


CAB **Trade News**

THE CAMPAIGNING PAPER FOR THE LICENSED TAXI TRADE

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Cab Section

DECEMBER 2011

BORIS SPENDS £7 MILLION TO GET RID OF A TAXI RANK!



The 'Great and the Good' wait for London Mayor Boris Johnson (inset) to drive by for the press in a classic French car at the official opening of the Piccadilly Two Way Scheme, but where has Fortnum and Mason's taxi rank gone? – See Full Story on Page 2

BORIS SPENDS £7 MILLION TO GET RID OF A TAXI RANK!

By PETER J ROSE

On Thursday 3rd November, Boris Johnson the current Mayor of London officially opened the Piccadilly two-way system.

For the first time since the early 1960's, traffic will be able to travel westbound along one of the Capital's most famous thoroughfares. Much of the street furniture has been removed including ugly railings, that run alongside much of the roadside. The new look is certainly pleasing to the eye and a much better environment for pedestrians.

Cab Trade News, was invited to the opening proceedings which started 8:30am at the plush new offices of the Crown Estates Office in Glasshouse Street W1. There we were able to look at computer generated images of how the new system will look and work today and what is planned for the future of the area.

The first and most alarming thing to note was the loss of the Fortnum and Mason taxi rank. But looking more closely at the presentations it becomes obvious that further pavement schemes are afoot which will inevitably lead to road space narrowing and the loss of the hard fought for taxi rank at Tiger Tiger. Also the rank adjacent to the Haymarket Theatre will disappear when the road is narrowed outside. Put this with the illogical re-placement of the Meridian Hotel rank on the north side of Piccadilly, and a trend seems to be emerging.

The good news is that further work has ceased until after the Olympics, the trade should also see a gradual reduction in the number of active road works heading in to the games.

The Piccadilly scheme cost in excess £14M. £3.5M coming from Westminster Council (WCC), £3.5m from Crown Estates (CEO), a further contribution from Fortnum and Mason and £7M from Transport for London.

This is at a time when the London taxi trade is being told that no money is available for taxi rank provision and

drivers may be asked to pay for new ranks through increased licence fees. When there is no further money for increased private hire enforcement or extensions to the Safer Travel at Night initiative and TfL are actually looking to outsource compliance and licensing, again to save money (see article opposite).

How can Boris's TfL justify the £7M given to the country's richest land owner and the country's richest council? The Crown Estates Office returned over £230M in profit for the year ending April 2011 and it beggars belief that Westminster Council is short of funds given its rates revenue for the area. The property in St James's alone is worth over £1Billion.

Westminster is also going to start charging for weekend parking in the area, much to the consternation of West End businesses. Even before the new parking regulations come in, local businesses have been suffering. One local business told me that takings were down by 70% because her shop had become invisible due to the road works reconstructing Piccadilly. She also told me that the contractors also left machinery and barriers in place long after the work was completed. Something the taxi trade can sympathize with as we were left with heavy congestion in St James's Street while waiting for Piccadilly to open.

Transport for London has an operating surplus of £728M. Why it should feel the need to donate £7M to WCC and the CEO (and it can only be called a donation in my view), while at the same time cutting investment in taxi ranks and making plans to privatise what's left of the Public Carriage Office by moving it to Coventry or elsewhere, can only be described as nonsensical and a closer look at the way TfL is spending Londoners money must surely be in order.

A request has been placed with Jim Kelly, Secretary London Ranks Committee and Chair of the UNITE'S Cab Trade Committee for the ranks reappointment at Fortnum and Mason.



Piccadilly's old layout with Fortnum and Mason's taxi rank in place.

Together for Transport

EMPOWERING COMMUNITIES TO PROTECT PUBLIC TRANSPORT

TFL PLANS TO PRIVATISE TAXI AND PRIVATE HIRE LICENSING AMIDST PUBLIC SAFETY FEARS

By ROB JENKS

A series of protests and actions have started after it emerged that Transport for London has short-listed two bidders for the privatisation of its Taxi and Private Hire Licensing department.

TfL had received seven bids for the tender but has decided that Capita and NSL will go forward to the next stage for consideration with the winner taking on the new contract for five years from April 2013.

The Mayor's Office has been promoting the Safer Travel at Night scheme since 2002 and key to this initiative is the work of the London Taxi and Private Hire department.

For all TfL's talk of "Safer Travel at Night", it is difficult to see how they could move the licensing of London's 28,000 black cabs and 50,000 private hire vehicles 100 miles north without affecting passenger safety. Tom MacLachlan, TSSA.

Since the inception of the initiative, the numbers of sexual assaults on women by unlicensed taxi drivers has dropped. This has been the result of investment by TfL in employing staff to carry out a range of duties concerned with inspection, enforcement and administration of licensing and regulation. The scheme has also initiated the development of a close liaison with the Metropolitan Police and the London Boroughs.

Now the current Mayor, Boris Johnson, has seen fit to jeopardise this initiative by presiding over plans to privatise TfL staff in the Taxi and Private Hire Office, who play a key role in protecting vulnerable women passengers.

It is a serious concern that, regardless of which private company secures the contract, commercial aspirations and profit will take precedence over the safety of passengers, especially as both companies involved in the final stages have attracted adverse publicity about their failure to deliver public services in the past.

The first way they would do this is moving most of the Taxi and Private Hire Licensing department out of London.

Dedicated workers in London have been told that many of them will see their work transfer to either Coventry or Northampton, dependent upon which company wins the contract.

Employees simply don't believe assurances that there will be no redundancies, with many of them expecting to lose their jobs because of impracticalities of London-based staff travelling to Northampton or Coventry. The question therefore arises, "who will replace these experienced and dedicated professionals?"

Not only that, but many workers are asking whether or not there will be the

same number of staff employed to carry out these vital functions, as the private contractors seek to maximise their profits by cutting jobs.

These real threats to jobs and expertise lead to real safety concerns for Londoners. Currently nearly 100 people are required to deal with the licensing of London's Taxis and Private Hire drivers.

Any cuts in those numbers can only reduce the effectiveness of the screening and enforcement processes, leading to an increase in unlicensed cab drivers and the potential for more sexual assaults – and all because TfL want to save money!

Together with the affected workers and community groups, Together for Transport is beginning a campaign against these disgraceful proposals.

"Don't let London's taxi licensing be sent to Coventry!"

Join us, support our campaign, please visit www.togetherfortransport.org

UNITE SAYS

UNITE is opposed to this proposed move and says that taxi licensing and compliance should be controlled locally and stay within the relevant licensing authorities remit.

Outsourcing will only lead to a lowering of standards, not only for those seeking a taxi driver's licence but also for the travelling public who rely on local authorities to provide safe local public transport.

London is obviously a very large city and to suggest that these operations can be effectively dealt with by someone based in Coventry, Northampton or beyond, who is working for a third party concern, is clearly ludicrous.



The Palestra Building in Blackfriars Road where nearly 100 local jobs could go.

The Safer Travel at Night initiative has been successful in reducing the amount of 'cab related' sexual assaults, but the figures are still too high. More work needs to be done, not only in educating the public but in active enforcement also.

