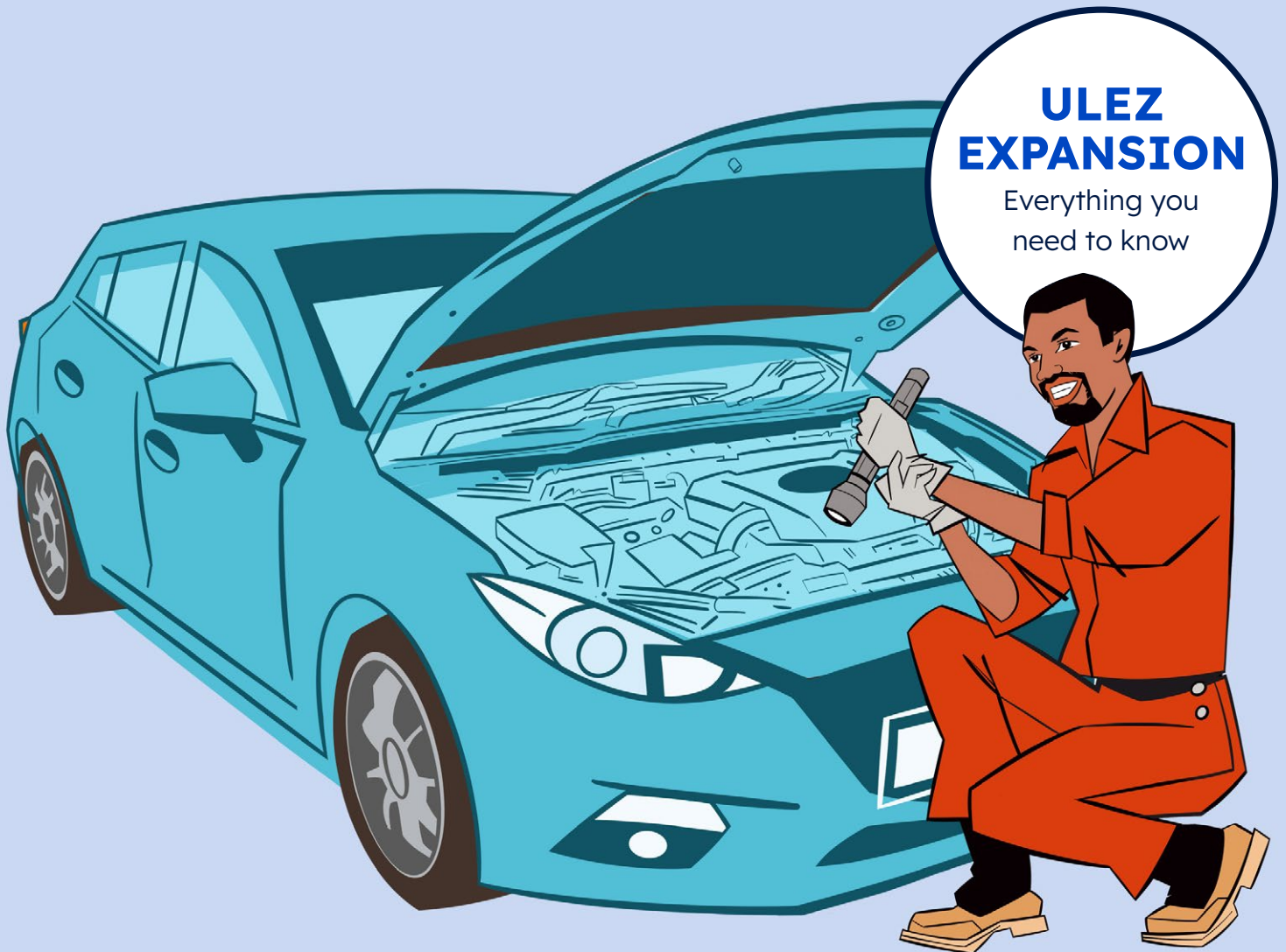


April 2023

OnRoute

The magazine for London's taxi and private hire trades



ULEZ EXPANSION

Everything you need to know

Under inspection

Update on TfL's vehicle inspection centres



Private hire goes ZEC

Wear a white ribbon

Stretch into spring

Stick to 20mph



**Watch
your speed.
Your mate
does.**

VISION
ZERO

MAYOR OF LONDON



TRANSPORT
FOR LONDON
EVERY JOURNEY MATTERS

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Highlights this issue



In the headlights

Poets and taxi drivers join forces for a new film



Green zone

Everything you need to know about the ULEZ expansion



Wellbeing

Stretching for better mental and physical health



The manual

Ramping up taxi wheelchair ramp inspections



Welcome

There's plenty happening this spring and it's a case of out with the old, in with the new. In this issue of OnRoute you can read all about the changes to the vehicle licensing centres on p16, while the new driver assessment centre at Pier Walk features on p47.

There are big changes coming on the capital's roads as well, with the expansion of the Ultra Low Emission Zone (ULEZ) gathering pace (p22). In our Driving seat section, we've got an update on the works happening at Nine Elms, Finsbury Park and Chancery Lane in an effort to reduce

collisions between vehicles and cyclists and pedestrians. Also, in the Security section, there's news on why you'll be seeing more 20mph zones across London as less speed means safer streets.

There's an update on the continued push to be a carbon-free city, with private hire vehicles licensed for the first time now needing to be zero emission capable (ZEC, p43) and celebrations on the 200th anniversary of London's licensed taxi services, but if there's something you'd like us to include in a future issue, drop us a line at onroute@tfl.gov.uk

Driving seat

Putting you at the heart of taxi and private hire



Taxi rank news **p11**

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Have your say

You can now have your say on a new taxi and private hire consultation, ‘Improving safety for taxi and private hire passengers’.

The consultation contains 19 proposed changes in all, split into three parts:

1. Looks at TfL’s proposals for how it will implement the remaining [standards](#) in the Statutory Taxi and Private Hire Vehicle Standards.
2. TfL is seeking the public’s views on how it can further improve safety for taxi passengers.
3. Covers proposed changes to some of the current licensing conditions and requirements for private hire operators and proposed new licensing conditions and requirements for all private hire operators.

The [consultation](#) closes on 12 May.

All change at Nine Elms

TfL is moving forward with plans to transform Battersea Park Road in Nine Elms, making it easier and safer for cyclists and pedestrians.

The eastern end of the Nine Elms area has seen significant development in recent years and the changes will help to connect the new and existing neighbourhoods in the west of Nine Elms to the growing network of high-quality Cycleways.

Battersea Park Road plans include:

A new junction providing access to the Prospect Way access road next to Battersea Power Station station; a one-way entry to Meath Street from Battersea Park Road; relocation of existing loading and parking arrangements from the main road to side roads; and new 20mph limits along the whole of Battersea Park Road.

The changes are being funded by Wandsworth Council and local developers. There is more information of the [TfL website](#).

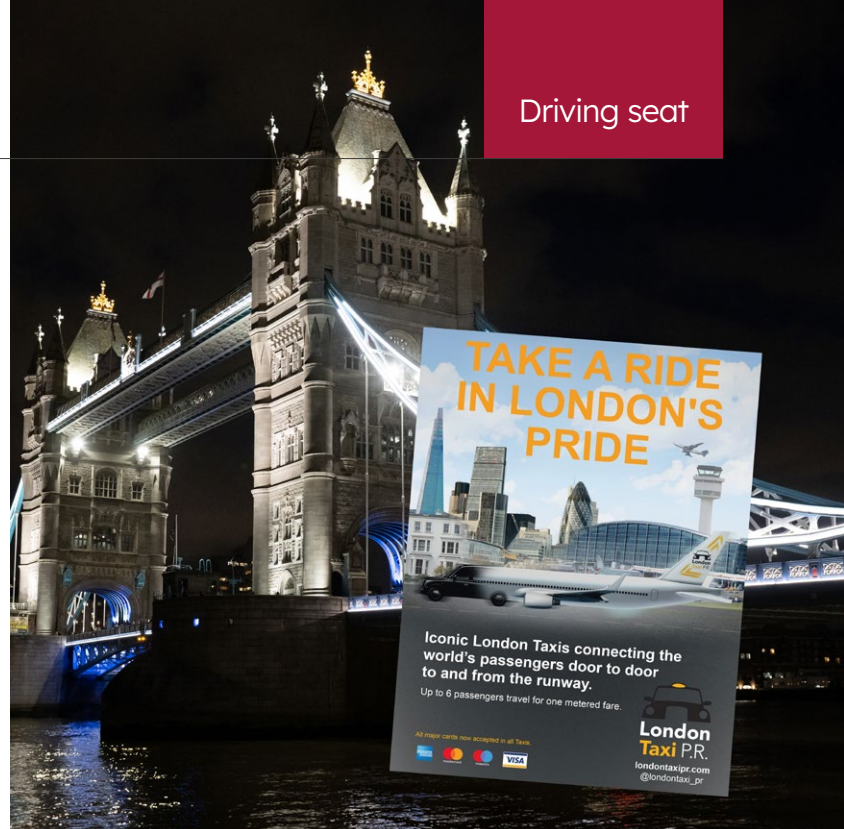
For more on new 20mph zones being introduced across London, go to the Security section.

