

**Seasons
Greetings**

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

LAW COMMISSION THREAT TO UK TAXI TRADE

THE FIGHTBACK BEGINS!

By **MIKE HEDGES**

The Law Commission has been asked by the Government to review Taxi and Private Hire law with a view to simplifying the existing laws into one single piece of legislation. They have been told by the government that this review should have a deregulatory approach as the terms of reference and that the burden of proof must be on regulation to justify its existence.

The taxi and private hire industries are highly regulated at the moment and most people would think this is a good thing given that safety is paramount. In our view the safety of the travelling public should be the first consideration when reviewing the law.

Unfortunately this is clearly not this government's view. They have already withdrawn a licensing authority's right to obtain an enhanced Criminal Records Bureau check before a driver can be licensed. This is despite the whole of the trade and other bodies all petitioning the government to reinstate enhanced CRB checks. In fact the minister responsible – Lynn Featherstone, (pictured right) refuses to discuss the issue. This was done with no consultation and no assessment of the likely impact.

So it comes as no surprise that when UNITE met with the Law Commission they spoke about 'market forces' and 'lack of barriers' in relation to the taxi trade. When asked which side the Law Commission would support where one authority refuses a licence to a driver for not being a fit and proper person, and a different authority licenses the same driver, the Law Commission spoke about supporting safety but not where there are unnecessary barriers to entry. So they would support lower standards.

If you are not worried about the Law Commission review then you should be. They have a clear deregulatory framework that they are working

towards. Most taxi drivers in the world work in a deregulated market, and most taxi drivers in the world work very long hours with very low pay and a very low status in society. We are an exception to this rule. Not because we are special but because we have traditionally been very well organised and able to fight back against the attacks on our regulations from successive governments.



UNITE has already fought off two attempts to deregulate the taxi trade in Britain and we are determined to do so again. We have just held a very successful national taxi conference, with drivers from across Britain, from which UNITE Cab Section formulated its response to the Law Commission. UNITE is not going to accept any lowering of current standards.

The Law Commission is planning on publishing a consultation paper in early May 2012, with the consultation period running until the beginning of August. They then plan to analyse the responses before producing a final report, with a draft parliamentary bill, in November 2013. It will then be a matter for the government whether to accept the draft bill in whole or part.

It is worth remembering that 80% of the Law Commissions draft bills become law. The Law Commission has recently published its first outline of their current thinking, which they have said are not the official views of the Law Commission, but the

views of the project team. In our view the ideas outlined are very dangerous and we hope that they are not a reflection of the Law Commission's thinking, but it is hard to believe that these views are not in their thinking.

UNITE persuaded the Transport Select Committee to look into cross-border hiring by private hire. Much evidence was taken and the select committee largely supported UNITE's proposal for a change in the law to compel private hire vehicles to return to their place of licensing for the next hiring.

At the same time that the select committee announced their findings the Law Commission announced they would be surveying taxi and private hire law, so we now have the situation where drastic irreversible damage could be inflicted on us. If we look at a few of the many proposals made by the law commission it will show how dangerous their current thinking is.

They have asked the question of whether the current two tier system works to the benefit of passengers better than a one tier system. They have answered this by suggesting a modified two-tier system which could be used creatively by local authorities, which they suggest could include 'allowing private hire to act in a more taxi like manner' with 'marshalled private hire ranks' as well as having a quasi-one tier model that would include 'plum ranks.'

They also suggest doing away with operator licensing, despite everybody agreeing how this is required for public safety. In terms of cross-border hiring they suggest bigger boundaries despite this being unworkable. Maybe the boundary will become a national private hire licence doing away with boundaries and local control completely.

There is a lot more that has been proposed but taxi drivers need to realise that this could have serious consequences to their living standards. The only organisation that can fight this on a national scale is UNITE.

This is not something that can be fought against in London, Liverpool, Manchester or Brighton alone, it is a national fight and only UNITE has the experience, organisation and knowledge to be able to co-ordinate this. YOUR future is at stake so join UNITE today.

BORIS'S COVENTRY U-TURN

By JIM KELLY

In the same week that Mayor Boris Johnson's spokesmen were praising Boris's commitment to keeping jobs in London, as well as touting the wacky scheme for a new airport in the Thames Estuary, the Director and Deputy Director of LTPH were putting forward recommendations to the TfL Finance & Policy Committee to cut almost 100 compliance, licensing and enforcement jobs in London and "outsource" them to private sector firms operating in either Northampton or Coventry.

Prior to this, at the beginning of November, UNITE London Cab Section had decided to boycott a hastily arranged consultation meeting chaired by the Deputy Director to discuss the further privatisation of what used to be called the Public Carriage Office. UNITE took the view that we were not prepared to accept the premise that relatively well paid, unionised, professional jobs based in London should become the latest casualty in the fragmentation and decimation of the organisation that oversees and administers London taxi drivers.

Since Boris's election in 2008 the organisation which administers our working lives has initially been absorbed into a large TfL bureaucracy, then has slowly been allowed to lose its distinct, separate status. Now we see the final stage, whereby a privatised, remote, deskilled rump workforce run entirely for profit takes control of the finest taxi service in the world. Surely this series of events could not be agreed by the same Boris that assiduously

Manuel Cortes, leader of the TSSA staff union, said: "This is very good news for all our members at TfL who were facing the real prospect of losing their jobs if they refused to move to the Midlands. And with Christmas fast approaching, it is also good news that the sinner repenteth, the sinner obviously being the Mayor himself. We always thought this was a political stunt to impress his chums on the Tory right. We are pleased that common sense has now prevailed."

courted the taxi vote in his election in 2008.