This trade has seen many cost saving measures and budget cuts over the last few years, including the loss of its dedicated building, all done in the name of efficiency, but with little to show for in the way of better services for working taxi drivers or increased safety to the public.

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Comment

TAXIS AND THE LAW COMMISSION

By FRANK HULL

Tidying up our messy taxi laws is not an enviable exercise to have to carry out in the run up to Christmas. However, this trade is more than willing to help the Commission bring reasonableness to these laws that have governed us and brought some confusion into our working lives for over thirty years since the introduction of the Misc' Provisions Act.

We understand that the Commission will have to consider not just the views of the licensed taxi trade in this country they will, of course, have to listen to the taxi user and the private-hire trade. No doubt the credentials of those who represent the taxi and private-hire trades are proven. What of the taxi user who is suddenly represented by the so-called National Association of Taxi Users? For many years this cab section of ours has represented this trade on many issues and never heard of a taxi user organisation. Suddenly they are here! This taxi trade does consider the taxi user for it has always been in our own interest to do so, for without them our livelihood is gone. Globally the taxi trade in this country was the first to introduce wheelchair accessible vehicles at a great cost to the licence holder. Over the last few years many taxi drivers have taken passenger awareness training many to NVQ standards. If that is not consideration for the taxi user, then what is?

The ordinary provincial taxi drivers are clear on what they know will improve the workings of this trade and also benefit the taxi user. Perhaps the Commission will step out of cloisters and go and visit an area and see and hear the views of those users and drivers who will be affected by the conclusions of its findings.

Taxi drivers have been forthcoming with us in expressing their view on various points of taxi legislation. They believe that the taxi and private-hire trades should continue as separate licensed trades and help given to the public in understanding that difference. This can be achieved by starting with signage; for instance roof lights have brought confusion to the public who see these signs as an indication that vehicles with roof lights are licensed taxis. Local authorities have been able to confine roof light use to taxis only in accordance with the DFT's best practice guidance. Many authorities have completely ignored this good advice. The private-hire trade in London is not allowed the use of roof lights for reasons of safety. Why the difference in the provinces?

Taxi drivers know that the interests of all sides of the trade would be best served if the administration is left under the control of individual local authorities. This administration, of course, should be conducted with regard to national standards, such as local knowledge tests, vehicle tests, medicals, CRB checks and control of maximum local tariffs with the use of taxi meters.

Taxi drivers throughout the country believe that there should be proportional rank space allocated to local taxi trades and this condition should be mandatory on all local licensing authorities. If the Commission were to look at the areas that have delimited taxi numbers it would see the problems that have arisen because of insufficient rank spaces. This helps neither the users nor drivers and can become a factor in local traffic congestion.

There is concern and confusion about the problem of cross border hiring. It surely cannot be right for a licensed driver and vehicle to work unrestricted in a neighbouring licensing area. This problem has been successfully dealt with in some areas but many authorities refuse to deal with it, often stating that it is not an illegal practise.












These are a few points that concern our trade. There are no doubt drivers who want the views of the trade given proper consideration in this important legal exercise.

Why not unite with us in our attempt to do this. Simply fill in the application form on page 15.

Frank Hull is a UNITE Cab Trade Committee Member.

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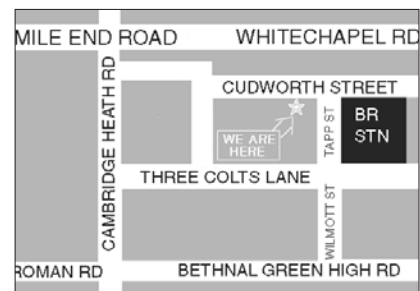
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Peter J Rose
Secretary UNITE Cab Section, London Branch

UNITE CAMPAIGN FOR TAXI RANK FEATURES IN LOCAL PRESS

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Guardian

Clampdown call to halt illegal cabbies

By **IMA JACKSON-OBOT**

A CABBIE is calling for a clampdown on taxi drivers illegally touting for work outside a popular nightspot.

Peter Rose, 50, secretary of the UNITE union, wants a taxi rank to be established near Funky Mojoe in High Road, South Woodford, which he says is a known hot spot for drivers breaking laws designed to protect the public.

He believes the rank would deter unlicensed cabs from parking near the club.

All minicabs must be pre-booked under current regulations, but Mr Rose claims drivers are regularly approaching revellers in the street and not enough is being done to enforce the rules.

He said: "The licensing laws are there for a reason – for the safety of the public.

"The danger of people getting into these unlicensed cabs is that the journeys are not being recorded, so if people get into trouble it is harder to track.

"This is putting people at risk and it is particularly dangerous for females."

A Transport for London official visited the area earlier this month and was approached twice by drivers touting for business, leading to the area being made a priority.

Police patrols in the area late at night were stepped up, but Mr Rose claims the situation has not improved.

Redbridge Radio Cars has five offices in the area. Manager Maggie Whitham said: "These touts are a major problem.

They are so blatant about it. "They come right up to the clubs and take the fares.



Taxi driver Colin Salmon, inset, fears it will be impossible to completely eradicate illegal cabs touting for trade.

Colin Salmon, 47, of Brunswick Gardens, South Woodford, has been a black cab driver for 14 years.


He said: "I don't think we will ever get rid of them. The problem is widespread.

"TfL do a good job in going out and giving them fines but as soon as their officers leave the illegal mini cabs are back again."

TfL's Helen Chapman said: "TfL and the Metropolitan Police Safer Transport Command are aware of touting issues in the South Woodford area.

"Work is ongoing to develop long-term solutions to deal with the touting in the area and help minimise risks to the travelling public posed by touts.

"TfL's Taxi & Private Hire team is keen to work with Redbridge Council to develop long-term strategies for tackling touting and ensuring passengers have safe, late night travel options."



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Since our visit which was documented in last months CTN, UNITE has asked LTPH as to what action is being taken in the area.

At the recent Compliance attended by Peter Bond, we were told that LTPH had arranged a three way meeting with Redbridge Radio Cars (the licence holders at Funky Mojoe) local police and LTPH. I've since contacted the Deputy Director of LTPH to see what progress was being made. Unfortunately I was told that the meeting had been postponed because of the ill health of the Redbridge Radio Cars representative. I am now waiting to be informed of the new date for the meeting and the outcome.

However, given what we (myself, LTPH and the Police) saw on our visit and I'm sure all of you will agree and can't understand, that on the night.

WHY WASN'T THE LICENCE IMMEDIATELY REVOKED?

CABTRADENEWS.co.uk

Taxi trade news and comment from working drivers belonging to UNITE the UNION



Taxis could lose out in Brighton Station revamp



TAXIS and buses could lose their sites at Brighton Station as part of a plan to improve the "welcome" to the city.

Brighton and Hove City Council has launched a public consultation on ways to regenerate the main entrance to the station.

The local authority and Southern Rail, which manages the station, want people to give their views on the proposals, which aim to "transform" the area around Queens Road to make it better for pedestrians and cyclists.