Welcoming more wise women

On 19 January, 30 people attended the inaugural Knowledge of London women's workshop at Baker Street. At present, only two per cent of taxi drivers in London are female, a figure Katie Chennells, Head of the Knowledge team, would like to see rise. Katie says: 'It's one thing everybody agrees on across the board in the trade, we want to see more women taxi drivers. Years ago, when I was on the Knowledge, TfL had a women's forum but it didn't involve the unions or the Knowledge schools. This time around, I wanted to have the stakeholders involved.'

'It was also good to hear from the women themselves, especially about what kind of learning environment they liked to be in. Some women found it intimidating to walk into a Knowledge School where the overwhelming majority of students were men. That's why taxi driver Lisa Seymour (featured in October 2022 issue of OnRoute) now runs a women-only class once a month at the headquarters of the London Taxi Drivers' Association (LTDA).'

Topics discussed included the benefits of being a London taxi driver and balancing studying with everyday life.



Sky-high promotion

The latest campaign from London Taxi PR takes to the skies with Virgin Atlantic. There are two elements to the campaign, with a full-page ad in the airline's in-flight magazine, Vera, together with a 30-second commercial airing on Virgin's Clubhouse global TV network.

Vera magazine has a reach of up to 650,000 customers, the majority of whom travel in and out of Heathrow Airport, while the 'Hail it!' commercial is screening in the six Virgin Atlantic clubhouses at Heathrow, Johannesburg, South Africa, and four locations in America. Filmed close to London's Tower Bridge, it features a female taxi driver along with entrepreneur and regular user of London taxis, Ms Farah London.

Speaking about the campaign, London Taxi PR's Andy Scott said: 'The opportunity provided by this link-up with Virgin Atlantic gives us a wonderful platform to showcase and promote the London taxi profession to their customers globally.'

The ad can be viewed on [YouTube](#).



There are changes at Chancery Lane

Chancery Lane traffic restrictions

New traffic restrictions are now in place at Chancery Lane, in an experiment designed to improve conditions for pedestrians

Chancery Lane has now been closed to through traffic from 07:00 to 19:00 Monday to Friday, as part of the City of London Corporation's Pedestrian Priority Streets programme.

London taxis will be exempt, while other vehicles will be able to use the street for access to properties and parking and loading bays. The current one-way northbound restriction in Chancery Lane

will remain in place. Vehicles prohibited from using Chancery Lane can use nearby Fetter Lane to travel between Fleet Street and High Holborn. The experiment will last until summer next year.

City of London Corporation Streets and Walkways Sub Committee Chairman Graham Packham said: 'We will be carefully monitoring traffic levels in the area to ensure the scheme doesn't have an adverse impact on nearby streets, and take feedback from residents, businesses and other street-users before making a decision on whether these restrictions remain in place permanently.'

Have your say on the changes on the [City of London website](#).



New-look Nag's Head gyratory

Construction work has begun on a new cycle route between Finsbury Park and Holloway Road. The new route, which includes an overhaul of the intimidating and outdated Nag's Head gyratory, will deliver much-needed improvements to roads and junctions.

The new sections of Cycleway 50 will connect people in neighbourhoods along two new segregated cycle lanes, running westbound along Seven Sisters Road and eastbound along Isledon Road and Tollington Road.

The work will be carried out in phases until December this year to minimise disruption. Construction will take place between 07:30 and 18:00, Monday to Friday, with some works on Saturday between 08:00 and 18:00. Occasionally, to minimise disruption to the road network, overnight works will take place between 20:00 and 06:00. There will be traffic diversions in place during certain phases of work and speed limits along the route will be reduced to 20mph.

You can find out more and have your say on the project on the [TfL website](#).

Taxi rank news

Waterloo Station

For the next two and a half years, there will be major works affecting Cab Road taxi rank, just outside Waterloo Station.

A new way of ranking will be in place and all taxis will need to enter and exit via Spur Road and Station Approach. A new turning circle will be relocated to the east of Cab Road, although taxis can still use York Road to exit but are advised not to.

The taxi drop-off area will be on Station Approach and the accessible passenger pick-up/drop-off area will be on Cab Road in a new marked area, which taxis must enter and exit via York Road only.

For a short period of time, taxi marshals will be on hand to assist passengers and drivers between 07:00 and 11:30, and between 15:30 and 19:30, Monday to Friday; and between 08:00 and 18:00 on Saturday and Sundays.

London Bridge Station

Drivers are reminded when using London Bridge bus station taxi rank, or when dropping off at the station, that the speed limit is 10 mph. There have been reports that some taxis and private hire vehicles are exceeding the limit, which is a safety concern.

The following ranks are currently suspended:

- Until 17 June, the whole four-bay rank at Caxton Street is suspended. A temporary rank will be available in parking bays on the opposite side of the carriageway by the hotel. The Broadway is also closed
- The rear 10 metres of the rank outside Nobu in Berkeley Street is suspended daily between 07:00 – 18:00 until 22 December. The rest of the rank will be available during its normal operational hours

TPH licensing in numbers

18,370

Taxi drivers

15,065

Taxi vehicle licences

100,318

Private hire driver licences

89,779

Private hire vehicle licences

1,575

Private hire operators

Taxi-dedicated rapid charge point bays

Private hire drivers are reminded that private hire vehicles must never park in or use taxi-dedicated rapid charge point bays. If they do so the driver may be subject to a penalty charge notice and potentially licensing action.

If you see a vehicle parked in, or using, a taxi-dedicated rapid charge point bay when it shouldn't be, email TPHintel@tfl.gov.uk providing images, the time, date and location.

Happy 75th anniversary to the Taxi Charity

This year marks the 75th anniversary of the Taxi Charity for Military Veterans. It has been a remarkable milestone for a small charity organising free trips for veterans from all conflicts to various locations and days out across the Netherlands, France and the UK.

One man who has been associated with the charity from almost the very beginning is 94-year-old Len Sheppard, from Albany Park. Len served in the RAF after WWII, checking and servicing radar equipment. This meant when he retired from being a taxi driver, he was invited to join the charity at events in the UK and Europe.

He has been volunteering for the charity since it was known under its former name of the London Taxi Benevolent Association For War Disabled. Len would go to cab ranks and collect money with Harry Joel MBE, who later became the charity's life president. The money raised would go towards the charity's annual trip to Worthing, where around sixty volunteer taxi drivers would take veterans to the coast for a day out.

Len says: 'Having supported the charity during my years as a cab driver it was wonderful when the charity started to invite me to join them at their events. I have been with them on commemorative trips to Arnhem, Ypres and Normandy, and in December last year I attended their hugely enjoyable Christmas Lunch at Millwall football club. At 94, these trips might be considered too much for



Veteran Len Sheppard on a day trip and with his wife

some, but a charity volunteer cab driver picks me up at my home and returns me safely after the event, and if we are away for a few days, I never have to worry about anything as nothing is ever too much trouble for the drivers.'

The charity recently received a £18,000 grant from ABF, The Soldiers' Charity, to fund its programme of special 75th anniversary events, including social occasions in the UK, as well as trips to Normandy, Belgium and the Netherlands for commemoration services.

To find out more about the support the Taxi Charity offers to veterans or to donate to the charity's '75 for 75' anniversary fundraising campaign, visit the [website](#).

In the headlights



London poet Dan Simpson

On The Cotton is an arts project conceived by poet Dan Simpson to explore and celebrate taxi drivers, and the iconic black London taxi itself. Dan explains how it all came about.

What is your connection with the London taxi trade?

My dad, Les, was a cab driver, although he recently retired. That's where the whole project started really, because he was learning the Knowledge when I was about nine or 10 in the 1990s, and he had this huge map where he used to call over the runs with his Knowledge partner, so I grew up with it. Learning the Knowledge struck me as poetic and I wanted to explore it through poetry.



I did an interview with my dad about being a cab driver and me being a poet, and I realised that we both worked for ourselves, both liked talking to people and in a way we both did similar things – taking people from one place to another, although I do it more metaphorically. So, that was the starting point and I got funding from various sources, including The Arts Council, and in partnership with London Transport Museum the project then got off the ground.

What does On The Cotton consist of?

Seven pairings of a poet with a cab driver and the works they produced. We did a sell-out live performance in August last year, and that became the basis for a

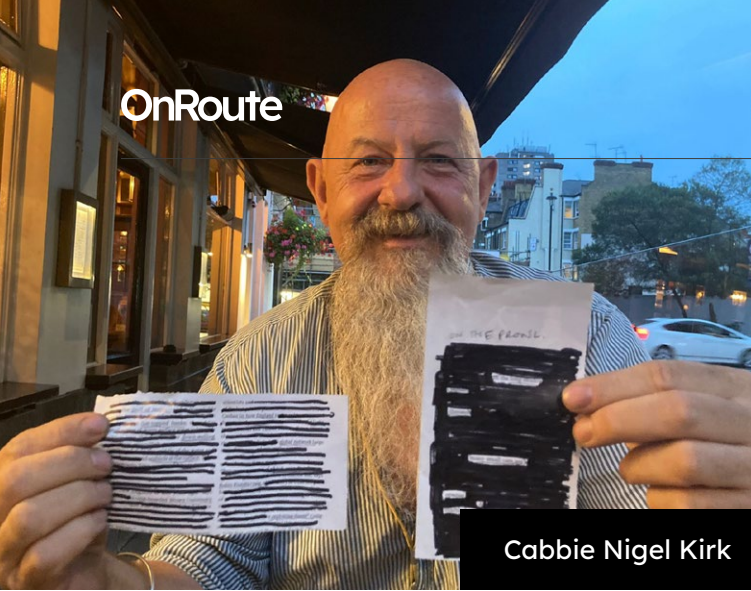
documentary we showed at the museum in March. The documentary will now go into the museum archive.

