

Suburban Taxi Drivers' Forum

Sector 6 - Merton and Sutton

Sector 7 - Hounslow, Kingston and Richmond



Introductions



Knowledge Update



Supporting the Knowledge of London

The Mayor has committed to raising the profile of The Knowledge of London in his 2016 Taxi and Private Hire Action plan.

Our Knowledge team has attended a number of events, including a range of careers fairs and school career events, in order to promote the Knowledge as a career option, including a recent TfL careers army event for candidates who have left or are in the process of leaving the armed forces, where the Knowledge received a lot of positive attention.

We have also produced a prospectus entitled How to Become a London Taxi Driver. The prospectus includes specific case studies of a variety of Knowledge students from different backgrounds who have successfully gone through the Knowledge of London process. It also explains the benefits of becoming a London taxi driver and provides information on why our taxi drivers are considered the best in the world.



Supporting the Knowledge of London

TfL's Knowledge team will be handing out the prospectus at future careers events, and we encourage anyone else who has an interest in promoting the taxi trade to do the same.

It is important that everyone plays their part in helping to promote the benefits of being a London taxi driver to those looking for a new career. We are keen to work with the trade to help promote any ongoing or future initiatives.

How to become a London taxi driver

MAYOR OF LONDON

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

Simply the best

It's recognised as being one of the toughest exam processes around, but the Knowledge is also why London's taxi drivers are considered the best in the world.

London's taxis are world-famous, in part because our taxi drivers know the quickest routes through London's complicated road network. Taxis can be hailed in the street and asked to go anywhere, so a thorough understanding of London's streets is essential.

Mastering the Knowledge typically takes students three to four years. It's a challenging but rewarding process and there's plenty of help and support available. Passing is a huge achievement and gives you a career where you are your own boss and have the flexibility to choose when and where you work.

Two types of badge
To become a licensed London taxi driver, you can either:

- Take the All London Knowledge which, once passed, allows you to work anywhere in Greater London
- Become a taxi driver in one of the nine suburban sectors. The process of becoming a Suburban taxi driver is similar to the All London Knowledge, except Suburban drivers can only be hailed in their chosen sector

More information on becoming a Suburban taxi driver is available online at tfl.gov.uk/ghp

This prospectus has been made available to view and download on our website:

<http://content.tfl.gov.uk/knowledgeoflondonprospectus.pdf>



Licensed Drivers With Sectors Passed

The table below confirms the number of licensed taxi drivers broken down by badge type (all London and suburban):

Sectors Passed	Jan-19	Feb-19	Mar-19
All London	20435	20413	20334
Sector 1 - Enfield, Haringey and Waltham Forest	48	50	52
Sector 1 + Hackney extension	106	107	106
Sector 2: Barking and Dagenham, Havering, Newham and Redbridge	701	697	688
Sector 3: Bexley, Greenwich and Lewisham	263	266	263
Sector 4: Bromley	94	95	94
Sector 5: Croydon	209	209	206
Sector 6: Merton and Sutton	186	182	184
Sector 6 + Clapham extension	281	279	279
Sector 7: Hounslow, Kingston upon Thames and Richmond Upon Thames	441	437	438
Sector 8: Ealing and Hillingdon	136	135	135
Sector 9: Barnet, Brent and Harrow	191	188	189
2 sectors	150	150	149
3 sectors	11	10	10
2 or more sectors + Hackney extension	19	19	18
2 or more sectors + Clapham extension	18	18	17
Total	23,289	23,255	23,162

- Information correct as of March 2019
- '2 and 3 sectors' is a combination of more that 1 sector