Plans mooted in the report include moving buses or taxis from outside the main entrance to Queens Road.

Other options include opening Surrey Street to two-way traffic so cars no longer have to drive past the station.

Trafalgar Street could be closed to traffic altogether and Terminus Road could become one-way southbound.

However, taxi drivers and bus bosses said they want to stay where they are.

Roger French, the managing director of Brighton and Hove Bus and Coach Company, welcomed the consultation but said he wanted the bus stops to remain outside the station to help passengers who use trains as well.

He said: "We need more space for buses because we want to improve connectivity between buses and trains."

Andy Cheesman, the managing director of City Cabs and a member of the Brighton and Hove Taxi Forum, said: "We want to stay where we are and have better services within the front of the station."

"Really that is the only viable option. There are too many buses and too many cabs in that area. If you bring the taxis out of the station it will be chaos."

Ian Davey, the council's cabinet member for transport and the public realm, said: "Brighton Station and its surrounding streets have a huge impact on anyone living in the vicinity of the station, or visiting for work or pleasure."

"We want to transform the area to make it a more enjoyable space to spend time in, a fitting welcome to the city, and a more effective movement interchange."

A Southern spokesman said: "Anything that can be done to make Brighton more welcoming with more to offer can only be a good thing."

Oxford taxi conversations to be recorded, council rules

From BBC NEWS Oxford

Campaigners have called Oxford City Council's decision to record all conversations in taxis "a staggering invasion of privacy".

By April 2015 it will be mandatory for all of the city's 600 plus cabs to have cameras fitted to record passengers.

The council said the cameras would run continuously, but only view footage relating to police matters would be reviewed.

Big Brother Watch said it was "a total disregard for civil liberties".

Video and audio

The civil liberties campaign group intends to complain to the Information Commissioner's Office (ICO) over the scheme, which includes both black cabs and private-hire vehicles.

An ICO spokeswoman said the plans were "highly intrusive and unlikely to be justified".

She added: "Licensing authorities must take account of people's right to privacy when deciding whether to impose CCTV as a licence condition for taxi drivers."

A council spokeswoman said the "video and audio would run all the time within the vehicle".

She said police would only locate footage, stored on a CCTV hard drive for 28 days, if it was needed for a police investigation.

She added: "The risk of intrusion into private conversations has to be balanced against the interests of public safety, both of passengers and drivers."

Big Brother Watch director Nick Pickles said: "Given that one rail route to Witney [David Cameron's constituency] is through Oxford, we'll be letting the prime minister know that his staff might want to avoid using Oxford cabs."

The necessary equipment must be installed by taxi drivers licensed for the first time by 6 April 2012. A panic button must also be fitted.

Cabs already registered will have until April 2015 to get the kit fitted, the council said.

New Boris Barmy Plan. Send Cabbies Checks to Coventry

TSSA PRESS RELEASE: October 31 2011

Boris Johnson came under fire today over a plan to privatise the licensing of London cabs to a firm 100 miles from the capital in Coventry.

Up to 90 jobs at TfL are under threat by the Mayor's plan to outsource the licensing and checks on all of the capital's 22,000 black cabs and 50,000 private hire cars.

"Most of Boris's more barmy ideas just end up in his Telegraph column," said TSSA deputy leader Manuel Cortes. "But he is deadly serious about sending this work outside the capital and sacking our members in the process."

"London's black cabs are famous throughout the world for the service and security they provide, thanks to the rigorous checks and the Knowledge that all aspiring drivers have to go through and pass."

"Now loyal public servants who have run this unrivalled service for many years are going to be sacked just so Boris can impress his chums on the Tory right."

Under plans to go before the TfL Board on December 7, the service will be outsourced to an unnamed firm, believed to be Capita Business Services.

Some 68 out of 94 TfL staff now based in Southwark will be asked to re-locate to the Midlands or face the sack.

The plans say the 10 year contract will cost TfL £119 million but would save £44 million during the life of the contract.

"How staff based in Coventry will be able to provide a better service than Londoners is a mystery," added the union leader.

"They will certainly be cheaper. So what's Boris going to do next? Outsource more jobs by sending bus managers to Birmingham and Tube managers to Tipton?"

Taxi staff may be sent to Coventry: Evening Standard, Monday 31st October 2010.

STAFF who license and check the capital's 22,000 black cabs and 50,000 private hire cars could be transferred to Coventry, TSSA union bosses said today. A confidential Transport for London report reveals plans to out-source the department to a private firm. Some 68 of the 94 TFL staff now based in Southwark will be given the chance to move to the Midlands or risk losing their jobs. The plans could save £44 million. A TFL spokesman said no decision had been made.

Taxi marshals to go in row over funding



By Melanie Vass

TAXI marshals are set to disappear from Bournemouth's streets by Christmas, after plans to cover their cost by increasing cab fares were rejected.

A lack of funding means the marshals will no longer be able to patrol the town's busy Horseshoe Common rank, where they currently try and prevent trouble breaking out between night-time drinkers.

Licensing officers had suggested increasing taxi fees to enable the £1,000 a month marshal service to continue, which would have meant higher fares for customers.

But this sparked protests from taxi drivers and councillors on Bournemouth's licensing committee ruled against the idea.

Cllr Andrew Morgan, chair of the committee, said: "We felt that it would be an unreasonable burden on the taxi trade."

"Drivers are finding it tough enough at the moment without any extra fee to pay for the taxi marshals."

"It would have discriminated between private hire and Hackney carriages and it would have meant that someone leaving a party in Strouden Park, for example, would have had to pay extra to fund marshals at Horseshoe Common when they were not going anywhere near the town centre."

Driver Paul Sondheim welcomed the decision: "It was ridiculous for them to even contemplate putting an extra fee on our fares when we are in the middle of a recession."

"This is a policing matter, not a matter for taxi drivers. We already pay enough money to the town hall."

And John Tye, chair of the Bournemouth Taxi Trade Association, agreed: "I'm pleased the board recognised that this is not a taxi trade problem but is about crowd control, public order and public safety."

Councillors also discussed the possible reopening of St Peter's Road and Fir Vale Road to try and reduce the pressure on the Horseshoe Common taxi rank.

Their recommendation that this should be considered will go before the next cabinet meeting.

COMPLIANCE OR NOT?

By **PETER BOND**

After nine months since the last 'six-weekly' consultation on the activities of the On-Street-Compliance Team, due to the re-organisation at LTPH, we finally attended Palestra on 3rd November, expecting reams of statistics to cover the whole period, only to be met by Dave Stock, soon to be retired, and Paul Smithers, on temporary secondment, to discuss how this exercise is to proceed, obviously without Dave Stock or, probably, Paul Smithers.

As you've all probably noticed it was confirmed that there has been very little on-street-compliance for some time, once again due to LTPH re-organisation and also due to Licensing Officers (LO's) having to be re-trained to merge with Compliance Officers (CO's). In future they will all be CO's.

The obvious question here being 'how can former LO's be trained to CO (who all

have years of engineering experience) standard in just a few months?' The answer-they will now all work to a specific, presumably lower, standard and all, including CO's under the old system, check only to the level former LO's have been trained to do over the last few months.

