

OLYMPIC ROUTE NETWORK THE FACTS!

By MIKE HEDGES

There has been a lot of talk about the affects of the Olympic Games on taxi drivers in the press lately. The Evening Standard ran a story about how London was going to be gridlocked by taxi drivers in order to gain access to the Olympic Route Network (ORN). Transport for London (TfL) have just taken over the planning of the ORN and are currently consulting on the proposals.

There will be over 170km of road network that will be set aside for them which no vehicles other than official Olympic vehicles will have access. Traffic orders are currently being prepared and there will be a fine for any vehicle entering it.

The ORN will begin to come into force in mid-July, (mainly for the media centre which will be in Russell Square) and run through to mid-September. In addition to not being allowed to enter the ORN, turns across the network will be banned. Most of the ORN will be in operation from 6am to midnight, with a few exceptions. During the road race events, cycling, triathlon, walk and the marathon, Hyde Park Corner will be closed so there will be an Alternative Route Network (AORN) which will go along Marylebone and Euston roads (A501) to The Highway.

In addition to the ORN there is a lot of planning going into the Movement Management Areas around the Olympic sites (remember there are 11 Games sites in London plus the big screens in Hyde park catering for 50,000 people, all of which turn over three times a day). Whitehall will be closed to all traffic during the Games due to the sheer volume of people that will be in the area and



Oscar Pistorius one of the beneficiaries of the ORN at the Olympic Stadium.

there will be widespread road closures and banned turns around Trafalgar Square, but taxis will be able to use Trafalgar Square throughout the Olympic Games period.

The TfL team are also planning to make sure that taxi drivers will receive as much information as possible about road closures, timing of events and where taxi ranks will be situated. There will also be a continuation of the current consultation that we are currently engaging in.

This is a massive operation and we are currently meeting with the TfL Games team to plan how best taxis can fit into the plans. In addition to this UNITE along with the LTDA and the LCDC, have managed to secure a meeting with the Mayor, Boris

Johnson, to try to get his support to allow taxi drivers to move as efficiently as possible around London during the Olympic Games. We hope that the Mayor will be able to allay many of our fears that we will be gridlocked for the 8 weeks that the ORN will be in operation.

We have to remember this will be the biggest event we are likely to ever see in London and the affect will be felt by everyone who is in London and beyond. Taxi drivers are going to be affected for the eight weeks that the road closures are in place but overall the Olympic Games are going to be great for London and for taxi drivers. We hope the Mayor can make it happen so taxi drivers are disrupted to the minimum.

YOU CAN READ MORE ABOUT THE OLYMPIC ROUTE NETWORK ON PAGES 6 & 7

QUARTERLY LTPH CONSULTATION MEETING

By **PETER BOND**

The London Taxi and Private Hire (LTPH) organisational change is now complete with a number of the senior old guard either retired or been moved on, which has created many current, or soon to be, vacancies. If you fancy a change of vocation within the Taxi Trade, apply now!

The Congestion Charge department, who now employ some old LTPH staff, will now deal with complaints against Taxi Drivers. The only exception will be complaints regarding alleged 'Devious Routes', which will still be dealt with by knowledge examiners, something UNITE insisted on, and which was guaranteed by John Mason, (head of London Taxi and Private Hire) some time ago.

Due to a shortage of examiners, as of 3rd June, knowledge students on 56 days are waiting 91 days, those on 28 are waiting 54 and those on 21 are waiting 49 – we all know how frustrating it is to wait the appropriate amount of time, but this is unacceptable. Hopefully with a full complement of examiners this will be rectified. Also knowledge students can now take their driving test before getting their bill – a positive move forward.

Once the re-training is complete there will be no 'Licensing Officers' – they will all be 'Compliance Officers' in one department under Cliff Llewellyn. The night team is to be increased and will work from Tuesday evening to Sunday morning every week.

The SGS contract runs until April 2013, when it will be replaced by a similar system to PHV's, with 2 MOT's.

The 15-year age limit commences in January 2012 and there will be a short consultation on exemptions for this in July 2011, of which there are likely to be very few.

The Private Hire Consultation is near completion and could be published later in the year.

The Taxi Consultation is delayed until further notice.

The 'Identifiers' are definitely on their way but no confirmed date for

implementation and LTPH are confident their legal status is in order, as they are with the suspension of new applications for the Suburban Knowledge.

The position on whether, or not, you can work if your Badge/Bill is lost or stolen seems to be a grey area, depending on who you speak to at LTPH, but there is a little known way of speeding up the process by going on the LTPH website, downloading form MHC/213, sending it off and back to work – hopefully!

ECO-MARSHALLS

DFT have set allocated £5,000,000 to TFL of which £300,000 is going to LTPH to be spent on the Taxi and Private Hire Trades- don't get too excited as it is 'ring-fenced' and can only be spent on 'Eco-Marshalls' - a condition laid down by DFT, not TFL or LTPH.

The money will be spent on employing 5 Eco-Marshalls until 31st March 2012, if you're qualified apply now, who will work at the high emission (PM10's, NOx's) hotspots, Marylebone Road, Piccadilly etc, around London with the remit to educate Taxi Drivers, Private Hire Drivers and their passengers on how to reduce the emissions they cause going about their legitimate daily life/business.

The details of exactly how this will be done are yet to be finalised but will, probably, include handing out leaflets and, where possible, speaking to the people they are targeting – us!

On a serious note we at Unite have always welcomed efforts to improve the quality of the air we breathe, particularly as Taxi drivers, by the nature of our work, must be the recipients of more harmful emissions than most in society.

Even so, this looks like a strange way to go about it and many in our trade will, probably, prefer the money spent in another direction- the message from LTPH seems to be 'don't blame the messenger', this comes from DFT and can only be spent on 'Eco-Marshalls' and not, for example, subsidising new cabs, which would appeal to Taxi Drivers.