What fascinates you about cabbies?

Cabbies are amazing people: they are interested in knowing people; interested in the history of London itself; and lots of them are other things as well as being drivers. One of the cabbies involved was an undertaker, another a lounge singer and another deeply interested in history. I love that curiosity for learning and sharing that fascination with other people. In the end, the pairings worked out really well and all the cabbies and poets got paid for their time, and I think the outcome is really powerful. ➔



Poet Tom Stocks with Ian Taylor



Cabbie Nigel Kirk

How did you select the poets and the cab drivers?

I put the word out I was looking for poets to pair with taxi drivers on social media. In the end around 150 poets applied and I interviewed 19 of them until I got the number down to seven. All of them had to have at least a connection with London and in the end both the poets and drivers I chose were all Londoners.

To get the taxi drivers, I liaised with the London Taxi Drivers Association and it put an ad in its own paper and put the word around to find people who might be interested. We had around 20 to 25 drivers get in touch.

What research did you have to do for the project?

I went through TfL's own archives and I also went to the Transport Museum Depot

in Acton and saw some amazing things. I mean really cool things. All that cabbie slang and did you know they came up with an acronym to remember the names of the theatres in the West End? I read a lot of beautifully hand-written reports for the 1880s about drivers who were applying to become licensed and all about their characters, and I also saw loads of black and white photographs. I even came across a variety hall song all about a gentleman who was always wooing ladies in the back of a cab and yet the driver never let on.

Does the project have 'wheels'?

I've been really surprised by the amount of interest there has been in the project. In the future, the museum would like to do an After Dark event based on the project. My real hope is that the ideas behind this project could be expanded to train drivers, tram drivers, bus drivers and people working on the river, in order to give them a voice through poetry or the spoken word.

You can read more on the project on [Dan's website](#)

'On The Cotton' is London taxi driver slang for the shortest distance between two places.

OR

The seven pairs of poets and cabbies

Storm Cecile
and Aiden Kent

Tom Stocks and
Ian Taylor

Abstract Benna
and Duane
Colman

Tomara Garrod
and Rachel
Martin Peer

Arji Manuelpillai
and Michael
O'Flynn

Felix Arlow and
Ian Beetlestone

Shirine Shah
and Adam
Gaunt

Under inspection



A vehicle at the new Rainham inspection centre [p17](#)

Vehicle licensing inspection sites get a makeover



Inside Sidcup inspection centre

Following a review of the six vehicle licensing inspection sites and their ability to remain fit for the future, three of the existing sites at Enfield, Heston and Staples Corner have been retained and refurbished, while those at Canning Town, Coulsdon and Crayford have closed. Two new centres, at Rainham and Sidcup, have now been opened with all five centres being run by Marston Holdings (formerly NSL). The existing, experienced staff will still do the inspections, ensuring a continuation of knowledge and service throughout the inspection sites.

Leigh McEaney, TPH Contracts Manager, explains: 'It's a new evolution with a five-site solution, but maintaining our existing inspection capacity and geographic spread around London. We now own the leases at all five sites, enabling us to explore opportunities to improve the inspection service, from an operational and technological perspective.'

'The two new inspection centres at Rainham and Sidcup have additional parking and new vehicle inspection equipment. The existing sites have also been refurbished, so we have refreshment machines, TVs, new reception areas and floors, lifts and running roads. At Staples Corner, the reception area has been increased in size.'

'The sites need to be fit for purpose and be able to evolve if needs be, not just for now but for the next 10 years. Our long-term objective is to keep improving the service over the life of the contract.'

The mobile vehicle inspection service continues for operators with multiple vehicles within the M25 area, but appointments for this service have to be pre-approved by TPH. ➔



Rainham vehicle inspection centre

How to book a vehicle inspection

You can now book your vehicle inspection online, 24 hours a day, seven days a week. This is often the quickest and most convenient option if you are the owner or registered keeper of a single vehicle.

You can book an appointment at a date, time and location to suit you. This function also allows you to cancel or reschedule your appointment.

If you have applied for or renewed your taxi or private hire driver licence online, you will have an online account already

set up. Please log in to your account and your vehicle licence will already be listed under the vehicle or licences tab. You do not need to create another account. If you cannot see your vehicle licence through your [online account](#), send an email to tponline@tfl.gov.uk

If you do not already have an existing online account you can create one by going to our [account page](#). You will be required to provide unique information regarding your vehicle licence, which can be found on your renewal letter.

Inspection centre addresses

Staples Corner

Unit 2, Aquarius Business Park,
Priestley Way, Staples Corner,
London NW2 7AN

What3Words (W3W) address:
///record.venue.from

Enfield

Unit 2, Watermill Business Centre,
Edison Road, Enfield, London EN3
7XF

W3W address: ///tribal.bleat.ruler

Heston

20a, Airlinks Industrial Estate,
Spitfire Way, Heston, TW5 9NR

W3W address: ///fault.bike.
commented

Rainham

Unit 10, Segro Park, Rainham,
RM13 8HY

W3W address: ///diner.waving.
bind

Sidcup

Unit 13/14, Klinger Industrial
Park, Edgington Way, Sidcup,
DA14 5AF

W3W address: ///muddy.clip.
forget



Don't forget to bring your documentation

Documentation you will need

Please bring original documents with you as electronic copies are not accepted.

- Existing TfL vehicle licence and discs
- V5C vehicle registration document
- Hire and reward insurance documents
- MOT certificate which has been issued in the last 14 days
- Vehicle modification documents
- Any other relevant documentation relating to the vehicle, where appropriate, such as Voluntary Individual Vehicle Approval
- Certificate of conformity (if required)

Fortnightly check list

It is the responsibility of vehicle licensees to ensure the roadworthiness of their vehicle and to ensure vehicles continue to meet all regulatory requirements at all times. It is a condition of vehicle licensing that a taxi or a private hire vehicle must have two MOT inspections per year.

Bodywork

Watch out for dents, chipped paintwork and rust patches

Tyres

Check your tyre pressure and make sure the tread is within legal limits

Engine oil

Check and top up your engine oil if required. If you need to do this more often than usual, you could have a leak

Water

You should check your coolant level while the engine is cold. In winter, don't forget to top up your anti-freeze

Windscreen wipers

Should be replaced once a year

Lights

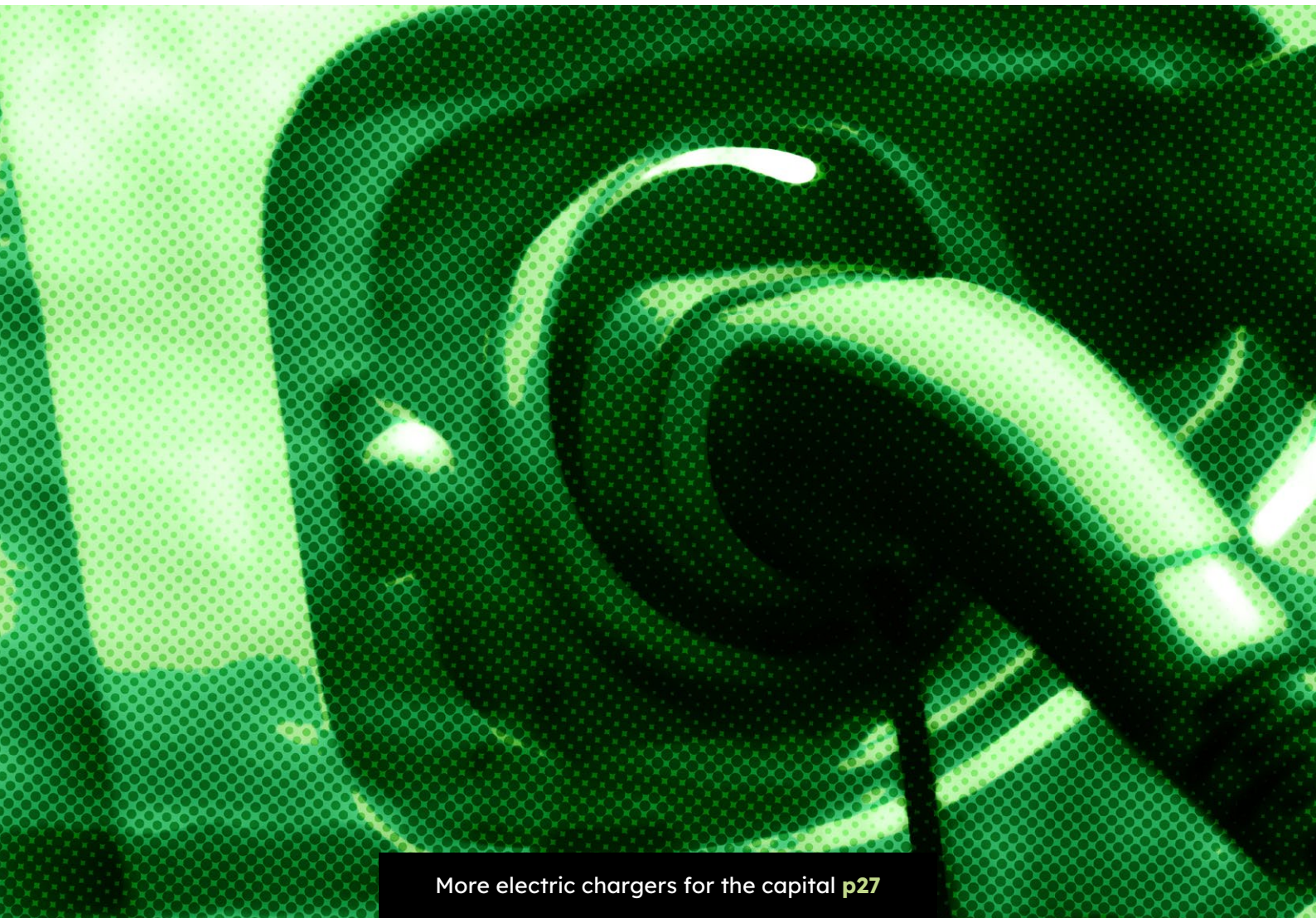
Check all your lights and make sure you carry a spare set of brake light bulbs in your vehicle