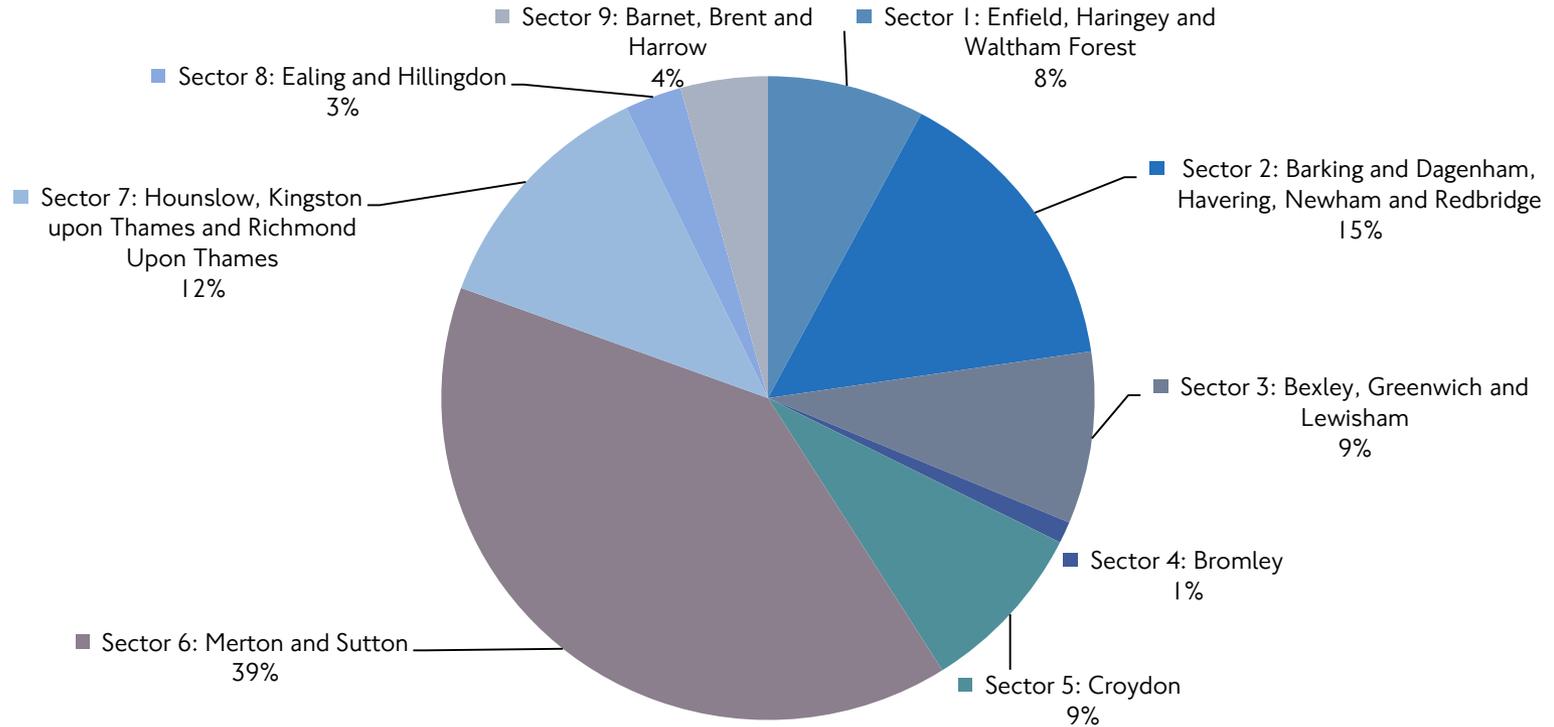
Number of Students Currently Studying each Sector

Sectors	Pre Stage 3	Stage 3	Stage 4	Stage 5	Total
All London	2429	1180	342	218	4169
Sector 1: Enfield, Haringey and Waltham Forest	22	8	2	4	36
Sector 2: Barking and Dagenham, Havering, Newham and Redbridge	50	11	5	3	69
Sector 3: Bexley, Greenwich and Lewisham	14	13	6	7	40
Sector 4: Bromley	4	1	0	0	5
Sector 5: Croydon	31	6	0	3	40
Sector 6: Merton and Sutton	146	18	5	14	183
Sector 7: Hounslow, Kingston upon Thames and Richmond Upon Thames	43	8	2	4	57
Sector 8: Ealing and Hillingdon	4	6	1	2	13
Sector 9: Barnet, Brent and Harrow	13	5	0	2	20
Total	2,756	1,256	363	257	4,632

- Information correct as of March 2019



Suburban Knowledge Candidate Statistics



As of March 2019, there were 463 Knowledge candidates studying suburban sectors. Of these, 183 are studying sector 6 and 57 are studying sector 7, together these two sectors make up 52 per cent of all suburban Knowledge candidates.



Policy Update



Taxi Fares and Tariffs – 2018 Update

Following a public consultation and a review of fares and tariffs, the following changes were approved and came into effect on 6 October 2018:

- The minimum fare was increased from £2.60 to £3.00
- Tariff 1 was increased by 0.6 per cent
- Tariff 2 was increased by 0.6 per cent
- Fuel surcharge arrangement was extended
- Freeze to Tariff 3 and Tariff 4
- Fixed fares for shared taxis from Euston Station increased by 50 pence
- Soiling charge increased from £40.00 to £60.00
- All card payment devices approved for use in taxis must now accept American Express.

The consultation report is available on our website:

<https://consultations.tfl.gov.uk/taxis/fares-2018>

Transport for London – Taxi fares from 6 October 2018

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

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

Drivers must, unless they have good cause, accept any hiring up to 12 miles (20 miles if at Heathrow Airport), or up to one hour duration if the destination is in Greater London.