AROUND AND ABOUT

SKETCH:

The new three cab night-time rank outside 9 Conduit Street W1 (Sketch) is now fully operational with appropriate signage in place.



A small touting operation has been observed by UNITE and others which has been reported to TfL. The problem looks to be manageable with only three touts being seen 'hanging about' the venue. However three is three to many and the London taxi and Private Hire Compliance Team has conducted recent operations there, talking to taxi drivers and moving private hire and other vehicles off the rank. Worth noting that the Met Police Cab Enforcement Unit has made ten arrests for touting in the area since April.

There is also a problem with Patrons of Sketch using the rank for parking. Again this would seem to be a small problem and UNITE has contacted management to make them aware of the problem. UNITE will also be contacting Westminster City Council to request greater enforcement of the parking regulations.

STRATFORD:

Because of the urban improvement scheme in the area of Stratford Station, five rank spaces have been lost. UNITE is working with local Cab Section Members and TfL to find a solution to this situation.

RUSSELL SQUARE SELTER:

Russell Square Cab Shelter is currently closed. Those who are missing Pat the night keeper and her oriental menu, will be happy to know that she has relocated to the Warwick Avenue Shelter.

SOUTH WOODFORD:



South Woodford area remains a priority area for Enforcement and Compliance and so far this year five arrests have been made. TfL have also written to local private hire operators' inline with the Enforcement Concordat to remind them of their obligations as operators. This will make it easier for TfL's enforcement teams when it comes to any issues. TfL are also trying to engage with Redbridge Council and to get them to take more responsibility in enforcing local parking regulations.

There is also a custody space issue in the area, making arrests problematic which TfL is working with local police to help find a solution.

CITY OF LONDON:

As well as writing to private hire operators in South Woodford, as you can see below TfL and the City of London Police have taken the first required steps in tackling the touting problem at one City of London venue.

Dear Mr...

TOUTING AND OTHER ILLEGAL CAB ACTIVITY OUTSIDE XXXXXX

The City of London Police (CoLP) and Transport for London (TfL) have identified touting and other illegal cab activity taking place outside the XXXXXX. It appears that door staff working at the venue have been directing customers to 'minicabs' outside your venue which is putting your customers at risk. This has been observed by CoLP officers on a number of occasions and these officers have spoken to the door staff about their actions.

While travelling in London is safe for most people at night we have major concerns about the dangers of unbooked minicabs picked up off the street. Any minicab journey that isn't booked through a licensed minicab office is dangerous and puts the travelling public at risk of attack including sexual offences, robbery and violence. Booking the minicab guarantees that the trip will be carried out by a licensed driver in a licensed vehicle that is insured for carrying passengers and that can be traced if there are any problems.

Only taxis (black cabs) can be stopped by customers and can pick up off the street. Minicabs cannot accept fares without being booked in a minicab office or over the phone first. Minicabs lined up outside pubs and clubs are breaking the law if they accept a fare without a booking being made first. Your door staff should not be approaching or directing customers to minicab drivers and any minicab driver that approaches them is acting illegally.

TfL and the police take a hard line on touting and will take action against touts breaking the law or anyone assisting them. Police and enforcement officers have and will continue to be deployed to the area to disrupt and detect illegal activity. Action will be taken against door staff if they are observed directing customers and other members of the public to illegal cabs. It is important that your staff are aware of the law and the dangers posed by illegal cabs picking up passengers outside the venue.

Yours sincerely

Steve Burton
Director, Community Safety,
Enforcement and Policing

Inspector John Ryland
City of London Police

NEW YORK TO GET 7,500 NEW TAXIS

New York City is set to increase its fleet of yellow taxis to a new high of around 20,000.

New York's mayor, Bloomberg wants to provide a better taxi service to the people of the city. Under the proposals 1,500 new All New York licences or Medallions plus a new fleet of 6,000 Suburban or Borough Taxis to serve the outer areas will be introduced.

Like London the new Suburban fleet would not be able to pick up fares within the central area of Manhattan, although the area of northern Manhattan which includes Harlem and is claimed to be poorly served by yellow cabs is being considered for a 'Borough' Licence.

This plan has met stiff opposition from the city's private hire trade or 'Livery cabs'.

They argue the new fleet of taxis will put them out of business and that they have been serving their communities well for many years since the yellow cabs abandoned the Boroughs for the richer pickings in central Manhattan.

Livery cab driver recently staged a protest at NY City Hall, saying the new Licenses "was about nothing more than money". The Taxi and Limousine Commission countered this, "If you want to hail a taxi in Brooklyn, Queens, the Bronx or Staten Island, there are no yellow taxis. It means you are flagging down a car that is not a legal taxi cab," said TLC Commissioner David Yassky. "There is no meter. It is not clearly marked so you don't know if it is safe and legitimate. It is not a first-rate service.

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CTN

Comment

NOSTALGIA

By FRANK HULL

It is now fifty years since that infamous Wellbeck fleet of some two hundred red Renault Dauphines hit the streets of London in an attempt to take over the travelling needs of the London taxi user.

This attempt failed and many unpleasant incidents occurred between the legal black taxi trade and those would be usurpers dressed in their storm-trooper style military uniforms which to the spectator spelled out confrontation. Wellbeck's attack on the London taxi trade eventually ended in the law courts and after losing the case Wellbeck gradually went out of business.

However, this was not the end of the mini-cab trade in London, for other mini-cabs that had sprung up under the cover of the Wellbeck experience simply went underground and worked illegally for years. Many surfaced with the introduction, in 1998, of licensing for the private-hire trade in London. However, many unlicensed mini-cabs are still touting and working in London.