Make sure to check your tyre pressure

Green zone

Everything you need to know about making London a clean, green, carbon-free city



More electric chargers for the capital **p27**

p22 ULEZ expansion

p24 Plug it in

p27 Electric chargers



ULEZ expansion 2023

What the expansion of the Ultra Low Emission Zone means for you

To help clear London's filthy air and improve public health, ULEZ is expanding across all London boroughs from 29 August this year.

If you drive anywhere within the ULEZ, including the expanded area from 29 August, and your vehicle does not meet the emissions standards, you will need to pay a daily charge of £12.50. This includes residents of the ULEZ. However, you don't need to pay the ULEZ charge if you are parked inside the zone and don't drive.

Why is ULEZ expanding?

The latest data shows that road transport is the single biggest contributor of nitrogen dioxide and particulate matter emissions in Greater London. This air pollution contributes to the premature death of thousands of Londoners every year, and the greatest number of deaths related to air pollution occur in outer London areas.



What are the standards?

Your petrol or diesel vehicle must meet the required Euro emissions to meet the ULEZ emissions standard.

The ULEZ standards are:

- Euro 4 (NOx) for petrol cars, vans, minibuses and other specialist vehicles
- Euro 6 (NOx and PM) for diesel cars, vans and minibuses and for other specialist vehicles

Petrol cars that meet the ULEZ standards are generally those first registered with the DVLA after 2005. Diesel cars that meet the standards are generally those first registered with the DVLA after September 2015.

All licensed London taxis are exempt from ULEZ payments. More than four out of five other vehicle types already meet the emissions standards. From 1 January this year, all private hire vehicles licensed for the first time must be zero emission capable (ZEC) and meet the Euro 6 emissions standard (see story p43). Also, all private hire vehicles which are fully electric or have a hydrogen fuel cell will meet the new licensing requirements and the Euro 6 emissions standards.

Private hire vehicles designated as wheelchair-accessible will be exempt from the charge until 24 October 2027.

The expanded ULEZ will operate 24 hours a day, midnight to midnight, every day of the year, except Christmas Day.

Use [TfL's vehicle checker](#) to check if your vehicle meets the standards.



Auto Pay and Penalty Charge Notice changes

Auto Pay lets drivers who register their vehicles avoid the risk of forgetting to pay the daily ULEZ charge and incurring a penalty charge. Previously, there was a £10 annual fee to register for Auto Pay, this has now been removed. However, you can still register your vehicle for [Auto Pay](#).

The penalty for non-payment of the ULEZ and Congestion Charge has increased from £160 to £180. If paid within 14 days, that amount reduces by half to £90.

ULEZ Support offers

To support the Mayor of London's ambition to help clear London's air and support Londoners through the expansion, TfL has secured a range of [great deals](#), which can help you to save money and use forms of transport such as hire and subscription services for bikes, e-bikes, cargo bikes and e-scooters, and discounts on car clubs.



Plug it in

In November last year, the Evening Standard held its first **Plug It In** Summit around the electrification of transport in London. Christina Calderato, Director of Transport Strategy and Policy at TfL, took part in a panel exploring ‘what do we need to do to make London Net Zero 2030 a reality?’ Here are some key points.

‘By 2025, our forecasts suggest there could be between 300,000 and 600,000 battery electric vehicles in London, equivalent to between nine per cent and 21 per cent of London’s total car and van fleet. By 2030, there could be between 950,000 and 1.4 million electric vehicles, between 34 per cent and 49 per cent of London’s total car and van fleet.

‘To support this transition to electric vehicles, London will need between 40,000 to 60,000 public charge points by 2030, of which up to 3,900 will be rapids. One of the key barriers to achieving this is land. It is difficult to secure suitable charge point locations given competing demands and London’s limited land availability. We are addressing this by unlocking GLA Group land for electric vehicle charging. We also need to ensure the right infrastructure is in the right places to support key user groups to transition to electric vehicles. This includes encouraging the



delivery of slow-fast on-street residential charge points where taxi and private hire drivers live, and supporting the delivery of top-up rapid charge points where drivers work, including town centres.

‘Our Electric Vehicle Infrastructure Delivery Project focuses on sites suitable for the delivery of one or two rapid charge points, including on the TfL road network (Red Routes), and will initially deliver 100 bays. We are also pursuing opportunities to develop rapid charging hubs on TfL land. Hub sites will host multiple rapid charge points with associated facilities depending on the space available, including canopy, toilets, coffee shops and small supermarkets. →

Hub sites will host multiple chargers



Chargers at Baynard House

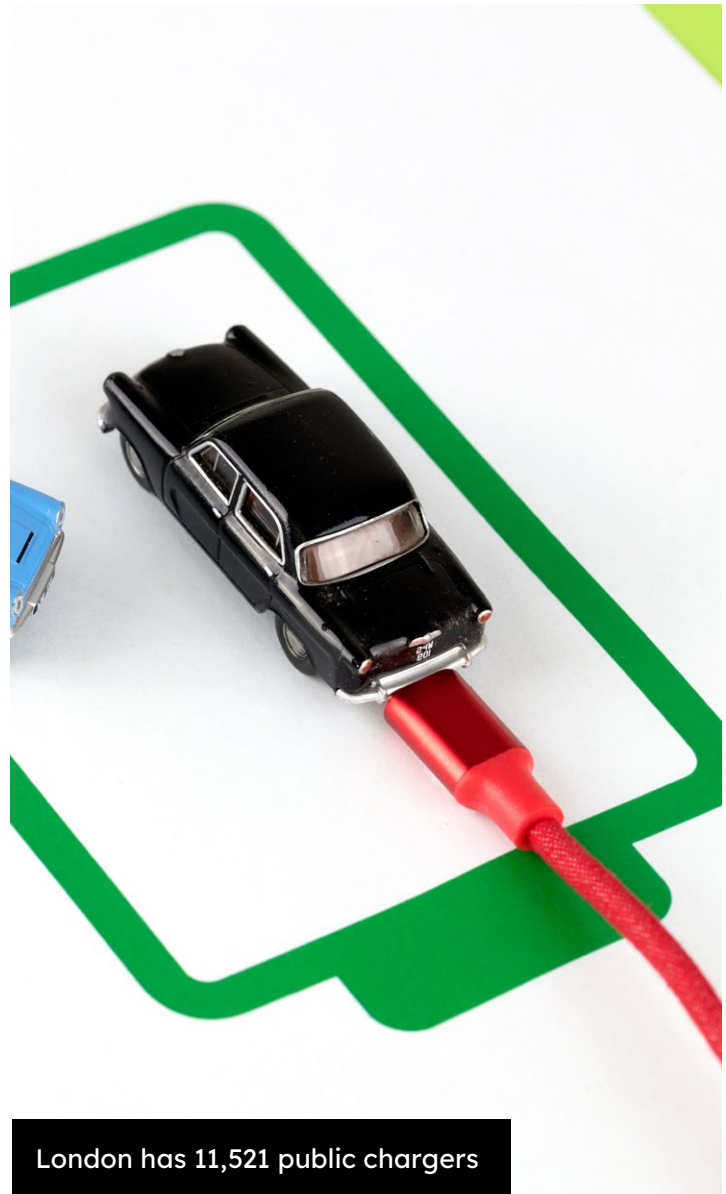
Baynard House rapid charging hub

The hub, which opened in December last year, is located at Baynard House Car Park, near Blackfriars Bridge. There are 11 devices and 28 connectors available including six 50kW rapid charge points, two of which are dedicated for taxi use only. The charge points are operated under the bp pulse network with 45 minutes of free parking while charging, afterwards charges apply.

Key electric vehicle and infrastructure figures

In 2021 there were 28,000 new plug-in vehicles (battery electric and plug-in hybrids) registered in London for the first time, 20 per cent of all new vehicles registered, up from 14,000 or nine per cent in 2020

- In terms of London's existing vehicle fleet, plug-in vehicles (battery electric and plug-in hybrids) accounted for three per cent of London's registered vehicle fleet in 2021, up from two per cent in 2020
- As of 31 January, London had 11,521 public charge points, 31 per cent of the UK's total and a 170 per cent increase since 2019
- TfL has delivered more than 300 rapid charge points in London and three rapid charging hubs
- There are now more than 850 rapid and ultra-rapid charge points compared with 515 in January 2021 – a 65 per cent increase
- London's boroughs have delivered nearly 9,000 on-street residential charge points since 2016



London has 11,521 public chargers

‘London’s investment in electric vehicles is already generating good quality jobs across the UK, whether it’s electric buses in Yorkshire or electric taxis in Coventry. This strategy is a strong signal of London’s commitment to decarbonising the transport network over the next decade.