The fare for a journey to a destination outside of 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:

Note that fares and times may be higher than shown 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	£6-£9.40	£6-£9.60	£7-£9.60
2 miles	10-20 mins	£9.20-£14.60	£9.60-£14.80	£10.60-£15
4 miles	16-30 mins	£16-£23	£17-£24	£18-£28
6 miles	28-40 mins	£24-£31	£30-£33	£30-£34
Between Heathrow and central London	30-60 mins	£48-£90		

- There is a minimum fare of £3 at all times
- There are no extra charges for luggage or additional passengers
- There are no extra charges when paying by credit or debit card
- Additional charges which must be shown on the meter at the start of the journey:
 - Phone and online bookings: up to £2
 - Heathrow Airport: £2.80 for journeys which start from the Airport
 - Christmas/New Year: £4 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 2019
- The driver can charge the passenger a soiling charge of up to £60 for soiling that requires the taxi to be taken out of service for cleaning

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

MAYOR OF LONDON



Taxi Fares and Tariffs – 2018 Activity

CONVERSION TABLE FOR USE IN CALCULATING SHARED FARES
Maximum amount payable by each passenger

Updated fare conversion table including fares for six passengers sharing

Fare shown on meter	NUMBER SHARING					Fare shown on meter	NUMBER SHARING				
	2	3	4	5	6		2	3	4	5	6
20p	10p	10p	10p	10p	10p	£5.60	£3.60	£3.10	£2.50	£2.20	£2.00
40p	30p	20p	20p	20p	10p	£5.80	£3.80	£3.20	£2.60	£2.30	£2.00
60p	40p	30p	30p	20p	10p	£6.00	£3.90	£3.30	£2.70	£2.40	£2.10
80p	50p	40p	40p	30p	20p	£6.20	£4.00	£3.40	£2.80	£2.50	£2.20
£1.00	70p	60p	50p	40p	30p	£6.40	£4.20	£3.50	£2.90	£2.60	£2.30
£1.20	80p	70p	50p	50p	40p	£6.60	£4.30	£3.60	£3.00	£2.60	£2.40
£1.40	90p	80p	60p	60p	50p	£6.80	£4.40	£3.70	£3.10	£2.70	£2.40
£1.60	£1.00	90p	70p	60p	50p	£7.00	£4.60	£3.90	£3.20	£2.80	£2.40
£1.80	£1.20	£1.00	80p	70p	60p	£7.20	£4.70	£4.00	£3.20	£2.90	£2.50
£2.00	£1.30	£1.10	90p	80p	70p	£7.40	£4.80	£4.10	£3.30	£3.00	£2.60
£2.20	£1.40	£1.20	£1.00	90p	80p	£7.60	£4.90	£4.20	£3.40	£3.00	£2.60
£2.40	£1.60	£1.30	£1.10	£1.00	90p	£7.80	£5.10	£4.30	£3.50	£3.10	£2.80
£2.60	£1.70	£1.40	£1.20	£1.00	90p	£8.00	£5.20	£4.40	£3.70	£3.20	£2.90
£2.80	£1.80	£1.50	£1.30	£1.10	£1.00	£8.20	£5.30	£4.40	£3.70	£3.30	£3.00
£3.00	£2.00	£1.70	£1.40	£1.20	£1.10	£8.40	£5.50	£4.60	£3.80	£3.40	£3.10
£3.20	£2.10	£1.80	£1.40	£1.30	£1.20	£8.60	£5.60	£4.70	£3.90	£3.40	£3.10
£3.40	£2.20	£1.90	£1.50	£1.40	£1.20	£8.80	£5.70	£4.80	£4.00	£3.50	£3.10
£3.60	£2.30	£2.00	£1.60	£1.40	£1.30	£9.00	£5.90	£5.00	£4.10	£3.60	£3.10
£3.80	£2.50	£2.10	£1.70	£1.50	£1.40	£9.20	£6.00	£5.10	£4.20	£3.70	£3.20
£4.00	£2.60	£2.20	£1.80	£1.60	£1.40	£9.40	£6.10	£5.20	£4.20	£3.80	£3.20
£4.20	£2.70	£2.30	£1.90	£1.70	£1.50	£9.60	£6.20	£5.30	£4.30	£3.80	£3.30
£4.40	£2.90	£2.40	£2.00	£1.80	£1.50	£9.80	£6.40	£5.40	£4.40	£3.90	£3.40
£4.60	£3.00	£2.50	£2.10	£1.80	£1.60	£10.00	£6.50	£5.50	£4.50	£4.00	£3.50
£4.80	£3.10	£2.60	£2.20	£1.90	£1.70	£20.00	£13.00	£11.00	£9.00	£8.00	£7.00
£5.00	£3.30	£2.80	£2.30	£2.00	£1.80	£30.00	£19.50	£16.50	£13.50	£12.00	£10.50
£5.20	£3.40	£2.90	£2.30	£2.10	£1.90	£40.00	£26.00	£22.00	£18.00	£16.00	£14.00
£5.40	£3.50	£3.00	£2.40	£2.20	£2.00	£50.00	£32.50	£27.50	£22.50	£20.00	£17.50

Where the fare displayed on the meter exceeds £10, the shared fare shall be calculated by repeated use of the conversion table for each multiple of £10 and for any sum by which the fare displayed exceeds the highest multiple of £10.

