge when the areas were twice the size as they are now but quickly realised I should have done the green. It took me two years full time work getting it. I studied and worked the cab to complete the green. It took another three hard years and I never once took a job in town while driving through in my cab.

I am not special. I just believed that I would get there eventually. I do believe the reasons we have such a problem with yellow badge drivers working in town is because most of them are ex mini cab drivers and sadly they still have the mini cab mentality.

I hope you have the grace to print this letter. I will not send it to any other cab trade papers unless you decide not to.

Regards Tom Reynolds

to me because of the ferocity of the language used, calling London suburban taxi drivers 'parasites' only enforces the argument against taxi driver identifiers and will undoubtedly lead to driver to driver conflict.

I believe more than ever that LTPH and those that support the identifier should reconsider their position and leave enforcement where it belongs – in the hands of Transport for London and the Metropolitan Police.

Peter J Rose.



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

Introducing the new **TX4 Style** and **TX4 Elegance** on the road from just **£28,995*** and **£32,995*** respectively



*From 3 January 2011 price reflects government increase in VAT to 20%.

Visit us at any of our UK retail outlets to book a test drive or to find out more:

HEAD OFFICE:
The London Taxi Company
Holyhead Road
Coventry
CV5 8JJ
England
t: +44 (0)24 7657 2000
e: enquiries@london-taxis.co.uk

BIRMINGHAM
t: +44 (0)121 322 0700
e: birmingham@london-taxis.co.uk

COVENTRY
t: +44 (0)24 7657 2040
e: coventry@london-taxis.co.uk

EDINBURGH
t: +44 (0)1506 864 630
e: edinburgh@london-taxis.co.uk

GLASGOW
t: +44 (0)7738 449 755
e: glasgow@london-taxis.co.uk

LEEDS
t: +44 (0)113 388 8500
e: leeds@london-taxis.co.uk

LIVERPOOL & NORTH-WEST
t: +44 (0)7771 917 589
t: +44 (0)7771 917 624
e: liverpool@london-taxis.co.uk

LONDON
t: +44 (0)20 7700 0888
e: london@london-taxis.co.uk

MANCHESTER
t: +44 (0)161 831 3434
e: manchester@london-taxis.co.uk



www.london-taxis.co.uk

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 (6.8), Combined 32.0 (8.8) - 35.2 (8.0). CO₂ emissions: 211 - 233 g/km.