Read the latest white paper from the Plug It In campaign, The Evening Standard roadmap for driving the electrification and decarbonisation of London’s transport.

OR



Charging across the country

Around 2,400 new charging devices are to be created in 16 council areas across England, in the latest phase of the Local Electric Vehicle Infrastructure (LEVI) scheme. Both Hackney and Hounslow are included in the 16 council areas which have secured funding from the scheme, which is backed by £56m of public and industry investment.

The three original pilots in the LEVI scheme were in Durham, the London borough of Barnet and North Yorkshire.

Fully charged

Char.gy, the on-street electric vehicle charging company, installed its 2,000th lamppost charger on 6 March in Southwark. It has been increasing the rate of installation since 2018, when it took the company two years and ten months to reach its first 500 installations. This year, it installed 500 chargers in just four weeks.

On-street chargers are essential for drivers of electric vehicles who do not have driveways and so cannot charge at home. The Government forecasts that around 30 per cent of the 10 million electric vehicles expected in 2030 will need on-street charging, requiring as many as 490,000 on-street chargers to keep them running.

Along with installing more chargers, Char.gy has launched a new tariff to help with soaring energy costs. The Char.gy [Night Saver tariff](#) allows drivers to charge their vehicles at the reduced rate of 29p per kWh from midnight until 07:00 the next day.

You can find out more about on-street charging on the [Char.gy website](#).

Char.gy





New chargers at Addison Lee's West Drayton hub

In charge of charging

Addison Lee, in cooperation with charging network ChargePoint, is installing new ultra-rapid electric vehicle chargers at its West Drayton fleet hub

The hub is located close to Heathrow Airport, providing drivers with an ideal location to take a break between journeys, and the two new ultra-rapid chargers, with dual charging capability, will enable four drivers to charge their electric vehicles at once.

Addison Lee drivers will also have access to thousands of chargers across London through the ChargePoint app and software, which lets them see if the chargers are currently in use, ensuring they don't waste valuable time travelling to an unavailable charging point.

Addison Lee plans for its full fleet to be electric by the end of this year, with 1,000 of its vehicles already electric.

Wellbeing

Fit to face the future



Check out your brain health **p34**

- p30** Easy stretches
- p34** Brain health quiz
- p35** Wellbeing support services

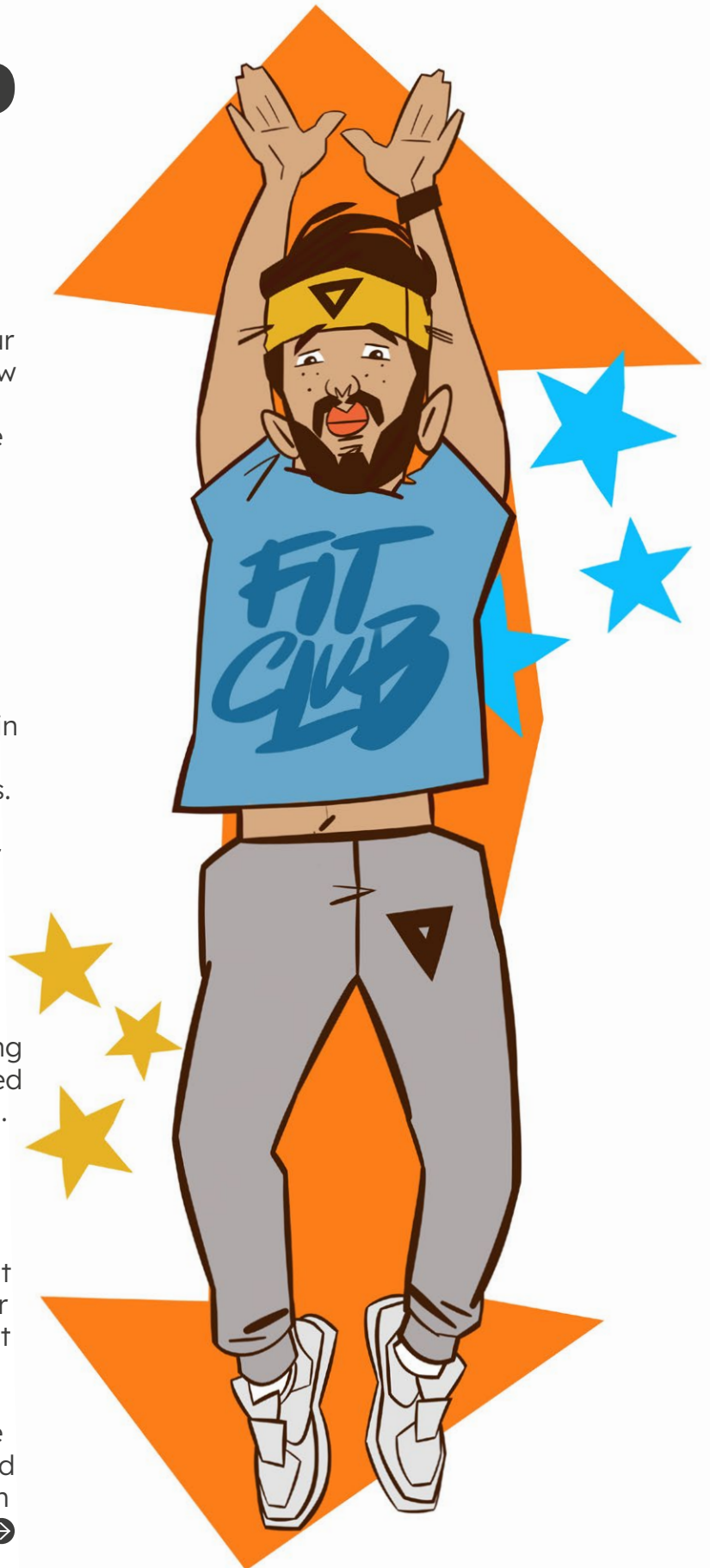
Stretch into spring

Sitting behind a steering wheel for most of the day can have a big impact on your body. Your muscles stiffen and blood flow becomes constricted, which can lead to serious health conditions such as muscle strains and even blood clots. So take some time out during the day to have a really good stretch.

Stretching improves flexibility, which helps you to move more easily and also improves your balance. We lose flexibility as we age but stretching can help maintain it. It can also help maintain good posture as it stops your muscles from tightening up and reduces stiffness. Stretching exercises improve the flow of blood around your body, improving your circulation. This means there is more oxygen reaching your muscles and your brain making you feel more alive and energised. Finally, just two sessions of 10-minute stretches a week have been shown to relieve stress – it's as if releasing the tension in your muscles has the added benefit of releasing tension in your brain.

Exercising with your vehicle

These exercises require no special equipment and can be done anywhere at any time, although there's nothing better than a good stretch in the morning to set you up for the day. Many of them can be done sitting in the driving seat while parked up in your vehicle or by using the vehicle itself to push against. They should be repeated for both sides of the body in order to keep things balanced. ➔





Pain in the neck

A crick in the neck can inhibit movement as well as being painful so make sure you keep things supple with this simple exercise. With your right arm, reach over your head and touch your hand to your left ear. Gently pull your head over to your right shoulder and hold for 15 to 30 seconds before releasing. Repeat the exercise with your left arm. Not only will this stretch your neck out but should also relieve tension in your shoulders.

Another way to loosen up neck muscles is to look straight ahead while sitting and jut your chin forward as far as you can and hold for a count of five. Now, pull your chin as far in as you can, again for

a count of five, before releasing. Repeat as many times as you wish before slowly turning your head as far to the right as you can and then gently turning it all the way to the left. You may actually hear your neck 'click' as you do so. Again, repeat several times.

Shouldering the load

For many of us, one of the first symptoms of stress is hunched shoulders, which can cause upper back and neck pain. Stretching exercises are a simple way of helping your shoulders relax.

Sitting comfortably, with your feet flat on the ground, place your right arm straight across your chest and use your left arm →





to pull it tighter into your body. Hold for a count of five. You should feel the stretch in your right shoulder and tricep. Release and repeat with your left arm pulled across your body.

Again, sitting comfortably with feet grounded, try pulling your shoulders all the way up to your ears, or as high as you can and hold for a count of five before releasing. Repeat five times.

Another easy stretch to combat hunched shoulders is to roll your shoulders gently backward several times, feeling the release of tension in your shoulder blades. Now roll your shoulders forward several times before allowing them to relax and drop back to their normal position.

Work your wrists

Driving and holding a steering wheel all day can be hard on your wrists, but these two exercises can help get rid of stiffness and increase wrist flexibility.


First, brace your fingers on the steering wheel and bend your wrists backward and forward a number of times. This should free the movement in your wrists and bring life to your forearms.

Alternatively, hold your right arm out in front of you with your wrist pointing upwards. With your left hand gently bend the fingers on your right hand down and back. Hold for a count of five before releasing. Now rotate your right arm so your wrist is pointing down and using your left hand gently bend the fingers on your right hand up and back. Hold and then release. Don't forget to repeat the exercises on your left wrist and arm.