The London Taxi Sharing Scheme Order 1987
Statutory Instrument 1987 No. 1535



Taxi Fares and Tariffs – Proposed 2019 Activity

When reviewing taxi fares and tariffs we consider the impact of potential changes on both taxi users and drivers. It is necessary to do so as fare increases may result in fewer people using taxis and reduced incomes for taxi drivers. It is important that we strike an appropriate balance between drivers being fairly remunerated and taxi users getting fair, reasonable and affordable fares.

In 2019 we will be consulting on a number of proposals and we would actively encourage you to respond to the consultation.

We will email you when the consultation launches and you can respond:

- Online at: <https://consultations.tfl.gov.uk/>
- Email us at: consultations@tfl.gov.uk
- Write to us at: FREEPOST TFL CONSULTATIONS



Taxicard

Taxicard is available to those with mobility impairments who have trouble using public transport. Taxicard provides subsidised taxi travel to its users.

A consultation of Taxicard users, took place in 2017 and found members were concerned about the uncertainty of the cost of journeys, as the same journey could vary significantly in price.

As a result a capped fare scheme was introduced with a fixed maximum fare per mile, based on distance only and not the time spent in the taxi, providing cost certainty.



How this works?

- When making a booking, a member is quoted a maximum fare, based on distance
- If the fare on the meter is lower, the contribution is based on the meter
- If the fare on the meter is higher, the contribution is based on the maximum fare quoted

We are currently working with City Fleet in order to increase Taxicard coverage.



Taxi age limit consultation proposals and next steps

- Taxis are an integral part of our transport network, providing quick, accessible, safe and knowledgeable travel across London
- There is currently a maximum 15 year vehicle age limit for taxis and we are rolling out electric vehicle charging infrastructure across London, with many charging points dedicated to the taxi trade to help support the take-up of new vehicles.
- To further support the shift to cleaner vehicles we have introduced a taxi delicensing scheme to provide financial incentive and help remove Euro 3, 4 and 5 taxis from the fleet
- We have recently revised this scheme to enhance the payments offered to taxi vehicle owners with up to £10,000 available to the first 1,250 drivers.
- There is an urgent need to improve London's air and protect Londoner's health requires that we go further
- From 15 February to 26 Apr 2019 we conducted a consultation on taxi vehicle age limits and we are currently assessing the results of the consultation



Taxi age limit consultation proposals and next steps

Our core proposal is to reduce the maximum allowable age limit for Euro 3, 4 and 5 taxis to 12 years by 2022. We propose reducing the maximum age limit by one year, in November of each year until 2022, as shown below:

Year (the change would take effect on 1 November each year)	Proposed maximum taxi age limit (from the date of the first registration of the vehicle under the Vehicle and Excise Registration Act 1994)
2019	15
2020	14
2021	13
2022	12

We also propose to retain the 15 year maximum age limit for taxis that meet the Euro 6 standard for emissions or which have been newly converted to run on Liquid Petroleum Gas (LPG), or meet the ZEC taxi requirements. In addition, taxis which were granted a five year extension to their age limit under the previous LPG conversion age limit exemption would not be affected.



Help and assistance for taxi drivers

In January 2019 we launched an enhanced delicensing scheme for taxis. The new scheme works on a first come, first served basis and provides up to £10,000 to drivers to delicense their Euro 3, 4 and 5 vehicles early and so contribute to the reduction in taxi NOx emissions that we must achieve.

Eligible vehicles	Number of payments available	Delicensing payment
Taxis younger than 13 years	1,250	£10,000
	1,100	£9,000
	850	£8,000
	500	£7,000
	400	£6,000
13 and 14-year-old taxis	1,000	£1,000

We have also doubled the fund to help owners of Euro 5 taxis convert their taxis to LPG, which is a much cleaner fuel system.



Zero emission capable taxis

Since 1 January 2018, we no longer license new diesel taxis in London and all vehicles presented for inspection for the first time must be zero emission capable.



The new Nissan Dynamo is set to be released in summer 2019.



The number of ZEC licensed taxis is now 1,522



Wider policy work

Last year we played an active part of the Department for Transport (DfT) commissioned Taxi and Private Hire Task and Finish Group.

This resulted in a report published in September 2018 which contained a number of recommendations to government. These include calls for a start/finish requirement in order to control cross-border hiring, better enforcement powers, calls for a statutory definition of both 'plying for hire' and 'pre-booked' services, national licensing standards, and the powers to cap the number of private hire vehicles in London. The full Task and Finish report is available here:

www.gov.uk/government/publications/taxi-and-private-hire-vehicle-licensing-recommendations-for-a-safer-and-more-robust-system.