Cliff Llewelyn, who used to attend as Head of LO's, now heads up the new Compliance Team and will take over future meetings, he was only absent due to illness-we look forward to more constructive and informative meetings with Cliff as we had with him previously, but it was disappointing not to meet with Safer Transport Command, Met and City Police who always brought a different perspective to this forum.

PHV operators are now being graded 1 or 2- those graded 2 will be re-visited until they reach grade 1.

UNION VICTORY FOR DISABLED TAXI DRIVER

A 60-year old disabled Aberdeen taxi driver has won a 15-year battle to use a saloon car.

Eon Meldrum, who lost his leg in an accident 35 years ago while working as a painter, had been told he needed a wheelchair accessible vehicle. He was then told he didn't have to pick up wheelchair passengers – because he was disabled and was excused from pushing people up a ramp because they might get injured if I fell. Eon repeatedly appealed to the local

authority to be allowed to replace the wheelchair vehicle with an ordinary car, which is lower and easier for him to use. The city council's licensing committee eventually agreed to grant Eon his wish after an appeal was made by Unite on his behalf by Regional Officer, Tommy Campbell, who said "we were delighted to be able to provide the necessary legal support. We appreciate and are glad councillors listened to the merits of the arguments presented."

NEW PICK UP POINT AT EUSTON STATION



Travellers using Euston Station have a hard time when it comes to getting a cab.

To get to the point of the taxi rank they have to go down two flights of stairs the latter one being particularly dangerous because of its narrowness and the possible risk of accidents as pressure builds at the top of the stairway. Because of this it was almost impossible for less able people or passengers using luggage trolleys to reach the rank unaided.

A little over a year ago the station installed a lift to the set down point which has improved the situation greatly. However passengers still face a long walk to the taxi pick up point via a series of ramps.

Euston intends to overcome this by removing some of the barrier beyond the set down point and place new taxi pickup space adjacent to the lift. The space will be marked out for one taxi and it is hoped that cab drivers will place their cabs on it for a few minutes to take any passengers that need them from the lift. If unsuccessful, drivers will be able to leave the single space and continue onto the main rank.

Cabs will not be able to go straight to the point but should join the rear of the queue. Its understood that taxis will be able to pass the cab on the single space to join the main rank without having to wait for that cab to get a job.

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Mark's Mélange 92

By MARK EDWARD TAYLOR

TAXI!...New Orleans Style

Once more in 2011, Cab Trade News, the UK and Ireland's favourite taxi trade tabloid, has the Melange column on its travels. After visiting Lima & La Paz in the spring, Berlin in the summer, autumn delivers New Orleans. Deep in the American South, New Orleans is Louisiana's jewel; The Big Easy, The Crescent City & Disneyland for adults... Blues & Jazz, Cajun & Creole, Voodoo & Mysticism, Saints & Sinners... read on for more on New Orleans... NAWLINS....



As readers are aware, hurricane Katrina ripped through New Orleans in August 2005, six years ago, causing horror upon horror to be beamed around the world. What's it like to drive a cab in a city that had been almost totally flooded and seen its population drastically reduced?

Think you have problems? Imagine having to make the decision to stay or go, leave everything and drive north escaping a wall of water and not knowing how to pay hotel bills and wondering when you would next be working....

One New Orleans' driver, who said he'd been driving as a cabbie for 26 years, summed it up in an understated way;

"I've been driving a cab for twenty six years, put my three kids through college, now I'm lookin' forward to takin' it easy, but Katrina put me back a bit."

"Put you back a bit?"

"Yeah, I lost everything. But, I've come back and with some help from the government, although not quite enough, I'm holding it together. After all, this is my home." Another driver stated he left his cab on the ninth level of a car park a day before Katrina hit. There was no point hurrying back for the cab. No customers. He eventually returned to work in January (2006).

When I enquired how many cabs there are in New Orleans? The same reply came back....Too many! A typical cabbie's response. An approximate figure would be around 1800 servicing a post Katrina population of around 340,000. Pre Katrina over 440,000 people lived in the city. New Orleans cab drivers would make a living off the back of tourism in the French Quarter, the many conventions held in the city and the oil business with the port on the Mississippi river. Economically, the city would appear to have mixed fortunes, tourism, the sports franchises like the New Orleans Saints and education via Tulane University doing well. But the oil industry has seen some companies leave for places like Houston Texas, and seen supporting industries, like law firms, follow in

exodus. Plus, the closure of some of the naval dockyards on the Mississippi.

Drivers complained that their licensing authority was giving them grief over age limits on vehicles, attire of the drivers and wishing to see the individual nature of the city's taxi industry replaced by something more uniform, i.e. one company servicing the whole city. One driver spoke of the need for the drivers to get organised and defend their trade.... The very same for taxi drivers around the world....



BOURBON STREET



PRESERVATION HALL BAND

Should you be lucky enough to travel to New Orleans?... I found it one of the most interesting and enjoyable places in America. It is very European, not surprising, as the Spanish, French, English and Irish have all had a part in its history. The look of the place is very French, and like the French, they pride themselves on their food. Some of the best restaurants in America can be found in New Orleans.

WE DO THINGS KINDA DIFFEREN' DOWN HERE

The music is key to any trip. The airport is known as Louis Armstrong



Street Legal

By VICTORIA PHILLIPS

BEECROFT SACKING REPORT

Vince Cable was on the radio the other morning muddying the waters about the government's proposals to make it easier to sack workers.

They've already decided to stop people going to an employment tribunal for unfair dismissal until they've clocked up two years service.

Now venture capitalist and Tory donor Adrian Beecroft has popped up as adviser to David Cameron's policy guru Steve Hilton with a report recommending that employers be allowed to sack workers at will and without explanation in return for a compensation payment. This would, he claimed, promote economic growth.

It's not surprising that a venture capitalist would come up with something like this. Employment rights laws must get in the way when you are in that line of work. It's less about the economy, more about being free to make a fast buck.

First Cable and then Nick Clegg jumped in to block the plan. The Lib Dem duo rightly said, as the unions always have, that making people scared for their jobs will stop them spending. Not what the economy needs right now.

The Beecroft report was described by "Whitehall sources" (spoken to by the Guardian newspaper) as "flimsy". Like last year's paper by Lord Young on health and safety, it was little more than a series of ideas based on myths, anecdote and personal views. Never mind that unfair dismissal protection was designed to achieve a number of objectives, including greater job protection and a reduction in strikes, and that it marked a trend towards recognising that employees have an interest in their jobs akin to property rights.

When Cable and Clegg said no to Beecroft, it should have been the end of it. But then Cable was drawn into a further discussion on the Today programme and suggested that there were things in the report that were interesting and which the government would be looking at more closely.

And so Beecroft hasn't been binned. Ministers and employers continue to blame working people for our economic woes. The unions and their lawyers have a serious fight on to stop hard won rights at work being swept away by the prejudices and lies of the Tories' friends in the City and big business.

airport. He also has a park named after him. Bourbon Street teems with rhythm and melody from trad to hard bop, soul, blues and rock. A little east in the French quarter is Frenchman Street which had more bohemian venues and appeared a little less touristy. It also had the bonus of a 24 hour tattoo parlour....

