



More trade stories than all the others put together

Issue 240 June 2016

A FRESH START

LCDC WELCOMES ARRIVAL OF VAL SHAWCROSS AS DEPUTY MAYOR



See page 3

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CABBIES TAKE VETERANS TO YPRES

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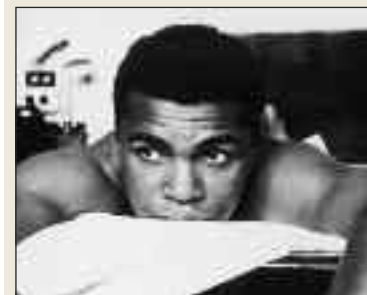
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CHAIRMAN ATTENDS BRUSSELS CAB SUMMIT

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Published by
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 Licensed London Cab Trade.

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Contributions for publication are welcomed
 and should be sent to the Editor at the
 above address.

The London Cab Drivers' Club Ltd.

Editorial:

CONGRATULATIONS

I would like to start off by congratulating Sadiq Khan on becoming our newly elected Mayor of London.

We know what a difficult task he faces in trying to clear up the problems left from the previous administration. I almost don't need to list them to you as you are only too aware of what they are - 100k and rising PH, traffic congestion, empty buses, etc etc.

He has already started off in a positive manner by naming Val Shawcross as his Deputy for Transport and I am sure they will be much more supportive of our trade than the last lot!

HEATHROW UPDATE

As readers of The Badge are aware, there are plans afoot for a PH waiting area car park within the perimeter of Heathrow.

Many theories are being bandied about as to why they are being given this AVA. I truly believe that this is totally down to the fact that the surrounding areas to Heathrow had become

a complete free for all for PH UBER drivers, who had been blocking up local streets and a hell of a lot worse! Local residents are up in arms over this and had put pressure on HAL to rectify this matter. The fact that Heathrow are looking for support from every angle in pursuit of a third runway leads me to think that this is no more than a peace offering to gain local support. I would like to reiterate that the LCDC will do everything in its power to oppose its implementation, as I believe it will sound the death knell for the trade at Heathrow.

YPRES TRIP

On a lighter note, you can read on page 15 about the fantastic trip to Ypres by the War Benevolent Fund.

Well done to Hon member, Frances Wyhowska and all those taxi drivers who gave up their time for such a noble and just cause.

Grant Davis



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**HAIL
 O**
 The Taxi Magnet

LCDC Meets New Deputy Mayor, Val Shawcross, at City Hall

As you can see on the front page, earlier this week the LCDC were invited to meet the newly appointed Deputy Mayor for Transport, Val Shawcross.

Many of you will know that Val is no stranger to the Club; along with Caroline Pidgeon she attended last year's AGM. She was also one of the main contributors to the outstanding report produced by the GLA, "Future Proof" which concluded that TfL were "woefully inadequate". We at the LCDC were naturally delighted that she be given this post because we do not have to go along the arduous process of having to explain the desperate plight we are currently facing. There is nobody more knowledgeable about the Cab Trade in such a high position within TfL, which can only bode well for helping us survive and flourish.

We were asked to submit at the meeting a "wish list" for Val to look at and discuss with us at our meeting, (see below).

What we need is a level playing field to compete on.

A Voice and Effective Representation and communication from the top down to every Cab Driver.

If that means having to be separated from the Surface Integration Programme (SIP), then so be it.

Proper Enforcement and Protection-SIPs does not work.

Bus/Tube ticket inspectors are not Taxi Compliance Officers. They are not Policemen.

We want our identity protected and the word 'Taxi' in advertising to mean 'Taxi', both in the media and Internet, with stiff penalties for those who abuse it.

PH cause most of the problems and therefore we have asked for an increase in PH Licence fees to pay for the Compliance that is needed to keep them in

line and adhering to the Rules and Regulations.

Obviously that means plying for hire/Pre-booked needs to be defined. We'd like to see TfL actively sdoing that, not paying lip service to the issue.