The Wellbeck effect was also felt in many provincial areas where mini-cab firms started to appear this eventually forced the then government to introduce that horrendous piece of legislation the LG (Misc' Prov' Act) 1976 for use in the provinces but not London. Then in the eighties with the closure of many industries in this country this act was used by many authorities to licence its illegal mini-cab trade.

However, as in London, even now, there are still many unlicensed mini-cabs operating in many areas in this country. Add to this those taxis licensed by one authority working as un-licensed mini-cabs in other licensing areas with little or any enforcement then we know the battle is not yet won.

It is obvious that the private-hire trade has developed into a force to be reckoned with and a lot more powerful force than in those Wellbeck days and you can see that it is gradually but surely gaining ground daily and in these dodgy financial times you don't need a big imagination to foresee the future of the taxi trade in this country. If we use the past as a guide for the future then we know we must prepare ourselves for all contingencies.

If we remember that famous maxim from Julius Caesar "Divide and Conquer" perhaps our first preparation for any of these is Unity. For together we have half a chance. Why not then unite with us by filling in the application form on Page? 11.

Frank Hull is a UNITE Cab Trade Committee Member.

ESSEX

By CTN REPORTER












Braintree has at last introduced a knowledge test for all would be local taxi drivers. This has come about after many complaints from the local trade.

Southend-on-Sea Council has announced a 300 million pound regeneration project for the development of the Town Centre and sea side areas. We know we don't have to remind the local taxi trade to get involved and make sure that they are not brushed under the carpet as has happened to some local taxi trades during regeneration projects.

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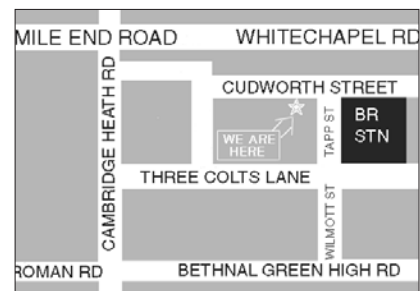
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London-WIDE

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

'APPY' DAYS FOR TAXI DRIVERS

These days you can't help but notice the mobile telephone market has been flooded with 'Smartphones'. Long gone are the days when all you could do with a mobile phone was make a call, even sending a text message is today 'old hat'.

Today mobile phone users are using them for Facebook, Twitter, 4square, emails, etc, etc. But apart from that the biggest change the Smartphone has brought about is the use of 'Apps'. Apps or Applications are small computer programmes for use on Smartphones and tablets like the iPad. Other tablet devices are available.

Now you can have an 'app' on your phone to read the morning paper, follow your favourite football team or sport, find your way with a map 'app', play a game with a game, 'app' watch television with a TV 'app'. But its not all one way, you can also 'upload content' to the world wide web using Smartphone apps. Photos, videos, articles for 'blogsites', can all be 'sent', readily available to those that want to see or read what you want to share, all from a device that sits in the palm of your hand.

No one should then be surprised that someone clever would come up with an 'app' to book or more correctly hail a taxi. These apps work by using the internet and the phones built in Global Positioning System (GPS).

With the app installed on the prospective passenger's phone they can then do a search for the nearest taxi. Should a driver be available the taxi driver can message the potential passenger and make their way to collect them.



Recently I was asked to meet with the people behind HailO, one of the latest taxi apps in 'development stage'.

The first thing to note was the venue, HMS President, yes the ship on the river by Blackfriars Bridge, very impressive. There I had a long talk with Russell and Gary two of the three people behind the original Taxilight venture. Taxilight was a taxi website where potential customers could place a price for a journey they wanted to undertake, drivers could then decide whether they wanted to take the job at the price offered.

HailO is different; HailO is a fully fledged taxi hailing/booking app.

What seems to be on offer to taxi drivers is a digital 'in cab' companion. An application which not only gives taxi drivers the opportunity to find more work, but also the prospect of interacting with other drivers on the system too.

I'm told that once on the system drivers will be able to offer information to other drivers in the way of: Taxi rank flow rates, real time traffic updates, taxi work 'burst' info and the like. Drivers will also be able to set up social networking groups, enabling them to communicate with other taxis drivers within their own group. This should make meal arrangements easier for those that don't like to eat alone.

Also worth noting about this system is the fact (I'm told) that the issue of 'cross border hiring' has been addressed. Simply put, work can only be offered to drivers that are within their own working area, something which is a concern to many London taxi drivers, both Suburban and All London. At present the HailO app will only work on Apple's iPhone with Google's Android to come but no plans at present to include Blackberry or Windows Mobile.



Having met with the HailO boys, (that sounds like an old bra advert). I felt it only right that I should find out what is going on with the boys and girls at Tweetalondoncab.

Now I must confess to having a soft spot for the people at Tweetalondoncab,

What they have achieved in the way of a loyal customer base and igniting the imagination of taxi drivers to what is possible, is in my opinion truly remarkable. Now they are looking to expand their customer base and increase workflow through a partnership with 'TAXISTOP'.

TAXISTOP is another taxi/hailing app which works in a similar way to HailO. Where it differs is in the social networking side of things.

Tweetalondoncab and TAXISTOP intend to maintain the link with Twitter and therefore their existing driver and customer base, sharing information as they do now via the @tweetalondoncab and @cabup Twitter accounts. Also I'm informed the TAXISTOP app will work across all the various Smartphone operating systems, including Blackberry.

What is clear, the the taxi app market is growing and growing fast! There is going to be a lot of customer, driver choice. Undoubtedly some will fall by the wayside, we have also yet to see how the existing taxi radio circuits are going to react?

I'm told that one has already had a 'little dig' through its in house magazine. Also let's not forget that the most successful Smartphone booking app out there at the moment belongs to a private hire company. I can't help feeling that if the taxi trade isn't careful, customers will opt for the one app one private hire firm solution.