Compliance and enforcement are the cornerstones of a safe taxi and private hire industry. London can often resemble the wild-west with licensed private hire vehicles openly ranking

outside any nightclub of their choosing.

In one suburban area, licensed taxis from Epping licensing authority have been reported queuing in unofficial ranks late at night outside popular night spots. With these very real problems biting into our living



UNITE's Mike Hedges and Jim Kelly with TSSA members at the picket of the TfL Finance and Policy Committee at Windsor House.

standards, as well as flouting the law, London clearly needs more, not less, compliance and enforcement. That means a highly trained, motivated workforce with experience of the problems.

These people are needed at the coal face, not at some distant remote firm, which may win a contract on the basis of providing the absolute minimum in order to line its shareholders pockets. Unite London Cab Section was therefore happy to support our comrades in our fellow transport union, TSSA, in their appeal for solidarity in the fight to preserve their jobs, terms and conditions. TSSA is one of the unions which organises staff in LTPH at Palestra. It is their members' jobs on the line with these proposals.

The picket of the TfL Finance and Policy Committee held at Windsor House on the 23rd November was a celebration of a victory, with the news that LTPH had withdrawn its proposals the day before. We welcome this development and were pleased to be present at the picket to share in TSSA's success.

UNITE feels that the cutbacks at LTPH need, not just to be halted, but to be reversed. We stand for an efficient, effective and distinct section of TfL properly resourced to be able to carry out all its functions in order to protect the travelling public. The present Mayor's policies of cutbacks and privatisation of taxi functions have come to a dead end. The results can be seen all over London on any night of the week.

DUNDEE TAXI DRIVERS UP FRONT ABOUT THE NEED TO TACKLE 'RUNNERS'

Bold new plans could see taxi passengers in Dundee paying for their journey before a wheel is turned.

In what is thought to be a first in Scotland, taxi drivers in the city will discuss the possibility of introducing up-front fees at a meeting early next year.

Operators claim that their hand has been forced following an increase in the number of so-called "runners" — customers who flee without paying once arriving at their destination.

In a bid to protect their income, asking customers to pay at least a deposit upon entering a Dundee taxi now appears to be a real possibility.

Chris Elder, UNITE union taxi branch secretary, told The Courier: "It's something

that we're looking at as there are so many drivers getting runners at the end of their journeys at the moment.

"It's not everyone — there are a lot of good people in Dundee — but there are a certain few who don't want to pay.

"A lot of the drivers have noticed that it has escalated a little recently. Only a few people have brought this to a head but this has been going on for years."

Mr Elder insists taxi drivers are perfectly entitled to demand fares in advance. However, a discussion to be held at a liaison meeting in the near future would seek to make the new system a standard operating procedure.

Mr Elder believes customers would be understanding and says similar methods are

already employed by operators south of the border.

"When you get on a bus you have to pay or you don't get on," he continued. "When we do out of town work we will get a fee up front which is agreed upon beforehand so I can't see this being a problem.

"We've already had some feedback from customers and that has been positive. I've read about it happening in England where customers even pay a deposit."

Mr Elder also believes the police would support such a change, since it might cut the amount of time they have to spend investigating runners.

Councilor Rod Wallace, licensing convener, appeared to welcome the proposals when he spoke to The Courier.

He sees no reason why passengers would object to paying up front.

"There has been a request from members of the taxi liaison group to discuss this," Mr Wallace confirmed.

"I fully appreciate the circumstances that some drivers can get into. If a large group get into a taxi and have maybe had a bit to drink then there is not always a guarantee that they will cough up at the end of the journey, leaving the driver in the lurch.

"I think that this system could work and I'm sure that taxi drivers would make their customers fully aware beforehand."

Mr Wallace also confirmed that the matter is likely to come before the licensing committee in the New Year should taxi operators choose to take the matter forward.

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£16,850	07/07, TX4 Silver, Automatic, 89,952 miles, Sherwood Green	£1,150
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CTN

Comment

JOIN THE DEBATE!

By **FRANK HULL**

The year 2012 looks as though it will become the crossroad of taxi law and it is imperative for this trade to go forward together as one and insist that this trade be given proper consideration in any legislative reform. Whilst we are not asking for preferential treatment we do earnestly believe that our views on reform should be the prominent one. Why? Because we are involved in taxi issues 24/7 and have many, many years of practical taxi experience.

As this taxi legislation is being examined and dissected there will be, no doubt, various agencies sitting on the sideline pitching in their own opinions and beliefs based on how they think things are whilst trying to influence the way they think taxi legislation should be heading. It is the future of your taxi trade that they will be meddling with.

The year 2011 did not give much comfort in the way of change to the taxi trade in this country. Perhaps this is because the great majority of those who earn a living from the taxi trade tend to leave this issue to a minority.

Unfortunately for this trade, in 2011, we said a sad farewell to two from that minority. These two taxi trade stalwarts were giants in the defence and the progression of this trade. We are, of course, referring to the sad deaths of Bro's Pat Hicks and Frank Braverman. These two guys spent a great deal of time, a lot of it their own, trying to right what they saw and knew to be wrong. Their shoes will be hard to fill!

