

## LOOKING FOR LORENZO

An M&O sales executive London has been out at Heathrow taxi feeder park for almost two years now. During this time many drivers have taken advantage of the opportunity to get a good look at the TX4 taxi and take the vehicles out on a test drive. This saves drivers who mainly work out at the fliers having to make a special journey to Brewery Road. It has proved a popular service since it began and Lorenzo has been on hand to answer questions and help drivers wanting to buy a TX4. This M&O salesman has shown grit and determination as he has stood outside the feeder park diner in all weather conditions. But for the past few weeks drivers looking for Lorenzo might have missed him; his new shorter haircut could have proven a bit of a disguise! Also he has now moved into office space within the portacabin in the main feeder park. This offers more privacy to drivers wanting to discuss the financial side of buying a new cab – it also means Lorenzo won't be out in the cold anymore!

You can make an appointment to see Lorenzo on his weekly Wednesday trips to the feeder park by telephoning his direct line 0207 700 9887, which automatically diverts to his mobile when he is out of office. If you prefer you can email him at lbugliari@mannandoverton.com Lorenzo said: "The deals available on TX4s are some of the best I have ever seen during my time in the taxi industry. I am always pleased to meet drivers and show them what the TX4 has to offer them. Either make an appointment or just pop into the portacabin – as many drivers are discovering across the motor industry now is a great time to be looking for a new vehicle. M&O are also able to help drivers with arranging finance, so I look forward to talking to drivers most Wednesdays at the feeder park."



## NO TO CLAUSE 34 BUT YES TO THE 3RD WAY... by John Kennedy

What a week for the London taxi trade and what a week for Ltpr. Yes, the London Local Authorities and Transport for London (no.2) Bill was up in front of the "opposed bill committee" of the House of Lords. Maybe we have at last a glimmer of good news, for it was made clear to the committee it is not the intention to license "pedicabs/cycle rickshaws" under section 6 of the "Metropolitan Public Carriage Act of 1869". Now if this is to be the case, they will not be deemed to be hackney carriages, however I think this may well be the end of any good news for now.

### UNCORRECTED MINUTES

Westminster City Council and Transport for London intend to seek powers to allow them to enforce parking laws and moving traffic offences against the owners of the "pedicabs/rickshaws". Again this seems a reasonable idea until you read the "uncorrected minutes" of this committee and realise because nobody from the taxi trade petitioned against this clause in the Bill, none of the members of this committee heard evidence of rear wheel collapses, accidents, lack of impact protection from side, rear or head on and the complete disregard the riders of these objects have for the roads at present, nor the recent death in the USA which just happened to be on the front page of a edition of Taxi newspaper recently.

It is the intention of Westminster City Council and Transport for London to introduce a voluntary scheme which they hope the owners of "pedicabs/rickshaws" will join. The issue of Criminal Record checks was discussed but the Act in its present form does not deal with this issue and again it would appear that this could form part of the voluntary code the said authorities wish to set up. On a personal note due to the fact that this trade failed to petition against clause 34, I feel it necessary to say I shall do so and will be asking many of you to join me and support a petition to the House of Commons where this bill will be deposited soon after the proposed amendments have been agreed by all parties concerned and the "opposed bill committee" passes this legislation for a third reading in the House of Lords. Once the bill is deposited in the House of Commons we shall only have a window of ten days to petition Parliament.

### OPPOSING THE BILL

We shall oppose this bill and here follow some of the grounds based around public safety;

- (1) The said objects know as "Pedicabs/cycle rickshaws" offer no impact protection from side, rear or head on (Transport Research Laboratory report commissioned by the LTDA)
- (2) That they offer no facility for disabled passengers and are unable to carry assistance dogs in a safe manner and therefore unable to comply with the Disability Discrimination Act.

- (3) That "pedicabs/rickshaws" are not "green" and in fact hold up legitimate public transport and other road users and therefore negate any benefit they may be perceived to have over motorised transport providers and users.
- (4) A voluntary code of conduct is unenforceable and workable - for example, Transport for London and Westminster City Council fail to deal with the ongoing problem of mini-cab touting and illegally parked cars within the West End of London.
- (5) No provision is made within the bill or clause 34 to deal with those operators who do not sign up to voluntary scheme and therefore this clause is impractical and unworkable.

Now I'm sure after the trade organisations see what is going to be proposed they too will petition parliament and say "No to Clause 34" but it will be interesting what sort of reaction we see from our relevant trade bodies and maybe even the new RMT taxi branch. But to sit back and remain silent will only give the impression to members of both Houses of Parliament that we don't mind what is being proposed.

### AN ALTERNATIVE WAY FORWARD

I do though believe there is a way forward with this problem, a third way (not third world ) because maybe if these objects or "pedicabs/cycle rickshaws" were taken off the public highway and placed in a confined area which had easily recognisable boundaries they could provide a service to some people in a safer environment where the chance of impact or serious accident would be greatly reduced. This area in central London could consist of the Royal Parks of Hyde, Regent's, St James's and Green, out of these four parks only Hyde as a significant amount of traffic however a pretty decent and wide cycle track is provided.

For the 3rd Way to progress clause 34 of this Bill will need to fail or be withdrawn. For this to happen we need to persuade our politicians that to place unsafe objects on the public highway makes a mockery of all the laws they pass to ensure people are not injured or ultimately die on the public highways of this nation.

"No to Clause 34 but Yes to the 3rd Way"

John Kennedy Ltpr...

*PS. It was mentioned in the uncorrected minutes that an EU regulation may be allowing electric motors to be fitted to these objects for the purposes of delivery of mail, (some post offices use them for mail deliveries). This may well have implications that further complicate matters or not, on this point we shall have to wait and see.*