Be seeing you. ... :-)



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The UNITE the Union Cab Trade Advisory Committee administer the Section Fund on behalf of the Cab members in London & Eastern. UNITE the Union seeks to obtain the best possible deal for union members it cannot, however, accept any liability for the benefits provided by outside organisations.

Olympic Route Network

FROM LONDON 2012

In summer 2012, the world will come to London for the Olympic and Paralympic Games. The Olympic Route Network and Paralympic Route Network will help ensure that thousands of the world's greatest athletes can get around London – between their accommodation, training and competition venues – with the minimum of stress so they can perform at their best.



The Olympic Route Network and Paralympic Route Network (ORN and PRN) are networks of roads linking all the competition and key non-competition venues for the Olympic Games and Paralympic Games.

They will enable key participants, such as athletes and officials, to travel safely, securely and efficiently between venues and their accommodation, while also keeping London and the rest of the UK moving.

The Olympic Games and Paralympic Games are two of the largest sports events that can take place in a country: the equivalent of staging 26 world championships at the same time for the Olympic Games, and then 20 more for the Paralympic Games. The ORN and PRN are essential measures to help manage the significant demands that will be placed on the whole transport network during the Games.

The ORN, PRN and associated measures to improve traffic flow will be proportionate, temporary and will only operate when and where they are needed. These measures include modified traffic signals and restricted turns and temporary Games Lanes. These lanes will run in one or both directions, but will not occupy the entire road.

The ORN forms 2.6% of London's roads. Less than one per cent will have temporary Games Lanes. The vast majority of roads will remain open to everyday traffic. Shortly after the end of the Paralympic Games, all roads will revert to their normal operation.

In London it will be 'business as unusual' during the Games. It will be harder to get around certain areas of the city, but as much information will be available as early as possible to keep London moving.

The Olympic Route Network (ORN)

and Paralympic Route Network (PRN) will be essential parts of running the London 2012 Games. It is a tried-and-tested approach that has been used to transport key people in previous Games in Sydney, Athens, Beijing and Vancouver.

As part of its Host City Contract, London 2012 is required to provide safe, secure and reliable transport services to members of the Games Family. This is to ensure the people who 'make the Games happen' can reach their venues within the journey times specified in the Contract, and in time for their events. Most of the Olympic Route Network (ORN) and Paralympic Route Network (PRN) is in London, where the majority of the sporting venues are located. However, it also extends to other venues around the UK, such as Weymouth and Portland, which is hosting the Sailing events.

The roads on the ORN and PRN are divided into the following categories:

- **Core:** routes between accommodation, the Olympic Park and other main venues that will be heavily used by the Games Family. These roads are entirely within London.
- **Venue-specific:** routes linking other competition venues, accommodation locations and international arrival points. Many of these routes will only operate when the venues are in use.
- **Training venues:** routes linking the preferred training venues to the rest of the ORN and PRN. These need to be free from obstruction before and during the Games to allow athletes to travel between their training venues and events.
- **Alternative:** routes used in the event that a core or venue-specific route is not usable for any reason.

The Olympic Route Network (ORN) and Paralympic Route Network (PRN) are designed for the rapid transfer of the 80,000 people who are critical to running a successful Games.

This group of people is known as the Games Family and includes:

- **athletes**, for whom every minute counts for training and competing. They require consistent journey times to get them from 'bed to starting blocks';
- **technical officials**, such as judges, timekeepers and other people who play vital roles in setting up and running competitions;
- **the media covering the Games**, both print and broadcast, including the technical staff needed for live broadcasts from multiple venues, so that the estimated four billion worldwide audience can follow the action;
- **the International Olympic Committee (IOC) and International Paralympic Committee (IPC)**, as well as the World Anti-Doping Agency, Medical Commission, medal ceremony officials and International Sports Federations; and,
- **Games partners**, who provide £1 billion of Games funding and contribute to the operational running of the Games.

The London Organising Committee of the Olympic Games and Paralympic Games will provide transport to meet the differing needs of each of these groups.

Around 55,000 people are expected to require transport each day during the Olympic Games. Wherever possible, this will be 'mass movement' by bus and coach.

Members of the Games Family who travel in smaller groups or whose work during the Games requires a more flexible service may use shared or dedicated car services.

In addition to vehicle-based services, Games Family members will have access to London's public transport network. They will be given information on public transport services and will be encouraged to use them where possible.

The Olympic Route Network (ORN), Paralympic Route Network (PRN) and associated traffic measures are temporary and will only operate when they are needed. They will be determined by demand, location and competition schedule.

Core route

The core route will cover the main roads between central London and the Olympic Park, and venues such as the North Greenwich Arena and ExCeL. This will be the busiest part of the ORN and PRN.

Every day throughout the Games, it will transport officials and media from their accommodation in central London to Games venues, and athletes from the Olympic Village to venues outside the Olympic Park.

Start and finish times may vary but broadly, the core route will be operational from 6am to midnight. Some of the core routes will operate before and after the Games to allow for arrivals and departures.

Venue-specific routes

Venue-specific routes may only need to operate on the days when competition is taking place and hours will vary to reflect each venue's event schedule. Although there will be variations, these routes will typically be operational from 7am to 4pm, or 7am to 7pm when competition is taking place.

Outside London

Similarly, the routes to venues outside the capital, such as Eton Dorney, Hadleigh Farm, Lee Valley White Water Centre and Weymouth and Portland, will operate as and when they are needed.

Between the Games

Between the end of the Olympic Games and the beginning of the Paralympic Games, some of the core route may still be needed to allow for departures from the Olympic Games and arrivals for the Paralympic Games. Much of the rest of the ORN will not be needed during this period and will revert back to normal as soon as is practically possible.