Outside your vehicle

Open your vehicle door and place the palm of one hand against the inside of it with your fingers pointing up. Turn your body away from your slightly extended arm, so you feel the stretch across the front of the shoulder and in your chest. Change sides. Hold for 15 to 30 seconds on each side.

Vehicle press ups

Stand at arm's length from your vehicle and place your hands flat against the side of the vehicle at chest level, with your fingers pointing upwards. Keeping your back straight, bend your arms slowly, keeping your elbows tucked into your 

sides Aim to close the gap between yourself and the vehicle as much as you can. When you have gone as far as you can, slowly extend your arms until you have returned to your starting position. Repeat several times.

Stretch your legs

Place your heel on the front or rear bumper with your knee slightly bent. Put your hands behind your back and bend forward, stretching the back of your leg. Change legs. Hold for 15 to 30 seconds on each side.



Place your hands against the vehicle and bend forward while moving one foot back. Push your back heel down and feel the stretch in your calf muscle. Change legs. Hold position for 15 to 30 seconds on each side.

Support yourself with one hand on your vehicle. Grab your ankle, keeping your knees together and pushing your hip forward. Change legs. Hold for 15 to 30 seconds on each side.

The [NHS website](#) has lots of easy stretching exercises to try. OR



How healthy is your brain?

Just as important as our physical health is keeping our brains healthy. The good news is there are plenty of things we can all do to keep our brains sharp and reduce the risk of dementia later in life. Research suggests that up to 40 per cent of dementia cases are linked to factors we can influence, such as our diet and the things we do to challenge our brains.

Now [Alzheimer's Research UK](#) has produced a quick and easy online check-in to help you explore your brain healthy behaviours and give you simple tips on

how you can give your brain some love.

The check-in consists of short sections based on three simple rules for better brain health:

- 1 Stay sharp
- 2 Keep connected
- 3 Love your heart

It only takes 10 minutes to complete, so why not give it a go?

Mental health and wellbeing support services

SANE

info@sane.org.uk

0300 304 7000

Open every day from 16:30 to 22:30

Rethink Mental Illness

advice@rethink.org

0300 5000 927

Mind

info@mind.org.uk

0300 123 3393

Open 09:00 to 18:00 Monday to Friday
except Bank Holidays (calls charged at
local rate)

CALM

0808 802 58 58

Open 17:00 to midnight, 365 days a year

Stress Management Society (SMS)

0203 142 8650

BBC Headroom

RoSPA driver safety

Information on driving fatigue and the
importance of not driving when tired

UK Active

020 8158 9700

Security

Safety information for both drivers and passengers



Saying no to harassment [p39](#)

[p37](#) 20mph zones

[p38](#) Vision Zero

[p40](#) White Ribbon campaign



Lowering traffic speeds for safer streets

The Mayor's Vision Zero for London aims to eliminate all deaths and serious injuries on London's transport system. One measure already helping to reach that goal is lowering the speed limit on many of London's roads.

Collision data shows the faster a vehicle is travelling the more likely a collision will occur because the driver has less time to react or avoid the collision, and the more severe an injury resulting from the collision will be. Speed is a factor in at least 37 per cent of collisions where a person is killed or is seriously injured on London's streets.

In March 2020, TfL introduced a 20mph speed limit on all its roads within the central London Congestion Charging Zone and in October last year, the 20mph limit was applied to more than 105km of the Red Route across London, plus 30km of TfL's roads in Westminster, Haringey, Hackney, Enfield, Croydon and Tower Hamlets.

New data shows since the implementation of these 20mph speed limits, the number of collisions has reduced by 25 per cent (from 406 to 304), and collisions resulting in death or serious injury have ➔



reduced by 25 per cent (from 94 to 71), demonstrating the huge impact of lowering speeds across London.

More for 20mph

This year, plans are already in place for 20mph speed limits on the A205 Upper Richmond Road and at Gants Hill roundabout, Redbridge, Ruislip Road and West Wickham, Bromley.

Later this year, TfL will begin works in Greenwich, Lewisham, Lambeth, Southwark, Wandsworth, Merton and Kensington and Chelsea. These proposed changes are subject to statutory traffic order consultations.

The new speed limits would help to make a large area of south London safer and more attractive for people in these communities to live, work and play, encouraging more people out of their cars and to walk, cycle and use public transport more often.

You can still [have your say](#) on these local engagement plans.

Vision Zero for London

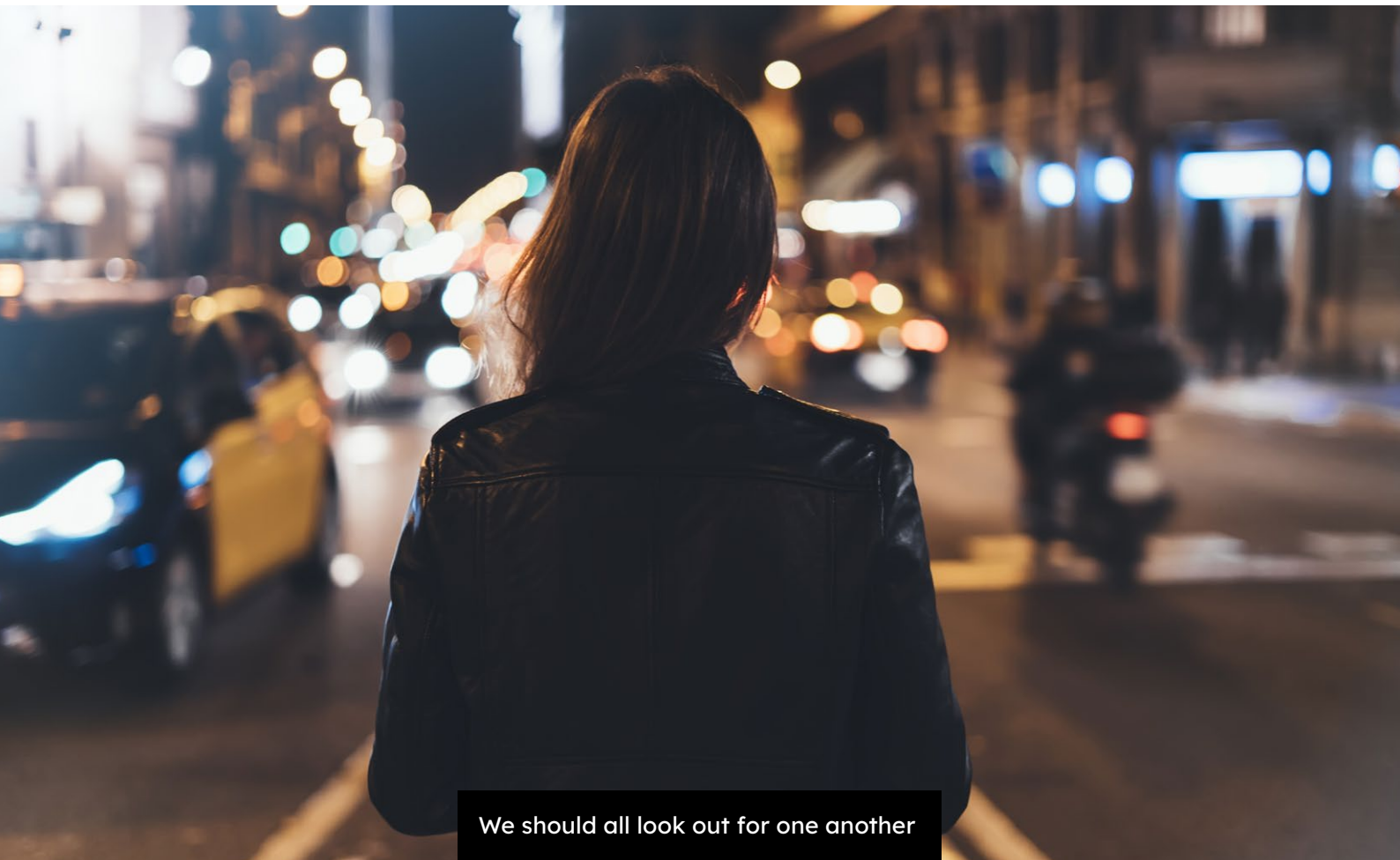
The Mayor and TfL are committed to the [Vision Zero Action Plan](#), which sets out the ambition to eliminate death and serious injury from London's transport network by 2041.

This will be achieved through:

- Safe speeds: Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits
- Safe streets: Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes. TfL has so far reduced danger

at 43 junctions across London with work at a further two locations set to start this year

- Safe behaviours: Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders
- Post-collision response: Developing systematic information sharing and learning, along with improving justice for the victims of traffic incidents



We should all look out for one another

Saying no to harassment

TfL's new campaign encourages us all to look out for one another

The campaign was launched in January with the aim to help people recognise the signs of sexual harassment and how to offer support to any person who has been targeted by a harasser.

Sexual harassment is a form of violence, most often directed against women and girls in public places. The safety of women and girls is an absolute priority for TfL and this campaign is just one aspect of TfL's work to ensure everyone is safe and can travel with confidence. It

builds on efforts by TfL and the police to tackle sexual harassment and while many people feel strongly about the issue, very few know how they can help if they see an incident of sexual harassment while out and about. Research from London TravelWatch in 2021 found that 63 per cent of people would feel more confident in responding to a crime if they had more information about how to help.