In the wake of Katrina, the New Orleans Saints, NFL team, became the embodiment of a city rebuilding itself. Their 2009 Super Bowl win over the Indianapolis Colts showed the world New Orleans was back.

Their stadium, the Superdome, was used to house many people made homeless by Katrina. It is a giant structure believed to be visible from Space and hosted the world's largest indoor rock gig when the Rolling Stones played in front of 89,000 fans.

On the negative side... visitors will see a fair few hobos. It was quite shocking to see so many young people clearly living on the street, dirty and ragged from a tough distressed life. The

city has some very dangerous neighbourhoods which cab drivers can be very wary of working. One driver, of Indian origin, said he did not like living and working in New Orleans as it was a lawless place. The police were corrupt and gave no support. The NOPD (New Orleans Police Department) are working on their bad image. Now, you can only join the NOPD with a maximum of two previous convictions!

I was puzzled not to hear or see anything concerning the 150th anniversary of the beginning of The American Civil War. No sign of a nation reflecting or remembering a brutal four year conflict to bring about the abolition of slavery. Perhaps it is a too prickly and sensitive subject in the south.

Although, I did pass a monument to the leader of the Confederation, General Robert Lee, at the Lee Circle in the business district. Nonetheless, England's David Beckham still commands frivolity with many column inches in the American press....



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www.london-taxis.co.uk

NATIONAL ASSOCIATION OF TAXI USERS

By FRANK HULL

Who are they? This is a question I have been frequently asked over the last few months. I unfortunately have as often had to reply “Don’t ask me”.

I decided to ask drivers from various licensing areas and the responses I received was the same as I have given others. I have asked actual regular taxi users from around various licensing areas.

Most of these people answered NO and waited for the punch line from what was an obvious trick question. I have not been able to find out much about this so-called Association. They have a web site. How many members? I can’t answer. Who mandated those who represent it? I can’t

answer. It suddenly appeared on the scene and now it is being officially recognised by the Law Commission.

We wonder if credentials presented were in order for it to represent thousands of taxi users in this country. The vast majority have never heard of it nor realise that they are being represented by it.

I have been approached by some taxi users who have asked me how they can go about setting up the “Real Taxi Users Association” I am not familiar with the method used to make such a body suddenly appear and gain official recognition. Can anyone out there give us advice please?

GLASGOW CALLING

By CHRIS FARQUHAR

Pirating remains a serious problem for us here in Glasgow. Not only from local PH cabs but also from taxis and PH cabs from surrounding areas.

Not only do they steal our work but they are also guilty of charging the public exorbitant prices especially in inclement weather. No matter how often we complained to Glasgow City Council, our grievances have always fallen on deaf ears.

Until that is a local newspaper “The Glasgow Evening Times” had a three page spread on the problem of illegal pickups by both licensed and unlicensed cars. It was a really well written and balanced article. They highlighted the over charging and the dangers of getting into one these cars.



Passengers negotiate fares with parked vehicles at unofficial taxi ranks in Sauchiehall Street. Picture, eveningtimes.co.uk

They also pointed out that there was no valid insurance in the event of an accident.

The biggest boost it gave us was that it was immediately acted upon by not only by The PH & Taxi Enforcement but also by the police. It was amazing how much busier we have been since the expose. It makes you wonder just how much work we have actually lost to these pirates over the years.

There is also going to be a pilot scheme over The Festive Season where the police accompany The Enforcement on their rounds of the pirate ranks. If successful it might be brought in on a permanent basis if the funding can be found. About twenty years ago Glasgow had a full time Hackney Police Force but was alas disbanded much to our chagrin.

If any of the readers have had similar experiences of our coming trials in their areas please contact me my email all info and suggestions into our problems will be much appreciated chrisfarquhar@yahoo.co.uk

At the moment Our Branch is recognised by practically every section of Glasgow City Council but alas not the Taxi Licensing Section, the most important one, strange don’t you think. We are lobbying every City Councillor to try and right this wrong.

Hopefully we will have a positive result in the near future giving us a seat at the table the next discussion on the tariff. So until next time stay safe and enjoy the Festive Season.

FENLAND

By CTN REPORTER

An error by Fenland Council could see local taxi drivers receiving a nice rebate.

The Council for the last ten years has failed to advertise in a local newspaper licence fee increases. This mistake was picked up by an alert councillor, Dave Patrick who said

he was dismayed that the Council had failed to keep its own house in order.

Meters: Fenland Licensing Committee has decided that it will be compulsory for all Fenland licensed hackney carriages to have taxi meters fitted by 1st April 2012.

WHY I ENJOY TALKING TO LONDON CABBIES

OK, I admit it. I get a lot of cabs these days and let me tell you why I know Boris Johnson is in trouble. London’s cab drivers are moaning about his transport plans.

You can’t stop a London cabbie complaining about likely congestion during the Olympics or pot holes in the road. By the end of my weekly cab ride from Euston to Westminster my ears are usually ringing.

And come the New Year taxi drivers will be joined by every Londoner that regularly uses the buses and Tube. When travellers swipe their oyster cards in January they’ll be silently cursing Boris Johnson, why? Because he has taken the decision to dramatically increase fares again. In January average fares in London will be going up by 7%.

Boris Johnson is a man who said that his £250,000 a year second salary was ‘chicken feed’. He simply doesn’t understand what it is like to live on a normal wage in a city like London. Transport costs are a massive part of household bills. He’s putting them up above inflation – at a time when people are really struggling.

And the worst thing about these transport rises? The tubes and buses are making healthy profits. They don’t need the extra rises to break even. In fact, Transport for London is making so much money, they can even afford to cut fares next year. If Ken is elected Mayor, that’s exactly what will happen. He wants to cut them next year and freeze them in 2013. And by the end of his term in office, the average Londoner will be £800 better off because of it. That’s something worth fighting for.

In tough times like these, Londoners can’t afford a Mayor who is so out of touch that he is raising transport fares and cutting the police.

Ed Miliband has asked me to work with Ken to build the largest campaign against the unwarranted fare rises.

And YOU can register your support here: www.kenlivingstone.com/faredeal



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FRANK BRAVERMAN

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Peter Bond (Cab Trade Advisory Committee) and Bob Hewlett (ex-Branch Secretary)

It is with great sadness that we have to advise the passing of our friend, colleague and stalwart of this Union – Frank Braverman.

Frank leaves his wife Marion, and son Gary, along with many friends in Unite's Cab Section and beyond, all of whom mourn his passing. Indeed it was his family, his loyalty to his socialist principles, and his hatred of anything to the right of politics, along with his love of Tottenham Hotspur (I suppose we all have one defect in our character) that defined Frank.

Frank started his working life in the rag trade, as many sons of East End Jewish families did in their youth. He became a Cab Driver in the 1950's and married his beloved Marion in 1960 – they celebrated their Golden Wedding anniversary only last year.