Paralympic Games

During the Paralympic Games, the PRN will operate in the same way but on a much smaller scale than the ORN. Once the Paralympic Games end, roads will revert to their normal operation. While we need to ensure members of the Games Family are able to travel, on time, every day of the Games, it is also essential that the millions of Londoners and visitors can go about their daily business with as little disruption as possible.

Roadworks free

Ensuring roads are kept clear of obstructions will be essential for keeping traffic moving during the Games. From time to time, the road network has to be worked on and dug up for maintenance, improvements or to access infrastructure and utilities below the surface.

Delivery partners and the Olympic Delivery Authority (ODA) are working with highway authorities, councils and utility companies to ensure non-essential roadworks do not take place during the Games on any Olympic Route Network (ORN) or Paralympic Route Network (PRN) roads.

Measures

The Olympic Games and Paralympic Games Act 2006 gave the ODA a range of temporary powers to develop traffic management measures to help ensure reliable traffic flow during the Games.

The ODA is working with its delivery partners and local highway authorities to design the detailed measures along the route, proportionate to demand and the local area. Consultation and engagement on these will take place at a local level from autumn 2010.

Measures may include:

- changes to traffic signal timings;
- restricted turns;
- side road closures to general traffic (except local residents and businesses where possible);
- suspension of parking and waiting bays;
- suspension of some pedestrian crossings; and
- temporary Games Lanes (see below)

Traffic management measures are not anticipated on the training or alternative ORN and PRN routes.

Physical changes, such as parking or loading restrictions, and alterations to junctions, will be temporary. Permanent alterations, such as improving and modernising traffic signals on the core and venue-specific ORN and PRN routes and CCTV cameras, have already been put in place. These are already helping to improve traffic flow in London.

Temporary Games Lanes

Temporary Games Lanes will be a temporary measure mainly used on the busiest sections of the network. They will only be for official Games vehicles and blue-light emergency vehicles on call.

The Lanes will only be used for fixed

Olympic Route Network – Continued from Page 6

and specific periods of time, where and when they are needed to meet journey times specified in the Host City Contract, and if there is sufficient space. Road space for general traffic will be maximised wherever possible.

Temporary Games Lanes may be located in one or both directions and in the nearside, middle or offside lanes, depending on the road layout. However, the vast majority of temporary Games Lanes will generally be located in offside lanes, as this has been shown during previous Games to cause less disruption to general traffic.



The Olympic Route Network (ORN) and Paralympic Route Network (PRN) are being designed to minimise disruption to general road users while meeting the journey times specified in the Host City Contract, but inevitably they may cause some inconvenience. While the vast majority of roads on the ORN and PRN will be open to all road users, some side roads may have to be closed at certain times during the Games.

However, where possible, access will be maintained for residents and businesses directly affected by the ORN and PRN.

The Olympic Delivery Authority is working closely with other organisations on traffic restrictions around sporting and non-sporting venues during the Games, to properly coordinate plans and minimise disruption.

The experience of previous Host Cities has shown that the key to a successful Olympic Route Network (ORN) and Paralympic Route Network (PRN) is good preparation, and early and effective communication with those who may be affected.

The Olympic Delivery Authority (ODA) is committed to an extensive programme of consultation and engagement with people who are most affected to ensure any adverse impacts are minimised.

Individuals and organisations were able to comment on the ORN and PRN during the consultation periods for the first and draft second editions of the Transport Plan for the London 2012 Olympic and Paralympic Games, which were published in October 2007 and December 2009 respectively.

The Department for Transport also held a consultation on the designation of the routes, which was published in December 2008. Consultation with local authorities along the routes has taken place since 2006.

Discussions have also involved a range of road users, transport operators and interest groups, including:

- **the freight business**, through a Road Freight Group set up in partnership with freight organisations to work through the issues of servicing businesses;

- **emergency services**, to ensure they can operate as usual;
- **bus operators**;
- **taxi and private hire vehicles**, through a working group seeking to ensure the industry can provide a service to the huge amount of visitors in 2012;
- **cyclists and pedestrians**, through the London 2012 Active Travel Advisory Group;
- **major projects**, such as Crossrail; and
- **residents, businesses and other stakeholders**, including at public meetings.

From September 2010, the ODA will work with local authorities to share detailed plans more widely within their communities. This process will give people who live or trade on the ORN and PRN and interest groups the chance to find out more information about the proposed measures and comment on the proposals.

Transport for London (TfL) is leading the design and operation of the ORN and PRN within London and details can be found on the TfL website.

The ODA, in partnership with the Highways Agency and local authorities, is leading the design and operation of the routes of the ORN and PRN outside London. These are the routes to: Egham Rowing and Canoe Sprint Village at Royal Holloway; Weymouth and Portland – Merley area; Weymouth – Weymouth and Portland area; Hadleigh Farm; and Eton Dorney.

When detailed plans of the ORN and PRN in each of these areas are published they will be added to this website.

Some measures are then subject to Traffic Regulation Orders (TROs) – when a statutory period of formal consultation will apply. Again, TfL will lead this formal consultation process for the ORN and PRN within London and details can be found on its website. The ODA will lead the formal consultation for parts of the ORN and PRN outside of London and details can be found in the ‘Consultations’ section of this website. Notices of proposals will be published locally, providing the public with the opportunity to make formal comments.

After detailed proposals are finalised, close communication will continue with people who may be affected by the measures to respond to any concerns and see where alternative solutions can be put in place. This will continue up to and during the London 2012 Games.

Timeline

To summer 2011:
Publicising local proposals, area by area.