The campaign includes bold posters, content on LadBible and podcasts. →

It sets out guidance on how you can safely intervene if you witness sexual harassment, but **only** if you feel safe to do so:

1. Distract with a question

You can help defuse an incident of sexual harassment by asking the person being targeted a simple question, such as ‘Do you have the time?’

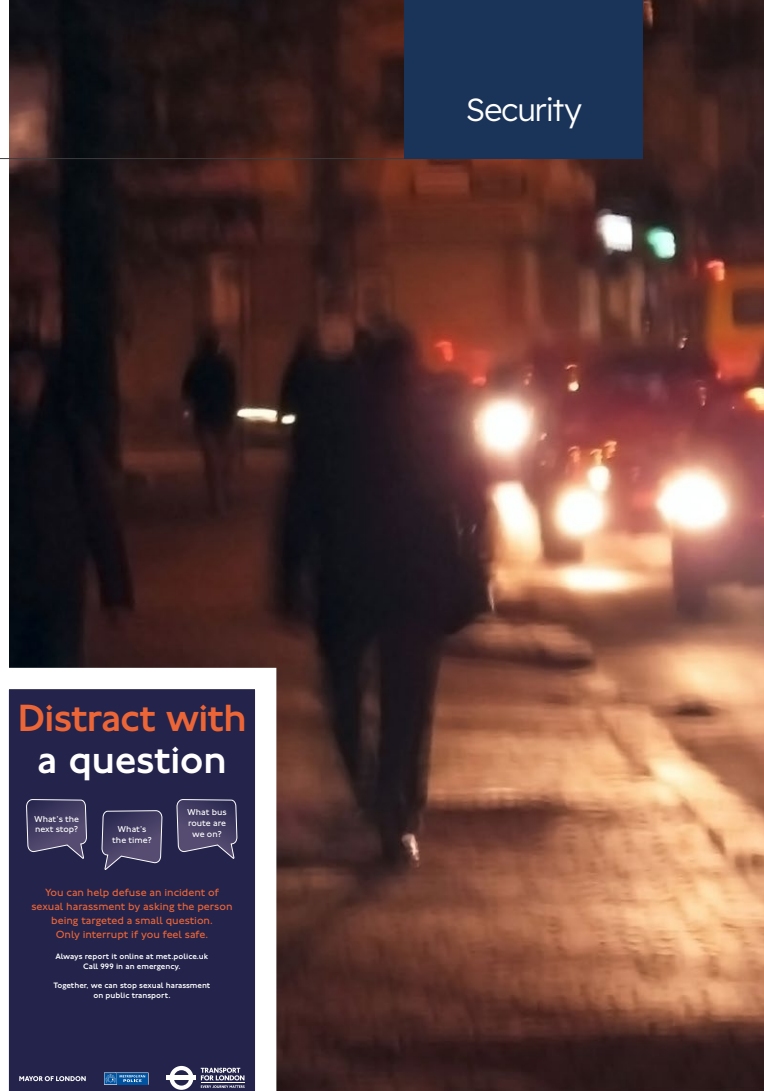
2. Make a note

If you see an incident of sexual harassment happening, documenting and reporting it can help build a profile of the perpetrator and help TfL and the police stop it from happening again.

3. Make sure they are okay

Following an incident of sexual harassment, the offer of support can help the person targeted feel less isolated and more confident in reporting it. Check in with the person targeted and ask: ‘Are you OK?’

Megan Yardley, Customer Marketing and Behaviour Change Manager at TfL, says: ‘We’re working hard to create a culture where unwanted sexual behaviour




is not tolerated, and that’s why we’re emphasising the importance of reporting any form of sexual harassment. Not only does the campaign speak to offenders and victims, but it also teaches bystanders to recognise the signs of harassment and support victims too.’ →

Wear a white ribbon

Last year, in recognition of its work to tackle violence against women and girls, TfL was awarded White Ribbon UK accreditation. [White Ribbon UK](#) is a charity whose mission is to prevent violence against women and girls by addressing its root causes. Its aim is to change long established, and harmful, attitudes, systems and behaviours


around masculinity that perpetuate gender inequality and men’s violence against women. Male colleagues from across TfL have signed up to the White Ribbon pledge: to never commit, excuse or stay silent about male violence against women. This helps show both customers and staff how seriously it takes this issue and what it is doing to tackle it.



Do report incidents of harassment

To help its compliance officers to deal effectively and safely with any incidences of harassment they may see, TfL has rolled out its zero tolerance to sexual harassment training. This also helps them to deal with any reporting of incidents sensitively. TfL's Senior Operations Manager, Babatunde Owolabi-Ajao explains: 'training is an important part of our activity to tackle sexual harassment and support customers and passengers using our transport services. This training ensures that our officers exercise due diligence while undertaking their duties and can safely challenge cases of unwanted sexual behaviours'.

Jeremy Gibson, an Operations Officer, recently completed the training. Talking

about the experience, he says: 'The zero tolerance to sexual harassment training clearly defined the meaning of sexual harassment and explained numerous ways to identify signs of sexual harassment on the network. For example, signs to look out for, identifying different approaches to intervene and offering assistance to the travelling public. In addition, the training also highlighted methods of reporting and provided the correct channels for both staff and customers to report unwanted sexual behaviours. I feel more confident about 'getting it right when considering a possible intervention in a harassment situation. The training has helped focus my mind on the possible types of behaviours that could cause someone to feel intimidated, degraded or humiliated.' 



Compliance officers on a STaN operation

Out with the STaN team

In December, Debbie Snowdon, who is on the General Management Graduate Scheme at TfL, joined compliance officers and their police partners on a Safer Travel at Night (STaN) operation, checking taxi and private hire drivers' licences and vehicles, to see how they dealt with non-compliant or criminal activity.

Officers also engaged with the public, handing out STaN 'business cards' and informing them of safe travel options, the laws around taxis and private hire vehicles, and the importance of reporting any incidences to TfL or the police.

Debbie says: 'It was interesting to see that a lot of the general public were not aware of taxi and private hire safety. They asked the officers questions and tucked away the new STaN handout in their pockets or wallets to refer to in future.'

In less than three hours, 100 vehicles were checked and Debbie is looking forward to joining another STaN operation soon. In the run up to summer, TfL's compliance officers will be out once again across London to inform customers on how they can get home safely.

Keep safe

Just a reminder that the [Stay Safe While Working](#) leaflet, produced by the Metropolitan Police Service in partnership with TfL, for taxi and private hire drivers is still available. It contains information on how drivers can keep their money and possessions safe while also ensuring their own safety, and how to report any criminal activity they may see while driving. You can download the leaflet from the health and wellbeing section on the [TfL website](#).

The manual

Tips, advice and policy updates from TfL

Private hire vehicles going ZEC



From this year, all private hire vehicles licensed for the first time are required to be zero emission capable (ZEC).

This is part of the bold action the Mayor is taking to clean up the capital's filthy air and help tackle the climate emergency.

The previous requirement, which came into force at the start of 2020, was that all vehicles under 18-months old and licensed for the first time had to be ZEC. This has led to 25 percent of all private

hire vehicles in London meeting these standards, with a number of the larger operators committing to having an all-electric fleet by 2025.

The effectiveness of a pioneering emission standard has already been seen in the taxi and private hire industry, with more than 40 per cent of London's taxis

now capable of not producing any emissions at their exhausts.

TfL announced the ZEC requirement seven years ago to ensure the industry was able to plan for this change. Since then, TfL has worked with the trade to ensure that it was prepared for the change to policy.

As well as playing a pivotal role in helping Londoners breathe cleaner air, private hire drivers making the switch to fully zero emission vehicles will also benefit from the Cleaner Vehicle Discount, meaning they won't have to pay the Congestion Charge until January 2026.


Helen Chapman, TfL's Director of Licensing and Regulation, said: 'The taxi and private hire trade has embraced electric vehicles in recent years, with thousands already being used to pick up passengers from all corners of the capital. Toxic air in London is a public health emergency and this new requirement will

act as a catalyst in significantly further reducing toxic emissions and carbon dioxide, which is a major contributor to global warming.

'Drivers will benefit from London's extensive charging network when needing somewhere to plug in, with more than 11,000 points across the city and close to 1,000 of those allowing a top up in 30 minutes or less. The switch to electric will also mean cheaper fuel costs when compared with petrol or diesel.

'We know that with the boom in electric vehicles, many more charging sites will be needed. London is on track to meet these projections, which we are supporting by making public land available and ensuring the fast charging points a world city needs are being built at pace and in significant numbers.'

You can find more information in TPH's [licensing pages](#).



ZEC vehicles don't pay the Congestion Charge

Transport for London taxi fares from 29 April 2023

The meter calculates the maximum fare based on time of day, distance travelled and time taken.

Once a journey reaches approximately six miles, the fare increases at a different rate. Full details of the taxi tariffs can be found at tfl.gov.uk/taxifares

Unless there is a good cause, drivers must accept any hiring up to 12 miles (20 miles if at Heathrow Airport), or up to one hour if the destination is in Greater London.

The fare for a journey to a destination outside Greater London may be negotiated between the driver and passenger. If no fare is agreed before the start of the journey, the fare cannot be more than that shown on the meter.

Typical fares

Fares and times may increase if there are delays or heavy traffic.