In April the Law Commission will publish its consultation paper that will contain its proposals for reform. It is obvious that it can only be of benefit to this trade for as many taxi drivers as possible to join the debate and remark on the proposals for reform of laws that will govern your working lives in the future. If you don't who knows you might even find yourself sitting on a rank behind a tuc-tuc!

If you want to UNITE with us and join the debate to help us pave the way for many future happy new years then fill in the application form on Page 11.

Frank Hull is a UNITE Cab Trade Committee Member.

HAPPY NEW YEAR TO YOU ALL!

TAXI DRIVER IDENTIFIERS

Unite Cab Section has been informed that the issuing of taxi driver identifiers is to get underway.












From the 19th December, TfL - London Taxi and Private Hire will be dispatching the identifiers to All London Licence holders (Green Badge) with Suburban Licence holders (Yellow Badge) to follow six to eight weeks later.

Display of the Identifiers will be compulsory from 1st March 2012 subject to final TfL Board approval.

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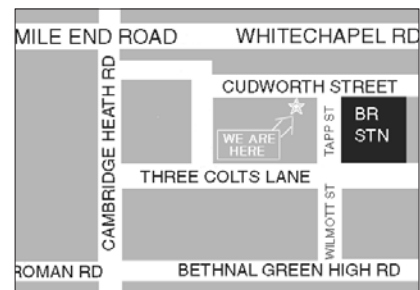
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WHY KEN LIVINGSTONE'S FARES PLEDGE IS GOOD FOR LONDON TAXI DRIVERS



Ken Livingstone has pledged to reduce fares by 7% saving Londoners over £1,000 over four years. You may ask, how reducing bus, tube and tram fares is going to help taxi drivers.

The answer is simple: lower public transport fares encourage people to leave their cars at home. With the car at home many of these people are going to use licensed taxis to get home, rather than wait for public transport. There is a lot of evidence to suggest that the better the public transport system, the more that people will use taxis. The worst thing for us is when people drive, as they are going to drive home again without thinking of getting a cab. That's just one of the reasons why taxi drivers should vote for Ken for Mayor.



"That's the responsible thing to do in tough times – using the surplus in the transport network to cut the fares.

"My seven per cent fare cut overall, with an additional eleven per cent bus fare cut, will save the average Londoner £1000. It's a costed and affordable plan that puts the interests of Londoners first.

"The choice could not be clearer: I have promised to cut the fares to help reduce the squeeze on ordinary Londoners – Boris Johnson has promised to keep raising fares over the next four years."

Ken's £1,000 fares pledge - I'll wipe out January's fare rise next year

Transport for London's accumulation of excess revenues mean that fares can be cut further than previously thought – meaning that Ken Livingstone will now entirely wipe out Boris Johnson's above-inflation January fare rise if elected. And he will go further, ensuring that fares fall by seven per cent overall in the autumn of 2012, more than the five per cent fare cut he had originally proposed.



In addition his Fare Deal will directly address the spiralling cost of bus travel by taking the price of a single Oyster bus journey back to 2010 prices. In an unprecedented last-minute change to London's fares, last week the Conservative Mayor has condemned Londoners to big fare rises for the New Year.

Londoners are now paying hundreds of pounds a year more to travel by bus, tram, tube and train with a single bus ticket up 50% under Boris Johnson, a weekly bus and tram pass up 38% costing Londoners £260 a year more and a zone 1-5 Travelcard is up 20%, costing Londoners £436 a year more.

Ken Livingstone outlined his more extensive Fare Deal plan today, confirming that if elected next May he would introduce an emergency fares package in the autumn of 2012:

1. Cutting fares by 7%, wiping out the steep fare increases planned by Boris Johnson and taking fares back to at least 2011 levels. Boris Johnson's January rise will see fares up by 5.6% in 2012. Ken's cut will save the average Londoner £1000 over four years.
2. Additionally cutting bus fares from £1.35 to £1.20, an 11% cut.
3. Ken's Fare Deal will also see fares frozen in 2013 and the end of Boris Johnson's plan for an above-inflation rise after that.

Ken Livingstone said:

"Boris Johnson failed to deliver the fares cut Londoners want and need, despite huge popular pressure for lower fares. He was told Londoners wanted a cut, but he stuck with a rise.

"I am setting out how I will deliver the change that people are calling for, by wiping out his fare rise altogether, and going further still.

"The Tories say my fares cuts are not affordable. The truth is that we can go further." I want to use the excess money that is sitting idle in Transport for London's budget to fund a fare cut that will cut the cost of travel for millions of Londoners.

6/12/11 Open letter – time for a live debate on the fares

Dear Boris,

Today, in an interview for ITV London, you have claimed that my plan to put money back into Londoners' pockets and purses through a fares cut is 'crazed vote-getting'.

And your right hand man at Transport for London, Daniel Moylan, has briefed London's evening paper, the Standard, that it is 'schizophrenic' to call for a fares cut.

Your administration today gives every impression of being in crisis over the fares debate.

Londoners are being squeezed too hard in tough times by your fare increases. The facts are these. Every year you have an excess operating surplus in your budget and every year you significantly underestimate the amount of revenue you get from fare payers. At the same time you have actually under-spent your capital budget, meaning you have not even invested as much on transport as you could have.

I believe you are significantly over-charging the travelling public, at a point when the state of the economy and the impact of cuts and higher charges such as VAT are making their lives harder.

All the polls show Londoners want a fares cut. I am confident of my case for a fares cut. You evidently disagree. There is one way to resolve it.