Following this report the Department for Transport consulted on statutory guidance for licensing authorities.

We support the government's aim to introduce national minimum licensing standards as part of this guidance and continue to urge government to introduce legislation which we believe would support the two tier system which has worked well in London for many years.

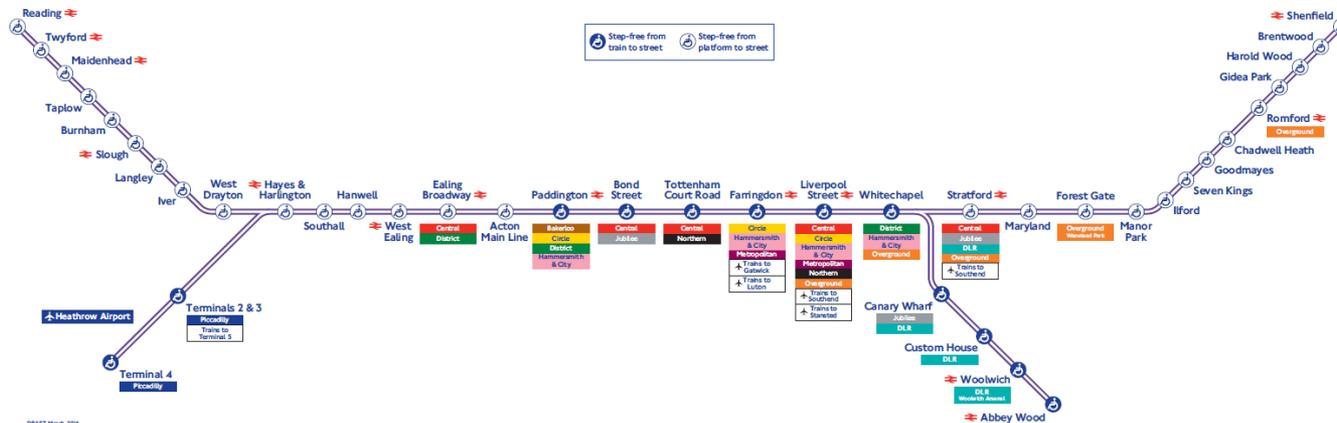


Infrastructure Update



Elizabeth Line | Crossrail

- The Elizabeth line will stretch from Reading and Heathrow in the west through central tunnels across to Shenfield and Abbey Wood in the east
- The new railway - currently being built by Crossrail Ltd. - will stop at 40 accessible stations, 10 newly built and 30 newly upgraded, and is expected to serve around 200 million people each year
- The completion of the Elizabeth line has unfortunately been delayed with the central section now aimed at opening in 2020. We continue to work with both internal and external stakeholders to ensure passengers wishing to use taxi services to complete their journey are catered for.



Bus Lane Access

We committed to increasing taxi access to bus lanes in the Mayor's 2016 Taxi and Private Hire Action Plan.

Since doing so, we have ensured that taxi drivers can continue to access bus lanes, a right we previously defended in court, to support quicker and more convenient journeys.

We have enabled access to an additional 18 bus lanes at key locations on our road network and have asked London boroughs to seek access to bus lanes on roads that they control.

Currently, taxis can access 95 per cent of bus lane length on our road network and 93 per cent of all bus lane length across London, which is vital in helping taxis move around the city.



Rapid Charging Infrastructure

We continue to build a network of rapid charge points across London to support the growing number of Zero Emission Capable taxis and the wider take-up of electric vehicles.

The total number of charge points across London is now 178 which is a major step towards our target of 300 rapid charge points by December 2020. Of the 178 rapid charge points installed, 72 are dedicated to taxi use.

The Mayor's Electric Vehicle Infrastructure Taskforce brings together representatives from business, energy, infrastructure, government and London boroughs, and has been investigating the scale of infrastructure required towards 2025 in London. The taskforce will publish a delivery plan in summer 2019 with recommendations on how to ensure we have the necessary infrastructure.