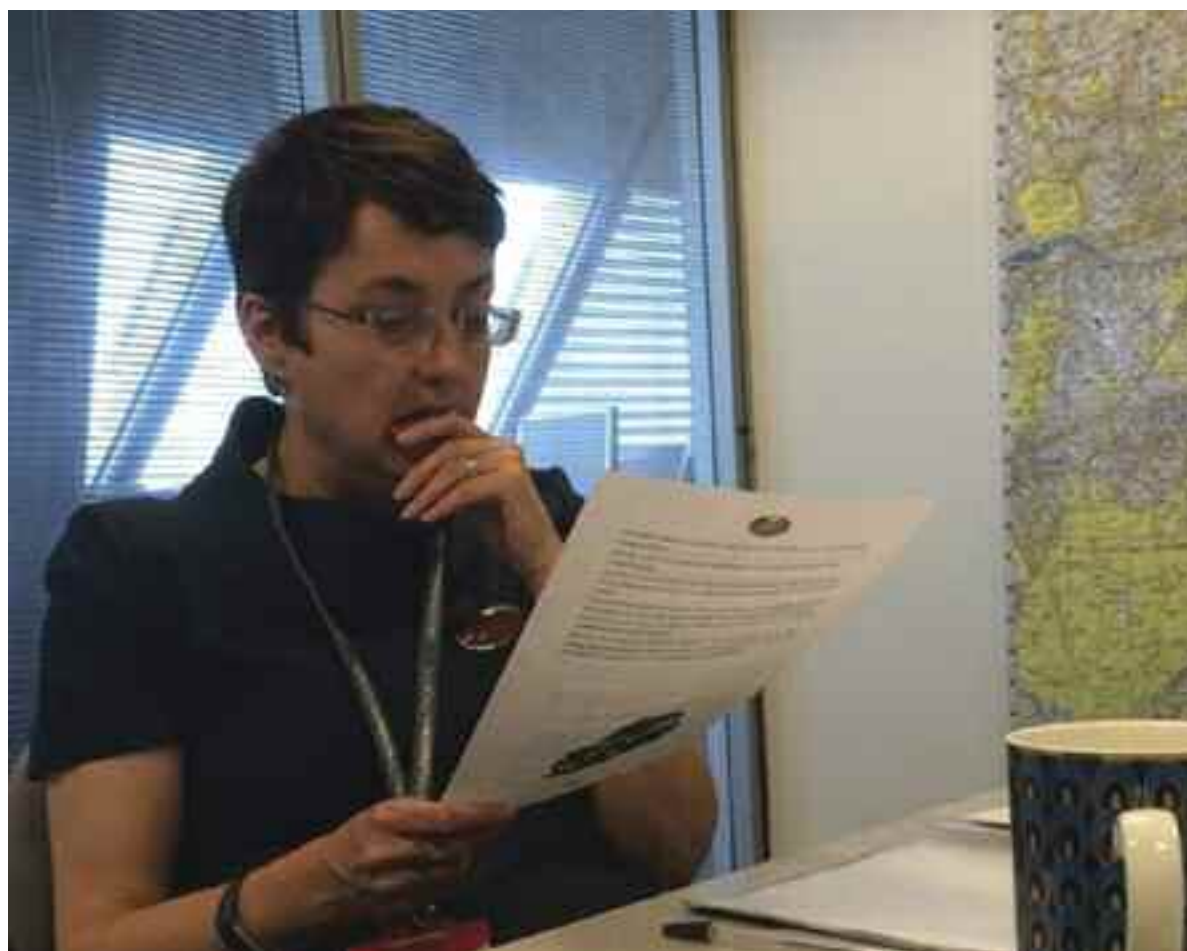
We'd like to see real investment in the Taxi Trade.

Infrastructure for electric or cleaner, greener vehicles, without compromising the product or brand and the Knowledge itself invested in; not just for Taxis but PH as well.

Standards need to be raised and value given to licences, so that both sets of drivers can reap the reward of their investment and time - not having to struggle by with the aid of working tax credits.

There should be real value in a licence. An ability to earn at least the London living wage. We need Supply/Demand mechanisms that work.

A proper Air Quality



Val Shawcross CBE, Deputy Mayor for Transport, reading the LCDC wish list

Strategy. One that does not blame Taxis but helps us to work in clean air. We are the most affected sitting in the traffic congestion and pollution.

We need Strategies and Policies made with the taxi trade, not in spite of the trade.

Affordable vehicles or a scheme to make them more affordable, such as TFL purchasing and leasing to drivers.

We'd like to see TfL Promote and Marketing our Trade as part of the integrated Public Transport sector.

We'd like to see cost effective use of sponsorship and advertising to benefit the Cab Trade, not see others take advantage of our

image and vehicles to make profit for themselves at our expense.

A review of the Credit Card mandate. The recommendation was to incentivise the uptake, not create greater cost via a badly handled mandate. Most of us take cards but it should not be costing us to do so. We are not Banks or Charities and the 20p uplift in fares has already been swallowed by the Card Companies.

We'd also like to see a ban on Satellite Operations. These Operations lead to touting, drug dealing and sexual assaults. They are according to one former Senior Police Officer, the tip of the iceberg of criminality and provide camouflage for sexual predators.