It's time to debate the issue and let Londoners decide who is right and who is wrong. If you are confident of your case for a fare rise then let us have it out in public, with Londoners able to hear both positions, before the fare rise in January.

I invite you to join me to a televised debate about the fares. You name the TV and radio stations and the presenter and I will happily meet you to debate the fares live on television.

Name your date, your time and your channel and let's have the debate Londoners want.

Ken Livingstone

Ken Livingstone



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- Licence appeals, etc.

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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.

CABTRADENEWS.co.uk

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



Taxi marshals set to keep revellers safe



TAXI marshals will be on the rank in Irvine over the festive period as part of a five-week crackdown on crime.

North Ayrshire Council will be teaming up with the police, fire and rescue and various local agencies for the annual Safer Streets purge.

In a bid to tackle alcohol related disorder and provide extra reassurance to those enjoying the festive cheer, the initiative will see extra patrols on the streets of the busiest towns including Irvine, Saltcoats and Largs.

Trading Standards team will carry out licensed premises checks along with police to ensure there is no sale of alcohol to under 18s.

Taxi marshals will be on the ranks in Irvine, Saltcoats and Largs to ensure festive party-goers get home safely after a night on the town.

The council's anti-social behaviour team will be visiting residents while youth services will be working with the police to engage with young people in the town centres.

Community services spokesman Councillor Peter McNamara said: "As towns across North Ayrshire become increasingly busy with festive shoppers and party goers, we want to make sure opportunist thieves and alcohol related crime don't dampen spirits during the season of goodwill.

"We will be working closely with local licensees, taxi drivers and our police partners along with the fire and rescue services and North Ayrshire CCTV to make sure people have fun but stay safe this festive season."

Chief Inspector Roddy Newbigging said: "Towns become increasingly busy in December.

"With high visibility policing, mobile CCTV patrols and night time taxi marshals, we hope to help ensure local people are safe this festive season."

Taxi Safety at Christmas – Who's Taking You Home Tonight?

Taxi passengers across North West Leicestershire are being warned to beware of 'cowboy cabs' this Christmas.

North West Leicestershire District Council licences all taxis and hire cars operating in the District to protect passengers, ensure drivers are 'fit and proper' and to make sure the vehicles are safe. Requirements for taxis are now stricter than they have ever been, with drivers also having to undertake an additional Driving Standards Agency test before they are able to hold a licence.

Councillor Alison Smith, Deputy Leader and Portfolio Holder for Community Services at North West Leicestershire District Council, said:

"We licence all taxis and hire cars in the District to protect local residents, with all drivers licensed by the Council also undergoing CRB checks to verify good character, and all taxi vehicles being regularly inspected for roadworthiness.

"Whilst we do not want to alarm people, during the busy Christmas and New Year period it has been known for 'cowboys' to try to pick up passengers. We would urge all local people to be vigilant and stay safe this Christmas and New Year by only using licensed vehicles and never getting into a taxi they have not asked for."

North West Leicestershire District Council has the following safety tips for taxi customers:

- Make a note of the number plate and driver's licence number and, if uneasy for any reason, text them to a friend.
- Sit in the back of the vehicle. If you are on your own sit behind the driver.
- Keep your mobile handy.
- When you get to your destination ask the driver to wait until you get inside.
- If you are uneasy ask to be let out in a well-lit area where there are plenty of people.

Do not use a cab if:

- The driver appears to be under the influence of alcohol.
- The driver doesn't seem to know the local area.
- The vehicle seems too old for use as a cab or is in a state of disrepair.
- You are uneasy for any reason.

If for any reason you have a complaint about a taxi operating in the District, get as many details as you can. If you can't resolve your complaint directly, contact the District Council's Licensing Team on 01530 454545 or email: licensing@nwleicestershire.gov.uk



Story from aboutmyarea.co.uk

Taxi boss vows to fight Southampton cab cameras rule



Hampshire & Isle of Wight

A Southampton taxi firm boss says he will seek a judicial review to overturn a rule which requires cameras to be installed in all city cabs.

On Thursday a judge ruled in favour of the council, saying the rule was a policy which he had no jurisdiction over.

However, he said that, if he had been able to, he would have ruled in favour of Radio Taxis director Kevin May.

The council has said cameras were needed for safety reasons.

It introduced the licensing condition two years ago and all taxis and private hire vehicle are now required to have a CCTV camera which records images and all conversations in the cabs.

Mr May said it was an invasion of privacy, as the cameras could not be switched off even when drivers were using their cars for private reasons.

He said cameras which the drivers could activate if they felt threatened, while at the same time warning their passengers they were doing so, would be more acceptable.

'Not justified'

Recorder Stewart Patterson, sitting at Salisbury Crown Court, said if he had had the power to rule in the case, he would have found the camera use was "not lawful and was not justified".

He said recording conversations and images while the vehicle was in private use was "invasive", "disproportionate" and a "violation" of Article Eight of the Human Rights Act, the right to privacy.

In his judgement, he said: "If the policy were to be amended and the condition limited to visual recordings while the vehicle was in operation as a taxi, the policy would in our view be justified... and therefore lawful."

Mr May, who has spent £30,000 of his own money fighting the rule, said the policy had left some drivers unable to work because they could not afford to have the cameras installed or repaired.

He said: "[The judge] knows the situation I'm in and he's looked at what the council are doing and says they shouldn't be doing it.