As with many in this trade, Frank never planned to retire, working full time and

contributing to Cab Trade News until poor health intervened. Even when, at the age of 77, a heart murmur was found and we attended the old PCO together, it wasn't if, but when, he could get back to work, which he managed after passing the 'stress-test' with flying colours, only for cancer to slow him up again last year. He returned to work after an operation that delayed the inevitable and Frank only gave up working the Cab in July this year. A credit to the 'Working Man' whose lot he strived to improve his whole life.

Frank was on the board of Cab Trade News for many years and was always there with his camera when needed at Trade events, demos and political rallies – always supporting the 'left' of course.

He will be sorely missed by friends, colleagues and family, particularly his wife Marion, and son Gary.

BEING FRANK

By Harry Bennett

Cab Trade News is sad to report the death of Frank Braverman, Trade Union Activist and Cab Trade News editorial committee member. Frank was initially treated for cancer of the colon which he bravely fought, but unfortunately it spread resulting in his sad passing.

Frank was born 79 years ago in Whitechapel in London's East End, which was a hotbed of militant activity, which obviously affected his politics, leading to his membership of the Communist Party and Trade Unionism, within the Transport and General Workers Union (Cab Section). It was then that he along with Pat Hicks, Peter Haggard and Harry Smith, amongst others, re-launched Cab Trade News in response to the vicious attacks from anti trade unionists within the trade.

It was just after the re-launch that I joined the editorial committee and met Frank, and began a relationship reporting events which placed CTN in the fore-front of cab trade publications. Together we punctured the lies in the trade and national press.

When in 1976 the anti-cab trade Evening Standard commenced yet another lying attack on our trade, I approached the Public Carriage Office (PCO) asking to interview the then head man Mr Ron Ainsworth. Receiving a positive response both Frank and I had an unprecedented interview with Mr Ainsworth who provided the facts enabling us to respond to the Standard's lies. Incidentally Frank and I agreed that Mr Ainsworth, contrary to many cab drivers' belief, was a staunch supporter of the trade, and was delighted to refute the lies.



EAVESDROPPER FRANK BRAVERMAN



Frank also ran a column in the CTN under the headline 'Eavesdropper' in which he investigated the happenings within and without the trade with a caustic eye. Also, along with his ever present camera, he photographed all the drivers on protests, marches and demonstrations, recorded for posterity for this paper. All in all he was at the forefront in all the events affecting this trade.

Sadly he is no more, but we will always be indebted to him for his loyalty to our Union, Trade and CTN. We can now only send Marion his wife and his son Gary our heartfelt condolences and in the traditional Jewish way wish for them a long life and the last of their troubles.

Farewell Frank I have enjoyed our friendship for many years and it is a pity we did not achieve our goal for a better society that I believe will one day come. Being Frank that would please him beyond measure.

One final word – Frank was also a member of the Dial a Cab radio circuit for many years and Chairman Brian Rice commented 'I will always remember Frank for his loyalty and his camera, taking photos for Cab Trade News'.

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Notice 09/11

Transport for London
London Taxi and Private Hire



Mayor's Air Quality Strategy

Taxi and Private Hire Age Limit - Consultation on 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 (PHVs).

You can find a full copy of the Mayor's Air Quality Strategy (MAQS) on the GLA website at: london.gov.uk/publication/mayors-air-quality-strategy.

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

- 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 new, or new to licensing, PHVs must, as a minimum, meet Euro 4 standards for emissions and be no older than 5 years and all new, or new to licensing, taxis must, as a minimum, meet Euro 5 standards for emissions

Age-Based Limit and Emissions Standards: Exemptions

A consultation on a limited number of exemptions from the age-based limits and related emissions standards has been conducted and following a full review of the responses to the consultation we are now able to confirm what exemptions will be allowed.

The table in Appendix A shows the full list of exemptions and the conditions that must be met before an exemption will be approved. These can be split into the following categories:

- Alternative fuel conversions (taxis and PHVs)
- Historic and classic/niche vehicles (taxis and PHVs)
- PHVs used for specialist needs transport
- PHVs covered by the Low Emission Zone (LEZ)
- Wheelchair accessible PHVs

In addition to the above other exemptions will be considered by TPH on a case by case basis under its general discretion to grant exemptions to vehicles from normal licensing requirements. These include the following:

- Disabled drivers (taxis and PHVs): where substantial adaptations have been made to accommodate their needs
- Specialist adaptations to PHVs: e.g. adaptations required to vehicles used for music touring or other specialist uses

All exemptions must be approved by Transport for London (TfL). More information about the conditions that must be met before an exemption will be approved is available in Appendix B and further details will be published on the TfL

website at: tfl.gov.uk/tph.

The taxi and PHV initiatives contained in the MAQS have been implemented by making the appropriate changes to the taxi Conditions of Fitness (COF) and the prescribed requirements for PHVs. An updated copy of the COF and Private Hire Vehicles (London PHV Licences) (Amendment) Regulations 2011 will be published on the TfL website at: tfl.gov.uk/tph.

Vehicle Age

The age of a taxi or PHV will normally be taken as the date on which the vehicle was first registered with the DVLA under the Vehicle Excise Registration Act 1994, although in exceptional circumstances an alternative date may be permitted.

New Applications and Renewals

The consultation proposed that applications and inspections for re-licensing or to renew a vehicle licence would need to take place within 3 months of the licence expiring. This has now been extended to 24 months as set out below.

A gap of up to 24 months between a licence expiring and the new licence commencing will be allowed in exceptional circumstances and where the delay was due to circumstances outside the vehicle owner's control, otherwise the licence application will be treated as a 'new' application rather than a 'renewal' application.

Taxi and PHV licences issued by other licensing authorities will not be taken into account when considering whether a vehicle can be licensed and any application to license a vehicle that has been previously licensed outside Greater London will be treated as a new application by TfL.

Contact Us

If you want to apply for an exemption, have any questions about the exemptions from the age-based limits and emissions standards, or are uncertain as to whether your vehicle is eligible for an exemption then please contact us by:

Post: Vehicle Age Limit Exemptions, TfL - Taxi and Private Hire Office, Palestra, 4th floor (Yellow zone), 197 Blackfriars Road, London SE1 8NJ
Email: TPH.Enquiries@tfl.gov.uk
Telephone: 0845 602 7000
Fax: 020 3054 3160

Thank you to everyone who responded to the consultation. The Report on the Consultation on Exemptions to the Age-Based Limits for taxis and PHVs will be published on the TfL website at tfl.gov.uk/tph.

Helen Chapman, Deputy Director, Taxi and Private Hire, 21 October 2011. For previous Notices visit tfl.gov.uk/tph Deputy Director, Taxi and Private Hire.

Appendix A and B continued on Pages 14 and 15



THE PITMEN PAINTERS at the Duchess Theatre

In 1934, a group of Geordie miners met in Ashington, for a WEA art appreciation evening class. Encouraged by the professor (*Jan Kelly*) hired to teach them, they soon began to paint themselves, illustrating scenes from their own life. Lee Hall's play is based on the original factual book by William Feaver and, as you might expect from the writer of *Billy Elliott*, Hall has a wonderful ear for the rich Geordie language.