Taxi Ranks – Sector 6

New ranks have been requested for:

- Wallington station
- Sainsbury's, Crown Road Sutton

New or updated signage installed:

- Morden station
- Sutton station



Taxi Ranks – Sector 7

New ranks have been requested for:

- Waitrose, Sheen Road
- Richmond Theatre
- Brasserie, Chiswick High Road
- Hampton Court Palace
- Kew Gardens
- Power Rd Chiswick

Update requested on proposal for

- Richmond station

Increased rank space delivered at:

- Kingston station



Enforcement and Compliance Update



Compliance checks

We have conducted the following checks between 1 May 2018 and 30 April 2019

Taxi Driver Checks	9,203
% Compliant	85%
Taxi Vehicle Checks	9,382
% Compliant	75%

PHV Driver Checks	138,466
% Compliant	92%
PHV Vehicle Checks	143,269
% Compliant	81%

Top 5 Taxi Vehicle Non-Compliant Reasons

Lamps

Body work

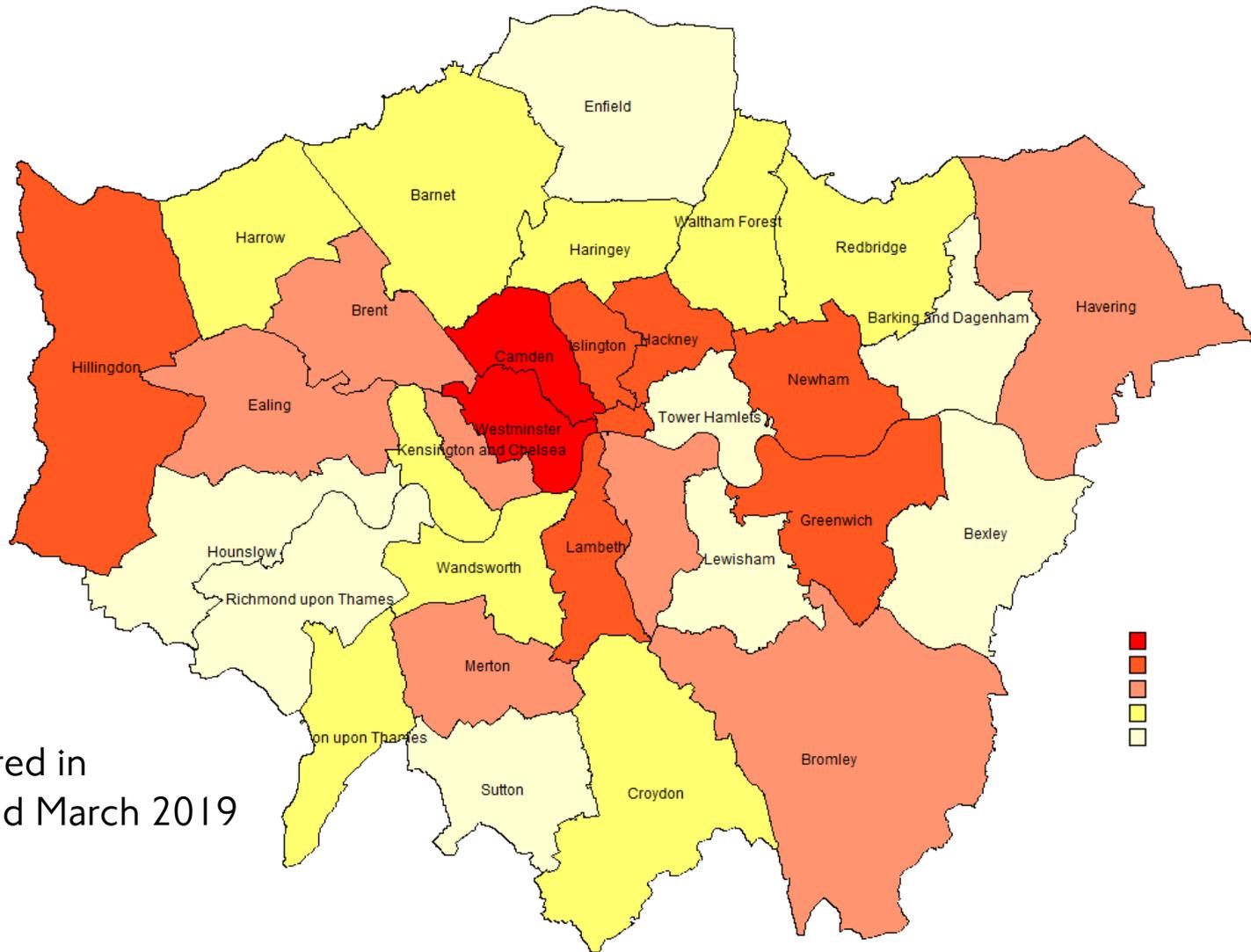
Interior signage/identifiers in approved position