"Because the judge has deemed the policy unlawful, I think it opens up the door for a judicial review.

"If the council decides to do nothing about this, we will go down that route. We'll fight it all the way."

Councillor Royston Smith, leader of Southampton City Council, said the judgement was "a victory for the safety of drivers and passengers in taxis in the city and wider country".

Taxi spot-checks in Colne show major improvement



Published on **Tuesday 6 December 2011 17:30**

PENDLE Council carried out on-the-spot safety checks on 23 taxis in Colne on Friday, November 25th.

They worked with the police and Vehicle and Operator Services Agency to ensure vehicles were roadworthy and had the correct signs, licence plates and road tax.

They also checked drivers were licensed and had their ID badges.

Five taxis had to be taken off the road due to minor faults, but all were fixed and back on the road the next day.

Coun. Pauline McCormick, chairman of the Taxi Licensing Committee, said: "The number of taxis failing the test was a major improvement compared with previous spot checks.

"I hope this continues into the New Year when we will continue to work with the police and VOSA carrying out random checks on vehicles.

"If you want to report a taxi you think may have defects, get in touch with our taxi licensing team who will look into it.

"You might also want to tell them about a good service you've had from a Pendle taxi firm."

You can contact the taxi licensing team on 661638 or e-mail <http://www.taxi.licensing@pendle.gov.uk>

GAMES TRANSPORT 'HOTSPOT' INFORMATION RELEASED TO ENSURE LONDON IS 'OPEN FOR BUSINESS' IN 2012

- Mayor, TfL, Government, LOCOG, ODA, Network Rail, Highways Agency, all transport operators and boroughs working together to deliver a great Games and keep London and the UK moving
- Latest detailed, day-by-day road, Tube and DLR station 'hotspot' information and travel advice now available at www.tfl.gov.uk/2012 reveals challenge 'at certain times and in certain locations'
- 70 per cent of road traffic and two thirds of Tube and DLR stations unaffected, but businesses must 'prepare to profit' and make the most of all opportunities next summer



London's businesses and organisations, including John Lewis Partnership, Boots, Sainsbury's, Canary Wharf Group and the Evening Standard have welcomed Transport for London's (TfL) release of London 2012 Games transport 'hotspot' information and advice, which will enable businesses to finalise their plans and ensure the Capital is 'open for business' throughout next summer's fantastic spectacle of sporting and cultural events.

Hosting the Olympic and Paralympic Games is a huge logistical challenge, similar in scale to hosting the FA Cup Final, Wimbledon, concerts across the Capital and the London Marathon all on the same day, every day, but over several weeks. Events will be taking place right across London and the UK, with central London particularly busy as it effectively becomes a massive sporting and cultural events venue.

In response to requests from business for more detailed information, TfL has now published very detailed transport 'hotspot' information covering London's roads and public transport network. This demonstrates that, rather than requiring a blanket reduction in travel by 30 per cent across London as a whole, the transport challenge is focused at certain times and in certain locations, generally in central London and around Games venues.

Around 70 per cent of Greater London's road traffic will be unaffected and two thirds of Tube and DLR stations will see no impact, in terms of additional time taken to board a train. However, on the busiest days, there will be an additional three million journeys in London as people watch the Games and attend cultural events, meaning the road and public transport networks will be much busier than usual in certain locations.

London 2012 and TfL have been working with businesses for over a year, to enable them to plan ahead and from early next year will begin to communicate directly with the public across London and the UK.

The road and Tube station 'hotspot' maps and accompanying travel advice are based on the latest data and information on which TfL is developing its own operational transport plans.

On the roads, the maps show the impact for each day of the Games and on the days immediately preceding. Alongside the road 'hotspot' maps, TfL has developed an online road journey planning tool, available at

www.tfl.gov.uk/2012, which shows the additional journey time for those road journeys that really must be undertaken at the busiest times and in the busiest locations, such as the delivery of perishable goods.

On the Tube and DLR, detailed station descriptions have been produced, showing the impact at 30 of the affected stations, day-by-day and at half-hour intervals. They show the impact at stations if nothing was done to manage the demand from Games spectators and regular customers, taking into account seasonal demand patterns.

Importantly, they also show how the impact is alleviated when an anticipated reduction of 20 per cent in the total number of journeys is achieved as a result of changed travel patterns at these times and locations. This reduction is based on work undertaken by TfL and London 2012 in consultation with businesses, who already expect and have planned that some staff will not travel at these times and locations as they will be working at another location, working from home, taking holiday – perhaps to attend the Games as a spectator – or working longer hours, but fewer days in each week.

For many station 'hotspots', this reduction in journeys significantly addresses the impact of the Games, other than on particularly busy days and times. For a few stations, a significant challenge remains and TfL is continuing to work with local employers to ensure they understand the impacts, can plan ahead and, working together, we can further mitigate the impacts at these stations.

At such locations, options remain to 'retime, reroute or remode' journeys, which is what businesses can now plan to do with the 'hotspot' information released today. Travel advice accompanying each station 'grid' provides all the local alternative travel options, such as walking and cycling routes, bus routes and alternative Tube and rail stations.

If you have any questions regarding this please contact us by emailing tph.enquiries@tfl.gov.uk

Transport for London – London Taxi and Private Hire

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For licensing information visit the TfL website or try TfL's Common Questions Section.