Summer 2011 to 2012:
Statutory formal consultation process on TROs and ongoing engagement with local authorities, businesses, residents and other affected parties.

July to September 2012:
Operation, as required

September 2012:
Removal of ORN and PRN measures




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Mark's Mélange 88

By HERR MARK EDWARD TAYLOR

Taxi! Berlin Style

The Melange column is sallying forth once again, hoping to give CTN readers an insight into cab driving around the world.

Against the harmful backdrop of E-coli 104...how could cucumbers be the biggest threat to life in a city that has seen more torment than most?... The Melange team left Tegel airport and were ferried to the downtown district of, Kurfurstendamm in the uniform cream coloured Teutonic Mercedes saloon taxi. What hits the visitor to Berlin first is the amount of graffiti.

Berlin is not typical of Germany in the same way that London is very different to the rest of England. The capital of Germany is a city of free-thinking, edgy, bohemian, a place where its residents look like they can live out their fantasies.

It has been like that for a very long while. Cultural & creative you only have to think of the great German composers, the Brothers Grimm or the hedonism portrayed in the classic movie, Cabaret starring Liza Minnelli, Michael York & Joel Gray, set in the late nineteen twenties and early thirties. Berlin was the hippest city in Europe.

Then along came the Austrian, Adolf Hitler, elected in 1933 and it all went very nasty for almost twenty years. Hitler apparently did not like Berlin. He was much happier in Munich or Berchtesgaden a long way south. As a divided city once the wall went up in 1961, the western sector flourished creatively, cocking a snook, at the poor and authoritarian Soviet side.

David Bowie moved to Berlin in 1976. At the time his music career appeared to be waning. Here he produced some of his finest works in the albums Low & Heroes fuelled by a fascination with cold war politics and Europe post the Second World War. German bands like Kraftwerk, Tangerine Dream, Can & Faust were making waves on the world stage and Bowie, along with a few collaborators including Brian Eno, Robert Fripp and Iggy Pop who all wanted to be part of it.



Berlin is an easy city to navigate. The roads are really wide and the public transport system has plenty of capacity. This is all deliberate. The West German government always planned under the days of separation for the day when the city would be re-united.

Prior to 1989 extra capacity was built into all the western sector's planning. The one third of the city which was under Soviet control was also pretty efficient. Guess which country of the former communist bloc was the most effective in delivering the best life style under a

communist regime? JAWOHL!... Die DDR (Deutsch Democratic Republic) ...if that is not an oxymoron.

The Berlin taxi system is very efficient too. Rather like the London cabbie the Berlin driver goes about his or her work in a very unfussy way. If their cabs were wheel-chair accessible; they could lay claim to having the finest taxi service of any capital city in the world. Underlining how dull the cabbies of London and Berlin are...almost twenty years ago, film director, Jim Jarmusch, made a must see movie for all taxi drivers, *Night On Earth*.

The film is a composite of five taxi rides in five cities. Los Angeles, New York, Paris, Rome and Helsinki. An international cast featuring Winona Ryder, Roberto Benigni and an excellent Tom Waits soundtrack deliver hilarious fare, touched with pathos, which should be required viewing for any cab driver or even, passenger. Notice, there is no comical entertainment to be had from the cabbies of Berlin or London.



Berlin drivers have to undertake a knowledge test similar to London drivers. A practical and written test that can be achieved in months rather than the years it takes London drivers to get a licence.

One driver, who originally came from Iraq, stated he was studying civil engineering in addition to driving his cab. Iraqi men aged between 25 & 40 and living in European cities nearly always seem to be studying civil engineering. Iraq needs to be re-built. Tony Blair has boosted the universities of Europe with his WMD assertions and the war on terror.

Like London, Berlin is a very green city. There's plenty of parks and open space. The Soviet War memorial at Treptower on the banks of the River Spree is particularly stunning. The Soviets lost more soldiers than any other nation in World War Two.

The murdered Jews of Europe are remembered with a memorial close to the stunning Brandenburg Gate ironically not far from the site of Hitler's final days bunker, where a Jewish delicatessen now serves the many tourists.

Some Berliners are not enamoured with the high amount of visitors, but the tourists bring in huge amounts of money which the city needs.

A ride on the U-bahn (tube) will see the visitor encounter heavily tattooed locals quaffing beer on the trains behaving in a manner that used to be commonplace on the London Underground. Why should they complain?

Cycling is a great way to get around Berlin's sights. Check-point Charlie is total cheese. There are actors dressed as



Street Legal

By VICTORIA PHILLIPS

TV AWASH WITH NO FEE NO COMPENSATION FIRMS

Members and family members who have suffered injuries that are not their fault face a bewildering array of organisations who claim they can recover compensation for them.

Daytime TV is awash with adverts from No Win No Fee compensation claims firms. The internet has thousands of websites and advertisements for personal injury "experts" claiming to be specialists in any number of types of injuries and disease.

And now claims farming services are being promoted on social network sites such as Facebook and Twitter. There are, for example, hundreds of organisations on Facebook claiming to offer support as well as compensation advice to sufferers of asbestos related diseases.

The websites and media adverts refer to services provided by experts. But what is not always obvious is that many of these organisations are simply middlemen selling claims to lawyers and most have little or no interest in supporting the injured person.

Motor insurers are also increasingly contacting people injured in road traffic accidents and seeking to settle their compensation claim before they get legal advice.

How, in this blizzard of information, can someone who has been injured in a workplace incident or away from work, or who has been diagnosed with a work-related illness, know where to turn to and who to trust?

Unite members and their families have access to genuinely high quality, expert legal advice and support. The union's legal service guarantees that members get 100% of their compensation and won't be charged a penny whether or not their claim is successful. Family members are also covered for some claims. For example, it was his membership of Unite which helped a father's teenage daughter secure substantial damages after her back was broken in a terrifying car accident.