Max Roberts' production comes via the National Theatre, and boasts four of the original cast from the Live Theatre, Newcastle. Outstanding among a brilliant cast is *Trevor Fox*, as Oliver Kilbourn, who, when offered a stipend by patron heiress Helen Sutherland (*Joy Brook*) to become a full time artist, refuses to leave the comrades who had always been there for him. George Brown (*Joe Caffrey*) plays the petty union leader in the style of Arthur Lowe, always consulting his little book of rules and has some of the funniest lines: "We don't need to vote; we're a democracy here". There is a lovely scene where the men view a painting by Ben Nicholson which consists of a white circle on a white background. Without uttering a word, their expressions, as they stare out to the audience, are hilarious.

The war interrupts their classes, but by 1947, on the eve of nationalisation, they have been exhibited in London and are in demand by dealers and buyers. They are full of hope for the future. Gary McCann has devised a simple set, where the paintings being discussed are projected on a large screen. A lovely play, and a welcome addition to the West End.

THE LAST OF THE DUCHESS at the Hampstead Theatre



Sheila Hancock and Anna Chancellor in The Last of the Duchess. Photo courtesy of Johan Persson.

It would seem to be open season for the Duchess of Windsor, what with Madonna's current film and this play. But this play isn't really about the Duchess of Windsor, who, famously as Wallis Simpson, caused the abdication of Edward VIII. The play, by Nicholas Wright, is based upon Lady Caroline Blackwood's book about her attempt, in 1980, to interview the Duchess of Windsor, at her home in Paris, for an

article in the Sunday Times. She meets with Suzanne Blum, the Duchess's fiercely protective lawyer and realises that the story lies not with the reclusive Duchess, but with the controlling Maitre Blum, played with steely determination by the marvellous *Sheila Hancock*. Lady Caroline (*Anna Chancellor*), is determined to find out if the Duchess is being held prisoner in the chateau, while her lawyer is ripping her off, selling jewellery and ornaments, or whether she is, in fact, still alive. Maitre Blum and her assistant, Michael Bloch (*John Heffernan*) are equally determined that she will not gain access to their client. Full of vanity, Suzanne Blum only agrees to be interviewed when she hears that Lord Snowden is to photograph her. Speaking effusively of the late Duke of Windsor, she remarks: "He would open doors for people of no importance." There is a delightful cameo by Angela Thorne as Lady Diana Mosley: "I've got nothing against Jews... it's just that they behaved so badly in the Thirties." Anthony Ward has created a very simple, but effective set and with Sir Richard Eyre's sharp direction, this is a showcase for acting of the highest order.

NATIONAL THEATRE

The first thing to impress in this production is designer Tom Scutt's imposing set of a giant black cube which dominates the stage and plays an integral part in this play. Set in London, there is in air of general unrest. *Geraldine James*, as the Prime Minister, stands with legs astride, like a latter day Margaret Thatcher. It falls to her to make the decision whether to support the US in invading Iran, with the prospect of 100,000 civilian deaths. The excellent *Danny Webb* plays her controversial atheist advisor. As all around are discussing experiencing the same terrifying dream, a young man, John, (*Trystan Gravelle*) returns from self-imposed exile and begins preaching in the park. Soon, his simplistic sermons appear on YouTube and spark an anti-war protest movement. This is obviously writer Mike Bartlett's analogy of Christ and his twelve disciples; although John seemed to have a larger following than that. It is easy to understand how a gentle, charismatic man with a beautiful Welsh voice, can be so persuasive, and to realise the potential political power of our social media.

The first half of the play is gripping; consisting of short vignettes, introducing individual characters who gradually come together and intertwine. Impressive amongst these are *Adam James* as Mark, *Lara Rossi* as Holly and *Genevieve O'Reilly* as Sarah. The second half is more static with a particularly long scene between Ruth, the Prime Minister, John and Stephen. Well directed by Thea Sharrock, who goes from strength to strength with each production, this is a very polished ensemble piece, which gives one food for thought.

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Appendix A – Age-based limits, emissions standards and exemptions – Continued from page 12

		Age-based limits and emissions standards as set out in the Mayor's Air Quality Strategy (MAQs)			Exemptions				
		Implementation date	Age-based limit Maximum rolling age-based limit (2)	Emissions Standard Minimum Emissions Standard (Euro Standard)	Alternative fuel	Historic vehicle (6) and classic/niche (7)	Wheelchair-accessible vehicles (8)	Specialist needs transport (9)	Vehicle covered by LEZ requirements
Taxis	Licensed (1) before implementation date of 1 Jan 2012	01-Jan-12	15 years	Euro 3 (under current CoF)	If approved & converted before 1 Jan 2012, additional 5 years on 15-year rolling age limit (4)	Exemption criteria not relevant for taxis	Exemption criteria not relevant for taxis - all taxis are wheelchair-accessible as part of CoF	Exemption criteria not relevant for taxis	Not applicable
	Licensed (1) on or after 1 Jan 2012 and before 1 April 2012	01-Jan-12	15 years	Euro 3 (under current CoF)	Additional 5 years on the 15-year age rolling age limit, must meet Euro 5 (11)	Not applicable	Not applicable - all taxis are wheelchair-accessible as part of CoF	Not applicable	Not applicable
	Licensed (1) on or after 1 April 2012.	01-Apr-12	15 years (3)	Euro 5		Not applicable	Not applicable - all taxis are wheelchair-accessible as part of CoF	Not applicable	Not applicable
PHVs	Licensed (1) before implementation date of 1 Jan 2012	01-Jan-12	10 years	N/A	Additional 5 years on 10-year rolling age limit if conversion meets Euro 3 standard	Additional 5 years on 10-year rolling age limit (10)	Additional 5 years on 10-year rolling age limit (10)	Additional 5 years on 10-year rolling age limit (10)	Additional 5 years on 10-year rolling age limit (10)
	Licensed (1) on or after 1 January 2012 and before 1 April 2012	01-Jan-12	10 years	N/A	Additional 5 years on the 10-year rolling age limit, must meet Euro 5 (12)	Additional 5 years on 5-year age limit at first licensing; subsequently an additional 5 years on the 10-year age limit (10)	Additional 5 years on 5-year age limit at first licensing; subsequently an additional 5 years on the 10-year age limit (10)	Additional 5 years on 5-year age limit at first licensing; subsequently an additional 5 years on the 10-year age limit (10)	Additional 5 years on 5-year age limit at first licensing; subsequently an additional 5 years on the 10-year age limit (10)
	Licensed (1) on or after 1 April 2012.	01-Apr-12	5 years at first licensing, then 10 years subsequently	Euro 4		Additional 5 years on 5-year age limit at first licensing; subsequently additional 5 years on the 10-year age limit;	Additional 5 years on 5-year age limit at first licensing; subsequently additional 5 years on the 10-year age limit; must be Euro 4 standard (10)	Additional 5 years on 5-year age limit at first licensing; subsequently an additional 5 years on the 10-year age limit; must be Euro 4 at point of licensing (10)	Additional 5 years on 5-year age limit at first licensing; subsequently an additional 5 years on the 10-year age limit; must be Euro 4 at point of licensing