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Mark's Mélange 93

By MARK EDWARD TAYLOR

HOW RACIST ARE YOU? PART 3

Hey, 'tis the season of good will. But how much kindness do you show to your fellow man? Footballers John Terry and Anton Ferdinand have their ongoing spat about verbally abusive racist comments. Likewise, Patrice Evra of Manchester United and Luis Suarez of Liverpool FC are embroiled in a racist row. Sepp Blatter, the chief of world football, says players can get a little rattled during games and reel off insults but they should make-up with a handshake after the game and all should be forgotten. Herr Blatter has done wonders for delivering football around the world breaking the European and South American dominance thereby bringing the game to Asia, Africa and the Arab world. However, he is most definitely wrong on a mere handshake neutering racially offensive language.

Away from the glamorous land of footie, David Norris & Gary Dobson find themselves back in court over the allegedly racially motivated killing of Stephen Lawrence in 1993... Deputy Prime minister, Nick Clegg, accuses major high street banks of racism by not lending to black owned businesses... TV historian, Professor Niall Ferguson has been upset by being called a racist by fellow writer Pankaj Mishra in a spat triggered by Mishra's review of Ferguson's latest book, *Civilization*, in the London Review of Books. No one likes to be labelled racist...

Go back a few years and out and out racists ran countries. Which is why, Basil D'Oliveira, a world class cricketer of mixed race who died on 19th November aged 80 had to ply his trade in England rather than his native racist South Africa. He was not allowed to play the game with white people! D'Oliveira played a dramatic role in bringing apartheid to the world's attention... Racism is across the whole spectrum.

And up to the present, last month, when Emma West of New Addington let out a tirade of racist abuse on a Croydon tram only to be filmed, uploaded to YouTube, viewed by over six million people, and arrested. All this with a small child on her lap... God help the kid.



Some people are different. Get over it.

In the 2010 General Election Gordon Brown had an electrifying encounter with Labour voter Gillian Duffy. Ms Duffy made comments about; all these Eastern Europeans, swarming over and taking all the jobs. Gordon protested later about having found himself in the company of a bigoted woman while his microphone was still recording.

Gillian Duffy was upset about being labelled a bigot. But a bigot she was nonetheless. Bigot. Racist. What's the difference? Media sympathy lay with the bigoted Duffy. Sadly Gordon Brown had to make a grovelling apology adding to his election woe. That's what you have to do when you want votes... at least his not a racist...

Cab drivers ferry everyone around. They see life at the sharp end. Sometimes customers can make outrageously racist comments to taxi drivers having no knowledge of their background or family connections. The driver may have a partner from an ethnic minority. Taxi drivers may be subjected anti-Islamic, anti-Semitic or homophobic language. Yes, the driver could even be gay! They will assume a white middle aged male driver would be a member of their white's only club. Sorry. Most of us are not racist. No one likes to be called racist... Or is this wrong?... Only the loud protestations of folk who make racist comments then fail to understand how racist they may have been are shocked... **CONFUSED!**... Let Cab Trade News help. If you are a card carrying member of the BNP then you are definitely a racist and a bigot. Should you have sympathy's with the EDL? Then, you probably don't like foreign people like Scotsmen, Danes or people from Mozambique. That probably qualifies as racist. If you ever utter the cliché; **it's political correctness gone mad**, then you need to be careful. If your language is disrespectful, for example, you refer to the shop on the corner, a convenience store run by someone from Asia, as a shop prefixed with the first four letters from the country immediately to the west of India? Then you are using language not conducive to racial harmony. Another way of putting it would be addressing a group of Irishmen collectively as; *a bunch of the four letters plural shortened form of Michael*. Not nice... A simple piece of advice... if it sounds disrespectful?... It probably is...

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Be Lucky, Be Nice, enjoy 2012... European Nations Football, Olympic Games & The American presidential election where one black man could face another black man if Herman Cain can revive his campaign for the top job in the world.



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Street Legal

By VICTORIA PHILLIPS

IS IT OR ISN'T IT – OR COULD IT BE BOTH A STRAIGHT ANSWER WOULD BE GOOD!!

When Lord “most people have never had it so good” Young produced a report commissioned by David Cameron, which concluded that there was no great case for reform or repeal of health and safety legislation, the government simply asked the question again. Professor Ragnar Loftstedt, an expert in risk management, was brought in to try to come up with the “right” answer.

Ministers are obsessed with red tape and deregulation. The state of the economy is either down to employment law or health and safety regulations or both, depending on what day of the week it is. It is an ideologically driven agenda, one that the government appears determined to drive through no matter how feeble the evidence about businesses being hamstrung by laws.

Professor Lofstedt's review of health and safety regulations, which was confined by the government to looking only at the health and safety burdens on business, not the failings of a system that results in thousands of people being injured at work, found that the UK's health and safety laws “are broadly right” and that there was “little evidence” they were goldplated. He said there was scope for reviewing and revoking some regulations and exempting the self employed “whose work activities pose no potential risk of harm to others”, but the recommendations were vague.

Undeterred that this was not the conclusion the government intended, work and pensions minister Chris Grayling read the recommendations as he wanted and announced plans to begin “a major cut back of health and safety red tape” by abolishing large numbers of health and safety regulations within a few months.

He said health and safety regulations would be reduced by a third rising to over a half over the next three years through combining, simplifying and reducing “approximately 200 existing regulations”.

The government also announced the establishment of a new “challenge panel” to allow businesses to get the decisions of health and safety inspectors overturned “if they have got it wrong”.