She was just 14 when the driver of the car she was a passenger in lost control of the vehicle, crashed through a fence and plunged into a river.

She spent weeks in a specialist children's hospital after the accident and although she has made a good recovery, she has had to give up her dream of becoming a hairdresser because she cannot stand for long periods. The money is being put aside until she is older and will help her financially in the future.

Unlike claims firms and some high street lawyers, many of whom will have little interest in a claim unless it is likely to be easy and quick to get an offer of settlement (whether or not it is as much as the injury is actually worth), Unite's lawyers are prepared to take on difficult cases and will always fight for maximum compensation.

Members also need to know that they are under absolutely no obligation to use solicitors nominated by an insurance company and should never settle a compensation claim direct with an insurance company without getting legal advice through the union.

For more information about Unite legal services see the Member Services section of the union's website http://www.unitetheunion.org/member_services/legal_help.aspx

Remember there are strict time limits for making personal injury claims (usually three years from the date of the accident).

East German guards and American GI's posing for the clicking cameras of the hordes of global visitors. Boat tours also offer a great way to take in The Reichstag, designed by Sir Norman Foster, and cruise under the sixty odd bridges as the Spree River & Landwehrkanal form a perfect circular voyage. Meanwhile Berliners sit by the river or canal-bank, sometimes on man-made beaches, watching the world go by and simply ignoring the tourists.

Berlin is not an expensive destination. Hotels offer reasonable value, plus food and beer or wine can be found at competitive prices if you are savvy.

There's a bundle of history and something for everyone...high culture to thrash metal...synagogues to mosques...historic palaces to erotica stores and a cab from Tegel Airport to the city centre is less than twenty euro...a bargain. Ja, dass kostet nicht so viel!



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GLASGOW CALLING

By CHRIS FARQUHAR

It is now tariff review time. Glasgow City Council (GCC) initially reneged on their formulated increase of 6.64% and awarded us a zero% increase, yes “nil points”. (This was a formula that was agreed on between GCC and the sole radio system in Glasgow), no consultation with the 500 non-radio cabs in the city.

We in turn put in over 300 objections to this, an unheard of number in the annals of GCC. When the 0% tariff went to a full council meeting it was overturned and the 6.64% was reinstated. UNITE Union reps were at the council meeting in force. It was pure theatrics on the part of the council, to say the hearing was orchestrated was putting it mildly, The Royal Shakespeare Company would have been proud of their performance. They tried to make it look as if they were doing us a favour with their supposed generosity.

One of our members George Kelly had lodged an alternative tariff of 9.1% which in our opinion was what was needed to keep earnings at last years level. You might think that 9.1% is a rather large increase but on an already low tariff it is certainly not. To add insult to injury his proposal was not even discussed.

George Kelly has since lodged a further objection to the 6.64% proposal. The Union have now thrown their support behind George’s tariff proposal. Our members are now taking a petition round

the ranks to take to The Traffic Commission. One can but hope for a successful outcome. Some taxi operators are actually criticising the Union by inferring that we are holding up the tariff implementation. “No pain no gain as they say “that’s my sentiments anyway.

This petition can only be signed by operators’. No cognisance of drivers rights are recognised by either GCC or the Traffic Commission under Scots Law. Perhaps that is a fight for another day.

On a lighter note the M74 extension is due to open at the end of June. This should go a long way to alleviating the eternal traffic jams on the Kingston Bridge (M8) which are a taxi driver’s worst nightmare especially when you are doing a fixed price job to Glasgow Airport.

Another little snippet that might just be of interest to fellow taxi owners throughout the UK. Earlier in the year new legislation from the DVLA and VOSA came into affect, that being, if the license issuing area do their testing in house, then you no longer require an MOT or Certificate of Compliance to tax your vehicle.

Just go to the DVLA website and download form V112. Then just fill it in and take this along with your pass certificate and insurance to any Post Office and pay your road tax. This could be a saving of anything up to £40 per year. Not a lot I know but in these austere times any saving has got to be good.

THEATRE

By TRUDI-JOY LEVY

HAUNTING JULIA at the Riverside Studios



I have seen, and enjoyed, most of Alan Ayckbourn’s plays, but this is a strange one. Written in 1994, it has only recently made it to London. Julia Lukin, of the title, was a musical child prodigy labelled ‘Little Miss Mozart’ by the press. She died 12 years earlier, at the age of 19. Her father, Joe (*Christopher Timothy*), has recreated her student bed-sit in a Memorial Music Centre he has opened in her name. He refutes the official verdict of death by accidental overdose and has invited her ex-boyfriend, Andy (Dominic Hecht) and psychic, Ken (*Richard O’Callaghan*) to the centre to investigate the paranormal activities he has experienced there.

The three actors are faultless and Andrew Hall’s production creates tension, in spite of the unnecessary interval. However, in the end it is over-long and unsatisfactory. Was Julia overburdened by this gift which her parents couldn’t understand? The special effects are well executed, but if you want ghostly laughs, you’d be better off going to see “Blithe Spirit” at the Apollo Theatre.



PYGMALION at the Garrick Theatre

Written in 1912, as the women’s suffrage movement was gaining strength, *Pygmalion* remains Shaw’s most popular play and was the inspiration for the musical ‘*My Fair Lady*’. At that time, people were far more class conscious than we are now, and the way one spoke dictated one’s class. It opens in Covent Garden, where flower-seller Eliza Doolittle is selling her wares. She is frightened to hear that phonetician, Henry Higgins, is taking down every word she utters, and turns to Colonel Pickering (*Peter Eyre*) for help. He confronts Professor Higgins, who makes a wager that he can present the flower girl as a duchess within the space of six months. Eliza turns up on his doorstep the following morning, offering to pay for elocution lessons, so that she may find employment in a flower shop.