Notes for table

1	Licensed here means first date of licence with TPH	7	Classic/niche vehicles will be determined on application to TPH using existing criteria. If they meet these criteria an exemption will be considered.
2	Age is from date of registration with DVLA. The age for the taxi or PHV will be as at date of annual re-licensing	8	Wheelchair Accessible Vehicles (WAVs) are already identified as such at licensing
3	Note that all newly-manufactured taxis will be Euro 5 from January 2012	9	Operators will need to apply to TPH to be registered as providing Specialist Needs Transport (SNT)
4	Approved as per Conditions of Fitness - would need to meet Euro 3, TPH will assess conversions	10	Certain classes of diesel vehicles will still need to meet LEZ emissions requirements - Euro 3 or Euro 4 for PM
5	To meet emissions standards of the EC directive on Euro 5	11	The conversion must have been done by the time of the annual inspection in the 15th year of the vehicle's life. Must be a conversion from diesel, with the conversion approved by TPH.
6	As per DVLA definition: manufactured before 1 Jan 1973	12	The conversion must have been done by the time of the annual inspection in the 10th year of the vehicle's life. Must be a conversion from diesel, with the conversion approved by TPH.

Exemption Category	Conditions & Limitations	Period of exemption	
Taxis	Alternative fuel <ul style="list-style-type: none"> Acceptable alternative fuels are LPG, CNG and biomethane Taxis licensed before 1 January 2012 must meet Euro 3, taxis licensed after this date must meet Euro 5 All conversions to vehicles must be approved by TPH, in the case of taxis, this will be via approval process Conversions must be from diesel Taxis must be converted by the date of their annual inspection in their 15th year 	Additional 5 years on existing age limit	
	Historic vehicle and classic/niche	Applies only to Asquith taxis licensed prior to 1 January 2012	Considered and granted on a case by case basis, additional 5 years on existing age limit and then reviewed after 5 years
PHVs	Alternative fuel <ul style="list-style-type: none"> Acceptable alternative fuels are LPG, CNG and biomethane Conversions must be from diesel All conversions to vehicles must be approved by TPH, for PHVs each conversion will require evidence that it meets Euro 5 PHVs must be converted by the date of their annual inspection in their 10th year 	Additional 5 years on existing age limit	
	Historic vehicle and classic/niche <ul style="list-style-type: none"> Historic vehicles are defined as per DVLA definition: manufactured before 1 Jan 1973 Niche vehicles: TPH will decide on application whether a vehicle meets this category. 	Considered and granted on a case by case basis, additional 5 years on existing age limit and then reviewed after 5 years	
	Wheelchair-accessible vehicles	Wheelchair Accessible Vehicles (WAVs) are already identified as such at licensing	Additional 5 years on existing age limit
	Specialist needs transport	Owners/drivers wishing to apply for SNT designation for their vehicle(s) will need to apply to TPH and supply appropriate evidence to support their application	Additional 5 years on existing age limit
Vehicle covered by LEZ requirements	For details of the LEZ, see tfl.gov.uk/lezlondon . Affected vehicles would typically be certain vans or minibuses, which will be affected by the LEZ from 3/1/12.	Additional 5 years on existing age limit	

Appendix B – Age-Based Limit Exemptions Guidance

All exemptions from the age-based limits must be approved by TfL and to apply for an exemption from the age-based limits for licensed taxis and private hire vehicles (PHVs) your vehicle must:

- Have a current taxi or PHV licence or be a new vehicle or new to licensing
 - Meet the specific exemption criteria
- From 1 January 2012 all vehicle adaptations and modifications for an

exemption must be made before the vehicle reaches the maximum age limit (10 years for PHVs and 15 years for taxis). If a vehicle is older than the age limit then it will not be possible to apply for an exemption.

With the exception of historic/niche vehicles the exemptions will allow a vehicle to be licensed for up to an additional 5 years, extending the maximum age limit to 20 years for taxis and 15 years for PHVs.

Historic/niche vehicles will normally be fully exempted from the age limits although in some cases the exemption may be limited to 5 years. Further information about the exemptions is below.

Alternative fuels

The main criteria regarding alternative fuel conversions are:

- Acceptable fuels for the exemption are

Liquid Petroleum Gas (LPG), Compressed Natural Gas (CNG) and Biomethane

- All conversions to vehicles must be approved by TfL and completed before the vehicle reaches the maximum age limit (10 years for PHVs and 15 years for taxis)

Continued on Page 15

Continued from Page 13

- Only vehicles converted from diesel to one of the three alternative fuels will be eligible – petrol conversions will not be eligible
- Conversions for taxis must be approved by the Vehicle Policy Manager. Prior approval must be sought before converting a taxi and approval will only be given for the installation of LPG or other fuel systems approved by the Vehicle Policy Manager.
- Evidence will need to be submitted for all PHVs converted that the vehicle meets the Euro 5 emissions standard

Historic and classic/niche vehicles

Exemptions for historic and classic/niche vehicles will be considered on a case by case basis. Anyone applying for this exemption will need to submit a full business case to TfL showing why:

- Their vehicles should be considered as historic or classic/niche vehicles
- Are essential to their business
- Why other vehicles could not be used

Specialist needs transport

This exemption can be applied for if you have licensed PHVs that are used to carry out a specialist transport service (e.g. for a local authority contract) and the vehicles have undergone substantial modifications in order to be able to carry out this service.

When applying for the exemption you will need to clearly set out:

- What your vehicles are used for
- Details of all adaptations or modifications
- Why other vehicles could not be used to provide the service

PHVs covered by the Low Emission Zone (LEZ)

PHVs which are in scope for the LEZ will be granted an exemption from the age-based limit.

Converted vehicles that have undergone a substantial conversion, such as those used for a specialist service or which are wheelchair accessible, may be covered by the LEZ and it is the responsibility of each vehicle owner to determine if their vehicle is covered by the LEZ and evidence of this must be provided by the vehicle owner when applying for the exemption.

From 3 January 2012, larger vans and minibuses will be brought into scope for the LEZ for the first time. More information about the LEZ is available on our website at tfl.gov.uk/lez.

Wheelchair accessible PHVs

PHVs that have been modified to carry passengers who use wheelchairs will be considered for exemptions. By wheelchair accessible we mean a vehicle which a passenger using a wheelchair can enter, exit and travel in safely and securely whilst always remaining in their wheelchair, for the entire journey.

Disabled Drivers

Disabled drivers who have had substantial adaptations made to their vehicle may be eligible for an exemption and for their vehicle to be licensed for an additional 5 years.

If you want to apply for this exemption you will need to submit evidence clearly showing what adaptations are required and why, this will normally be information from your specialist or GP supported by a Motability report. You will also need to submit evidence to show that all adaptations have been made by an approved company.

Further information about all of the exemptions will be published on the TfL website at tfl.gov.uk/tph.



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Bangladeshi Indian Pakistani Chinese

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Unite Core Core with Driver Care

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