Tyres

Documentation and MOT



Taxi Driver and Vehicle Non-Compliance by Borough

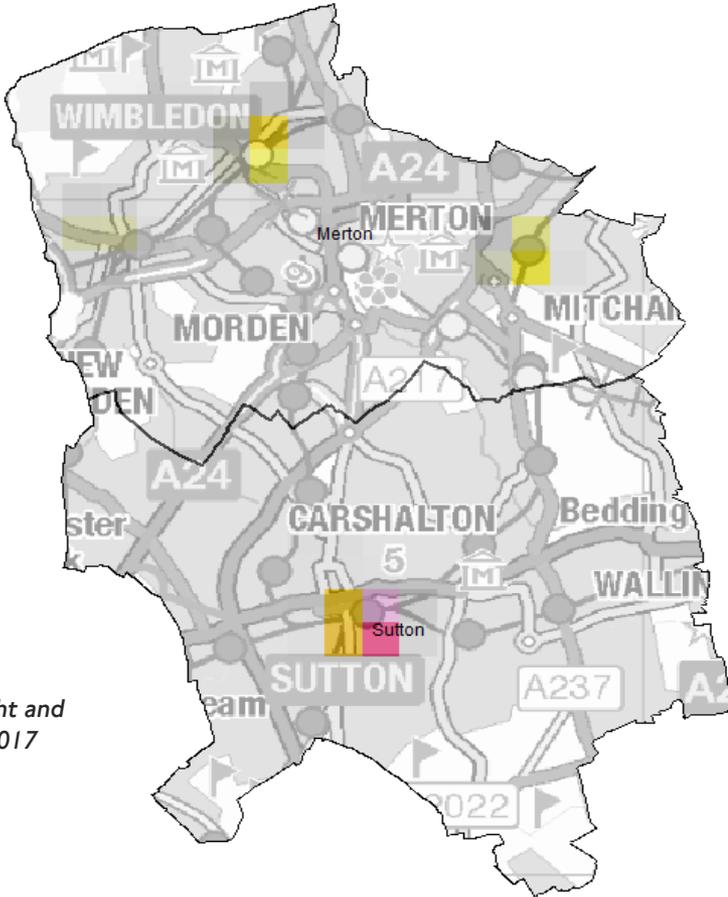


Data captured in
February and March 2019



Taxi and Private Hire Intelligence - Sector 6

Hotspots in Merton and Sutton



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Ordnance Survey
100035971.

Wimbledon station and Broadway—
Black cabs queuing along Alexandra
Road. Taxi drivers refusing local jobs
Over-ranking and driving on
pavement

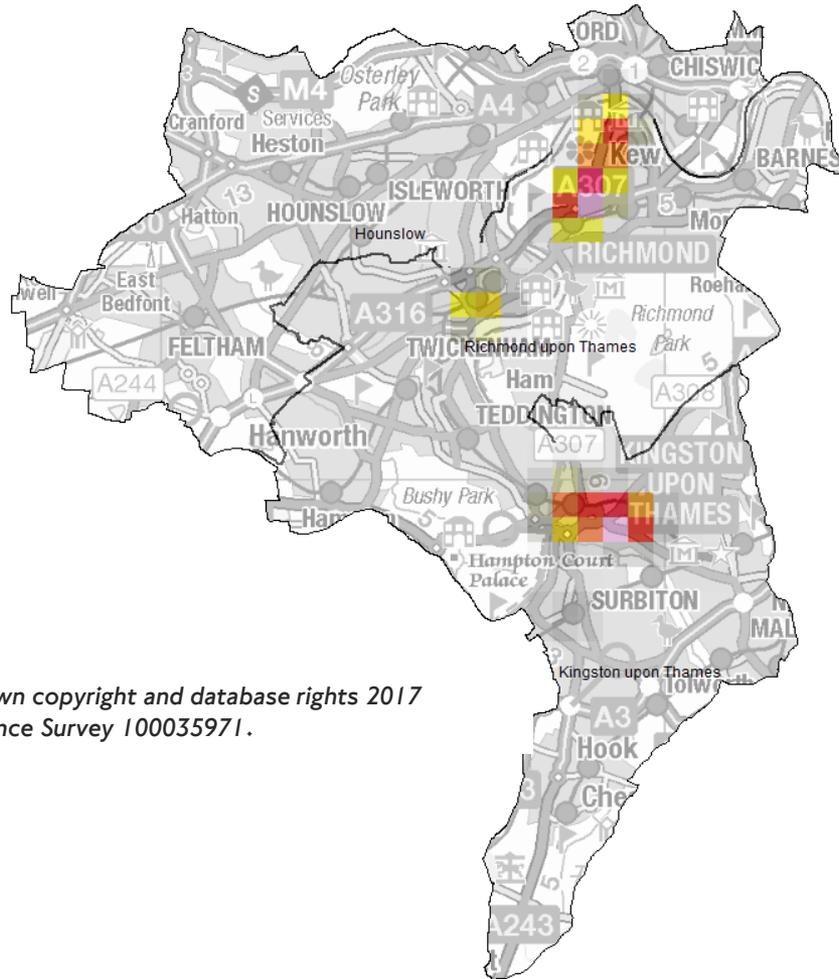
Wimbledon Bridge Stand – Taxi
drivers causing obstruction and
refusing fares.

Sutton High Street – Private hire
vehicles parked on taxi rank.