In this production Eliza is played by *Kara Tointon*, who appears to have copied Audrey Heyburn’s ‘cockney’ speech from the film of *My Fair Lady*. It seems exaggerated and artificial, and she does much better in the later scenes when we see her transformation. However, in the famous ‘tea party’ scene she is far too fluent; it is Eliza’s hesitant speech that should make this scene amusing. Henry Higgins is played by *Rupert Everett*, who appears like a panto villain, all black eye-make-up, dark and brooding.

The best performances come from Dame Diana Rigg as Henry’s soigne mother, and Michael Feast as Alfred Doolittle. Little anachronisms bothered me. Eliza emerges from her first bath immaculately coiffed and made-up, including lip gloss – a relatively new cosmetic. Did housekeeper, Mrs. Pearce (*Roberta Taylor*) have a previous career as a make-up artiste?

There are too many production faults – including a cop-out finale – for me to rate this very highly.

FairFuelUK.com

MPs Call for End to Great Petrol/Diesel Rip Off

Robert Halfon, MP for Harlow has successfully led a debate in parliament on the high cost of petrol and diesel. June 14th 2011



Speaking after the debate Mr Halfon said, ‘We want a fair deal for fuel for motorists and businesses. I made the case in the strongest possible terms that there should be no more rises in fuel duty during the rest of this Parliament. A key aim in the FairFuelUK Campaign. Petrol and diesel are necessities for everyone in my own

community of Harlow and for the whole country. As well as no more rises in fuel duty, I am urging that the Government sets up a Commission into why fuel prices at the pump are still far too high, even though oil has fallen on the international markets and to examine alternatives to rising fuel duty’.

Peter Carroll of FairFuelUK.com said, ‘Motorists and businesses are rightly furious that Oil prices have fallen, but pump prices still remain very high. Nearly every MP present at the debate agreed with the call for more transparency in the market so that hard pressed motorists and businesses can see ‘who’ is taking ‘what’ out of the price of a litre. FairFuelUK strongly supported the call by Mr Halfon that the Government should commit to no more rises at all in fuel duty in this Parliament. The plan is that fuel duty will rise in January. We have to stop that rise’.

Justine Greening MP, Economic Secretary to the Treasury, replied in the debate on behalf of the Government and acknowledged the role of FairFuelUK in the run up to this years Budget.

Several MPs made special mention of the plight of UK road hauliers who are being undercut by foreign lorries that are pouring into the UK with tanks full fuel bought on the continent at up to 24 pence per litre lower duty levels.

LTPH Notice 06/11

Transport for London
London Taxi and Private Hire



Mayor’s Air Quality Strategy Taxi and Private Hire Age Limit – Consultation and Exemptions

In December 2010 the Mayor’s Air Quality Strategy was published which contained a wide range of initiatives aimed at reducing harmful emissions in London. The actions outlined in the strategy included initiatives focused on reducing harmful emissions from licensed taxis and private hire vehicles.

You can find a full copy of the Mayor’s Air Quality Strategy on the GLA web-site at: www.london.gov.uk/publication/mayors-air-quality-strategy.

The air quality initiatives for taxis and private hire vehicles included the following age limits:

- From 1 January 2012 a 10 year rolling age limit will be introduced for private hire vehicles and a 15 year rolling age limit for taxis unless exempted
- From 1 April 2012, unless exempted,

all newly licensed private hire vehicles must, as a minimum, meet Euro 4 standards for emissions and be no older than 5 years and all newly licensed taxis must, as a minimum, meet Euro 5 standards for emissions

We are now consulting on a limited number of proposed exemptions to these age limits and a full copy of the consultation document is available on the TfL website: at tfl.gov.uk/tph.

The start date for consultation is 23rd May 2011 and the closing date is 18th July 2011 and responses to the consultation should be emailed to tph.consultation@tfl.gov.uk before the closing date.

John Mason, Director, Taxi and Private Hire, 23rd May 2011. For previous Notices visit tfl.gov.uk/tph



Unite Branch Chair completes the Moonwalk for Charity

Back in September 2010 my sister Julie, a breast cancer survivor, suggested we do the Moon Walk. This is a marathon walk, just over 26 miles, through the streets of London at night.

You would be very naïve to think that a walk of over 26 miles could be achieved without any training, so as soon as our application for the walk had been accepted our training started. We started out with 6 and 7 mile walks and gradually built up to a particularly hard 22 mile walk on Good Friday. This walk took us from Vauxhall to Hampstead Heath and back, as well as taking in a couple of laps of Hyde Park.



We were a team of three, Mel, also a cancer survivor, Julie and I. We arrived at Hyde Park on May 14th at 8pm. We were fed pasta to help us on our way and we set off at 11.45pm. The walk took us through Hyde Park and down to the Embankment, over Tower Bridge and back along the South Bank and Battersea Park before zigzagging its way through the streets of Chelsea and finally returning to the finish line in Hyde Park.

It was cold, it was tough, but with fifteen thousand walkers walking the streets we were not on our own like we were in training. I feel this was a great achievement for a cause close to my heart and a very worthwhile charity.

I would like to thank all those that sponsored me and also those that contributed to the £110 collected at the last 1/230 Unite Cab Section branch meeting.

Finally, I would like to dedicate the walk to my Dad Mo, who sadly passed away on March 14th this year. He was my inspiration that kept me going through the night when the walk became tough.

If you would like to make a donation for our Moon Walk, please visit www.walkthewalkfundraising.org/marsden_belles – God Bless.

Louise Osborne, Chair 1/230 Central London Cab Branch.



Moonwalk for breast cancer, Hyde Park, London 2011.



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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.