Tariff code on meter		1	2	3
Distance	Approximate journey time	Monday to Friday 05:00-20:00	Monday to Friday 20:00-22:00 Saturday and Sunday 05:00-22:00	Every night 22:00-05:00 and public holidays
1 mile	6-13 mins	£7.00-£10.80	£7.00-£11.00	£8.40-£12.00
2 miles	10-20 mins	£10.60-£17.00	£11.20-£17.20	£12.40-£18.20
4 miles	16-30 mins	£18.00-£27.00	£20.00-£27.00	£21.00-£31.00
6 miles	28-40 mins	£28.00-£36.00	£35.00-£39.00	£36.00-£40.00
Between Heathrow and central London	30-60 mins	£56.00-£105.00		

- There is a minimum fare of £3.80 at all times
- There are no extra charges for luggage or additional passengers, or when paying by credit or debit card
- Additional charges:
 - Phone, app and online bookings: up to £2.00
 - Heathrow Airport:
 - £3.60 for journeys that start from the airport
 - £5.20 for drop-offs in a terminal drop-off zone. Blue Badge holders should visit tfl.gov.uk/taxifares for information on discounts
 - Christmas/New Year: £4.00 for journeys made between 20:00 on 24 December and 06:00 on 27 December or between 20:00 on 31 December and 06:00 on 2 January 2024
- Drivers can charge up to £60.00 for soiling that requires the taxi to be taken out of service

To download a large-print version of this form, visit tfl.gov.uk/accessguides

Taxi tariff details

Full details of the taxi tariffs can be found on our website at tfl.gov.uk/taxifares

Heathrow drop-off extra

To help taxi drivers cover the cost of the terminal drop-off charge, drivers can add £5.20 to the fare when dropping off passengers in a terminal drop-off zone at the airport.

Blue Badge holders can apply to Heathrow Airport Limited for a full discount from the terminal drop-off charge. Drivers dropping off a Blue Badge holder in a terminal drop-off zone should check if they have applied for a discount. If a discount has been granted, the extra charge must not be added to the taxi fare.

More information about Blue Badge discounts is available at tfl.gov.uk/taxifares

Credit and debit card payments

All taxis must have a TfL-approved card payment device fitted in the passenger compartment. All card payment devices approved for use in taxis must accept American Express, MasterCard and Visa, as well as contactless payments.

Handheld card payment devices do not meet the licensing requirements and are regarded as unapproved devices. Taxi drivers found to be using any unapproved device may have their fitness to be licensed reviewed.

Details of approved devices can be found at tfl.gov.uk/tph

Receipts

A receipt must be issued at the end of the journey if the passenger requests one.

Equality Act 2010

The Equality Act 2010 means that drivers have a duty to assist passengers in a wheelchair and take passengers who have an assistance dog. Drivers must also provide reasonable mobility assistance to any disabled passenger.

Drivers must ensure their taxi is equipped with a working wheelchair ramp at all times.

Drivers carrying a wheelchair user must not start the taximeter until the passenger is safely in the vehicle. Drivers must stop the taximeter as soon as they arrive at the passenger's destination.

Taxi vehicle inspections

To find out how to book an inspection online, visit tfl.gov.uk/tph

Reporting illegal activity

Drivers with information about touting or other illegal activity should report it to us using the form at tfl.gov.uk/tph-report

TPH notices and updates

Copies of all recent TPH notices, including those relating to taxi licensing, are available at tfl.gov.uk/tph

Contact us

Please remember that you must notify us of:

- Changes to your name or address
- Changes to your medical fitness
- Any convictions, cautions, charges, or penalty points on your driving licence

You can contact us by emailing tphlicensing@tfl.gov.uk

Visit tfl.gov.uk/tph for more information.

Under assessment

TPH's new Driver Assessment Centre has now opened at Pier Walk. This site will complement the existing centres at Baker Street and Ashfield House, and will provide an additional capacity to enable the delivery of safety, equality and regulatory understanding (SERU) assessments. There is also extra space for topographical assessments, and four additional English language testing rooms, which are due to go live from April this year.

As one of TfL's three main hubs, Pier Walk benefits from being situated right by North Greenwich station, which is on the Jubilee line, and is next to the O2. It also has good access to many local bus routes and by road and river.

The assessment space itself takes up one half of the third floor, which is accessed controlled, with dedicated security staff at the Pier Walk main entrance and also on the assessment floor itself. It has its own contained reception with a waiting/briefing area, including seating for candidates. There is also a staff work-hub and breakout points adjacent to the assessment space, as well as kitchen facilities for staff to use.

Kenny Folami, acting head of Operational Business Improvement at TPH, says: 'This additional facility is essential to ensure that Driver Assessment meets its legal obligation of ensuring that all new and existing drivers complete each of the mandatory assessments required by the end of the transitional dates.'

Assessment schedule

Assessments are held Monday to Friday across the three centres. Your booking confirmation letter will advise you of your arrival time. Please arrive promptly and allow up to three and a half hours to complete the assessment process.

The topographical assessment is 90 minutes long, the SERU assessment is 50 minutes, and the English Language assessment lasts 15 minutes.

You must be booked into an assessment to enter the building, so bring your booking confirmation letter with you to show on arrival.

What to expect

You will need to bring a valid original passport to confirm your identity. If you don't have a passport, an original full UK or European Economic Area (EEA) driving licence with a photograph will be accepted. Photocopies will not be accepted. If you fail to bring these documents, you will be refused entry to the assessment. You do not need to bring any other materials for the assessment itself, as everything you will need is provided for you.

Adjustments

If you have any special requirements, mobility issues or require any reasonable adjustments to enable you to sit the assessment, please contact us on 0343 222 4444 or alternatively email TPHDriverassessments@tfl.gov.uk prior to your assessment.

Changes to the English language requirement

New dates

The dates for complying with both the English language assessment and SERU requirements are:

- Private hire drivers who failed to provide English language evidence prior to 30 September 2021, will have until 30 September this year to take and pass the English language speaking and listening test, and SERU assessment
- Private hire drivers who provided unsatisfactory evidence by 30 September 2021, will have until 30 September 2024 to take and pass the English language speaking and listening test, and SERU assessment
- Private hire drivers who applied on or after 1 October 2021, and were licensed without passing the English language speaking and listening test or SERU assessment, will have until 30 September 2024 to take and pass them
- New applicants who apply on or after 1 April 2023, will be required to take and pass the English language speaking and listening test, and SERU assessment before they can be licensed
- Any licensed driver who provided satisfactory English language requirement evidence by 30 September 2021, will have until 31 March 2025 to take and pass the SERU assessment

Full information on the new dates is available on the [TfL website](#)



PayPal withdrawal

On 3 April, PayPal discontinued its 'PayPal Here' service in the UK. As a result, TfL has removed the approval for PayPal card payment devices as it is no longer possible to accept 'PayPal Here' on them.

PayPal has confirmed that if you purchased a PayPal Here card reader on or after 1 January 2022, you will receive a refund of the purchase price.

The full list of alternative card payment suppliers of approved devices is on the [TfL website](#).

Ramp it up

A recent inspection and education operation at King's Cross reinforced the requirement for taxi drivers to have a working wheelchair ramp.

The Equality Act 2010 imposes duties on the drivers of taxis and private hire vehicles when dealing with disabled passengers travelling in wheelchairs, or a person who wishes to be accompanied by a disabled person in a wheelchair. Also the conditions of fitness for taxis clearly state that: 'Every taxi must be equipped to approved standards in order that wheelchair passengers may be carried... A ramp for the loading of a wheelchair and occupant must be available at all times for use.'

Steve Ibbotson, manager of TPH's Investigations Team, explains: 'We had been getting complaints from wheelchair users about drivers who were saying their wheelchair ramps weren't working. So, on 1 February, we went down to King's Cross and Euston with two union reps and examined around 60 taxis and six (10 per cent) were found to be unfit, two of them for faulty ramps.'

'Although the majority of taxi drivers are compliant, a small percentage are not and this is detrimental to the trade as a whole. The rules are clear, saying the ramp isn't working is not a defence. If it is faulty, your vehicle is unable to comply with the Equality Act and should not be on the road. On the day, the drivers were really supportive, including one driver who asked for our email address as her brother is in a wheelchair and has frequently been turned down by other drivers.'



Equalities Act

Section 165 of the Equalities Act 2010 states:

- To carry a passenger while in the wheelchair
- Not to make any additional charge for doing so
- If the person chooses to sit in a passenger seat, to carry the wheelchair
- To take such steps as are reasonably necessary to ensure that the passenger is carried in safety and reasonable comfort
- To give the passenger such mobility assistance as is reasonably required
- Section 165(7) of the Act creates an offence where the driver of a designated taxi or private hire vehicle fails to comply with a duty imposed on them under the section. This is punishable on summary conviction by a fine not exceeding scale 3 on the standard scale (currently £1,000).

Happy anniversary

Celebrating 200 years of licensed London taxis

Did you know, the first hackney carriage or cab to become fully licensed in London was way back on 23 April 1823, so happy 200th anniversary to the London taxi! However, it took a few years for taxi drivers to catch up, as they weren't licensed until 1838.

The London taxi and the trade itself have come a long way since then, with horse-drawn vehicles being superseded by petrol and electric models, and the Knowledge of London being introduced in 1851.

London's iconic taxis are an important part of London's heritage and to this day provide a vital service for Londoners and visitors alike. So, let's hear it for the much-loved sherbet dab.

Vintage taxis outside Buckingham Palace





MAYOR OF LONDON