Data captured between 1 May 2018 and 30 April 2019



Taxi and Private Hire Intelligence - Sector 7



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Ordnance Survey 100035971.

Hotspots in Hounslow, Kingston and Richmond

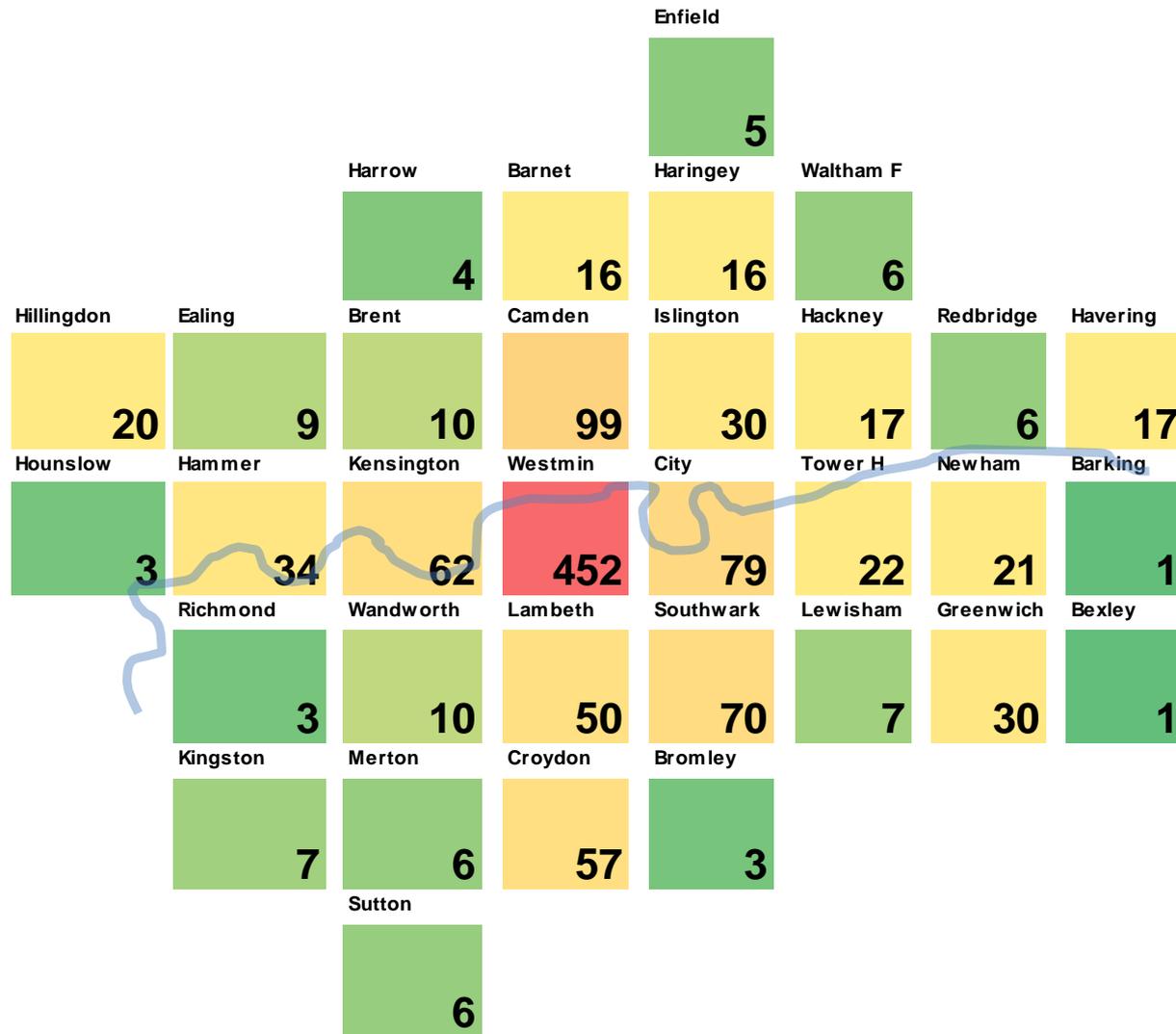
Richmond Station – Over-ranking taxis, private hire vehicles using car park next to Richmond station for jobs, possible touting outside station.

Kingston Road, Cambridge Road, Eden Street – Private hire vehicles parked on taxi ranks, no vehicle licence displayed, touting, unauthorised signage.

Data captured between 1 May 2018 and 30 April 2019



Taxi and Private Hire Intelligence Pan London



Intelligence is a combination of:

- Staff observations
- Online reporting
- Twitter
- Customer complaints
- Trade information
- Third party reporting (local authorities, etc.)
- DIRs (Bus Driver Incident Reports)

Data captured between 1 May 2018 and 30 April 2019