Lofstedt did not call for these measures, but it was predictable that Grayling would distort his recommendations. It's a wonder that the government bothers to commission reports at all since anecdote rather than evidence is the basis on which policy is increasingly made.

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LTPH Notice 10/11

Transport for London
London Taxi and Private Hire



Taxi and Private Hire Privacy Notice

In order to carry out the day to day taxi and private hire licensing functions all applicants and licensees must submit a range of personal information to Transport for London (TfL). The Data Protection Act 1998 (DPA) regulates the use of personal information by organisations, including TfL, and the London Taxi and Private Hire (LTPH) Privacy Notice sets out how TfL will use the data provided by all applicants and licensees.

From the New Year a list showing the name and licence number of drivers whose licence has been revoked as a result of a touting conviction will be published on the TfL website and the Privacy Notice has been updated to cover the publication of this information.

Any licensed private hire driver convicted or cautioned for touting will have their private hire driver's licence revoked. Any driver who decides to appeal against a caution or conviction for touting should inform TfL immediately.

Touting is a serious offence that puts the public at risk and is a threat to the business of licensed and law abiding taxi and private hire drivers. The publication of the name and licence number of drivers who have been convicted of touting and had their licence revoked is intended to deter licensed drivers from illegally touting, improve public safety and support TfL's Safer Travel at Night initiative.

The updated statement is attached and will be included on all new taxi and private hire application forms and licences over time.

Transport for London (TfL) its subsidiaries and service providers will use your personal information (including any references to your health, ethnic origin, nationality, or previous criminal convictions), for the purpose of assessing your application, administering the licensing regime, and equal opportunities

monitoring. Your personal information will be properly safeguarded and processed in accordance with the requirements of the Data Protection Act 1998.

Your name, badge/licence number and the status, start/expiry date of your licence may be made available on request or on a register for public inspection. If you have licensed a vehicle, the vehicle registration mark, licence number and expiry date may also be made available in the same way.

Information obtained by the police about taxi/private hire related criminal offences may be disclosed to TfL and used by TfL to refuse, suspend or revoke a taxi or private hire driver, operator or vehicle licence. TfL may inform the police of any decision to refuse, suspend or revoke a licence and information about drivers whose licence has been revoked following a conviction for touting may be published on the TfL website for a period of up to 11 months. In certain circumstances, TfL may also share your personal information with the police and other law enforcement agencies for the purposes of the prevention or detection of crime.

Your name and contact details may be disclosed to an external research company to conduct research amongst licensees on TfL's behalf. This research will be related to TfL's responsibilities for licensing, regulation, and integration between taxis/private hire services and other elements of the transport system. Your details will not be used for any marketing or other research activities.

More information about how TfL uses and protects personal information about taxi/private hire licensees is available at www.tfl.gov.uk/privacy.

John Mason, Director, Taxi and Private Hire, 6th December 2011. For previous Notices visit tfl.gov.uk/tph Director, Taxi and Private Hire.



ONE MAN, TWO GUVNORS at the Adelphi Theatre

'Tis the season to be jolly and they don't come much jollier than this National Theatre production, now comfortably ensconced in the Adelphi Theatre. Richard Bean has rewritten "The Servant of Two Masters" by Carlo Goldoni. In 1744 Antonio Sacchi, an actor well-known for playing the role of Truffaldino, asked Goldoni to write a scenario for him. Until this time, lines had been improvised by the actors. Director *Nicholas Hytner* has kept true to this tradition, with lead actor, *James Corden*, as Francis Henshall, adlibbing and interacting with the audience. The action is now in 1960s Brighton, rather than 18th-century Venice. Henshall finds himself in the employ of two small-time gangsters and much of the play revolves around his efforts to keep the two guvnors ignorant of each other. Associate Director *Cal McCrystal* is responsible for the physical comedy which is all executed with precision. Corden has great support from *Jemima Rooper*, *Suzie Toase*, and, as his two guvnors, *Daniel Rigby* and *Oliver Chris*. *Tom Edden* takes on the punishing role of a decrepit old waiter, constantly falling down the stairs.

This production is an amalgam of pantomime and stand-up comedy, with just a sprinkling of pathos. Leave your brain at home and wallow in it.

A ROUND-HEELED WOMAN at the Aldwych Theatre

"Before I turn 67 – next March – I would like to have a lot of sex with a man I like. If you want to talk first, Trollope works for me."



Sharon Gless with Jane Bertish and Beth Cordingley in *A Round-Heeled Woman*. Photo courtesy of Tristram Kenton.

So read the advertisement which retired English teacher, Jane Juska, placed in the New York Review of Books. Jane Prowse has written this play, adapted from the true memoirs of Jane Juska and the events that followed the placing of this advertisement.



Sharon Gless in *A Round-Heeled Woman*. Photo courtesy of Tristram Kenton.

Jane Juska is played by Sharon Gless, best known as the blonde in Cagney and

Lacey. Although witty, her delivery is sharp and brittle – more like a New Yorker than one hailing from San Francisco. She made me think of Elaine Strich. Her friends are played by *Jane Bertish* and *Beth Cordingley* who delivers one of the funniest lines.

When opening a letter from a respondent, she remarks: "He's an archaeologist; the older you get the more interested he'll be". The succession of men who pass through her life, as a result of this advertisement, from 33 to 82 years of age, are played by *Barry McCarthy*, *Neil McCaul* and *Michael Thomson*. The scenes with her lovers are juxtapositioned with imaginary conversations with Trollope's Miss Mackenzie, a character looking for love and fulfilment, with whom she feels she has a lot in common.

This play has transferred from a successful run in New York and, by coincidence, *Tyne Daly*, (who played the dark one in Cagney and Lacey) will also be bringing a New York production – "Masterclass" – to the West End in the new year.



Sharon Gless and Barry McCarthy in *A Round-Heeled Woman*. Photo courtesy of Tristram Kenton.

THE LION IN WINTER at the Haymarket Theatre

Many people will recall the 1968 film starring Peter O'Toole and Katherine Hepburn, but in fact James Goldman wrote this play in 1966. It has now been revived with Robert Lindsay playing King Henry II and Joanna Lumley playing his wife, Eleanor of Aquitaine. It is Christmas, 1183 and Henry has released Eleanor from imprisonment in England to spend the holiday in Chinon with their three sons, Princes Richard, Geoffrey and John. Alais is attendance are his enemy, Prince Philip of France, and Philip's half-sister, Alais. Alais is betrothed to Richard, but is also Henry's current mistress. With me, so far?

The three sons are all fighting to be Henry's heir. Henry favours John (*Joseph Drake*) while Eleanor wants to see Richard (*Tom Bateman*) on the throne. Neither consider Geoffrey (*James Norton*) a suitable candidate. The balance of power shifts backwards and forwards until the family find themselves, literally, at daggers drawn. As Eleanor says, in classic understatement: "What family doesn't have it's ups and downs?" It is reminiscent of "Who's afraid of Virginia Woolf" but Albee is a better writer. Robert Lindsay swaggers confidently around the stage, as he did in 'Onassis', but Joanna Lumley has yet to prove that she is anything more than a lightweight television actress. Sonya Cassidy adds some decoration as Princess Alais, but the set and lighting are the stars of this production.

LTPH Notice 11/11

Transport for London
London Taxi and Private Hire



On Line Licence Checker

From December 2011 London Taxi and Private Hire (LTPH) will be enhancing the current functionality available on the TfL website for checking active driver and vehicle licences.

Currently all active private hire driver, operator and vehicle licences can be checked on the TfL website and with effect from December we will be extending this to include taxi driver and vehicle licences.

For taxi drivers this will also confirm whether the licence is for an 'All London' or a 'Suburban' driver when the badge number is entered, as well as whether the

licence is currently active.

The data on the licence checker is frequently refreshed however if you discover any anomalies then please notify us via tph.enquiries@tfl.gov.uk.

The licence checker will be at tfl.gov.uk/tph.

Taxi and Private Hire Updates

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John Mason, Director, Taxi and Private Hire, 6th December 2011. For previous Notices visit tfl.gov.uk/tph.

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THE LAST WORD

DOOM AND GLOOM MERCHANTS AROUND

By PETER BOND

We undoubtedly have many real problems in the Taxi Trade- touting by licensed and Un-Licensed mini-cabs surely heading the list, compounded by the relentless increase in the number of 'Satellite' offices appearing on every High Street creating a culture among the public that its ok to jump in virtually any vehicle at night without booking it legally.

Surely things aren't as bad as the 'doom and gloom merchants would have you believe.

I may not have been around as long as some but in 22 years driving a cab I hope I would have noticed if the end of the Taxi Trade is nigh! In fact I remember that being said in 1989, along with mini-cabs being allowed to ply for hire on London's streets, legally, within 2 years, while some said a year, some even 6 months-unfortunately I heard the same mutterings from a group of cab drivers at a recent Branch meeting.

I'm told never say never and, I suppose, if you keep repeating something for 20, 30 years or more one day it may come true, but in all my dealings with PCO, LTPH, GLA, TFL, Councils, Government Departments and others, apart from a few crazy free market right wingers, I've never come across anyone who seriously argues for anyone other than Licensed Taxis plying for hire on the streets of London.

Then we have the same people claiming that for a few weeks next summer there will be little or no work/income for Taxi Drivers, when we'll see, probably, the biggest influx of visitors ever to this great City. What nonsense!!

The few weeks in question are, obviously, the OLYMPICS.

Now I know 22 years isn't that long but I do know in my experience, lots of people, lots of traffic, chaos in London caused by rain, snow, ice, bus strikes, train strikes, demonstrations, bomb scares, actual bombs (unfortunately) and, dare I mention it, big events like the OLYMPICS means..... more work and more money in my little bag!!

My family have known since 6th July 2005 that they won't see me for dust during the OLYMPICS, as I'll be glued to my comfortable Recaro seat fitted in the front of my TX4.

Apart from the approaching big event in London next year I just don't understand why so many in our Trade feel the need to complain most of the time. I'll never be a millionaire driving a cab but it's not so bad, just look around you - highest unemployment since 1988, over a million under 25 year olds out of work and not much chance of getting any, with the 'Con-Dem' cuts starting to bite the prospect of even more suffering - as in the recession of 1991 at least we should be able to go to work and pay the bills.

Most of us are ex-postmen, builders, in my case ex-mechanic amongst other working class jobs and the bottom line has to be, how many ever return to their former vocation..... Not many.



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*Business Users Only. Finance subject to status and approval. Calculation based on a TX4 (Euro IV) Style (Auto) at £29,995.
£139 per week (monthly equivalent £604.21 x 60 payments with £995 deposit and NOTHING FURTHER TO PAY). Terms and conditions apply.
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.