We discussed some of these proposals at length and were assured that announcements were soon to be made regarding the implementation of the PH Regs review. Finally, we broached the subject of the Leon Daniels emails that we have published in the last edition of the Badge, we made it very clear to Val that we feel that Leon Daniels' relationship with both the Govt and UBER gives the trade great concern that he is able to carry out his position as Surface Transport Director with the judgement and impartiality that this position within TFL requires. Once again we reiterated strongly the LCDC stance that the Surface Integration Programme introduced by Daniels was the unmitigated disaster we always said it would be and we desperately need our own Directorate within TFL answerable, to US.

LONDON PRIVATE HIRE DRIVERS WAITING IN FIELDS AT GATWICK

Hello

A colleague and I ran an operation with Licensing Officers from Mole Valley, Crawley Council and Sussex Police on the 24th May 2016. There is a road not far from Gatwick Airport which is called Povey Cross and I must state that this road is a residential road. We have had numerous complaints from residents who live in that road complaining of litter and drivers using the woods to go to the toilet which is unacceptable.

When we arrived at this destination it was like a taxi rank. The drivers were mostly from London for Transport, Uber drivers and Addison Lee employees. We explained to them if they have pre booked fares they could stay but go to the long stay car parks which I managed to arrange with Gatwick Airport to give the taxi drivers 2 hours free before they pick their passengers up.

All the drivers we spoke to did not have pre booked fares so we asked them to leave and go back to Coudson which is the nearest London area. We also visited Tesco which is 5 minutes away from Povey Cross which also comes under the Mole Valley district and we found yet again the same drivers all waiting for fares to come through their companies.

I know that Tesco have employed a parking company to deal of these drivers at they are taking up customers spaces within the car park. We then again had to ask these drivers to leave and go back to London or if they had a pre booked job go to the long stay car parks either South or North Terminal.

There is a road in Crawley Sussex called Radford Road and there is a small car park situated there. Uber have asked the manager that owns it if Uber and PCO drivers can wait there instead of going back to London to wait for their fares. Through information gathered I have found out that they charge drivers £2.50 a car or more if they want to stay there the whole day and wait for their fares.

Now as this is private land so the police and Licensing officers cannot touch these drivers. But as it's getting busier and more drivers are getting to know about this car park they are now spilling out onto the road which is not private and then we can move these drivers back to London.

Uber have put on their emails to drivers stating that they can go and stay till they get a fare in Cineworld Crawley and Tesco which has not been authorised by anybody. Also some of the drivers are also picking up from the forecourts at the South and North Terminals which they have not had permission from Gatwick Airport.

We shall continue to work with Mole Valley, Crawley Council and TFL in the future operations and hopefully solve this matter. TFL was not with us on this day as they could not make it but hopefully they will be able to join us in the future.

I know we have Michael Galvin from Addison Lee coming down to Gatwick Airport on Friday to block the drivers portables so that they cannot wait around Gatwick Airport or surrounding areas until they go back to London to which then they can wait in line for jobs.

Hope this helps I will keep you all updated on our next operation

PCSO Tracy Smythe 18737
Gatwick Operations, Gatwick Airport
Ext: 537227

Email: tracy_smythe@sussex.pnn.police.uk
Twitter @GatwickPolice

GLA refuse to release further emails over TfL - Uber - No. 10

In the last edition of The Badge, we published damning emails, revealing the connection between TfL, Uber and Number 10 Downing Street.

Subsequently, we have asked for further emails, which we had hoped would give the cab trade more information and clarity on exactly what was going on between senior management at TfL and a special advisor to the Prime Minister.

We have now received a response from the GLA, (see right), refusing to this request.



GREATER LONDON AUTHORITY

Our Ref: MGLA040416-8599

25th May 2016

Freedom of Information Act request

I write to provide you with our response to your request for information dated the 4th April 2016 that asked for the release of following information:

I am requesting information on all correspondence, meetings from Isabel Dedring to and from the government advisor Daniel Korski from 2015 to present date.

And all correspondence from Isabel Dedring and the mayoral team to from Uber for the same period.

Especially all documents meetings correspondence from email entitled: 'Subject: RE: Regs review - follow up [OFFICIAL]'

Your request has been handled under the Freedom of Information Act (FoIA) and we can today provide you with our formal response to your request. I would again like to apologise for the time it has taken us to provide you with our response to this request. I hope that this has not inconvenienced you duly.

I can today confirm that the GLA holds information that is in-scope of your request that relates to a meeting between Isabel Dedring and officials from the Department for Transport, Cabinet Office and Transport for London.

However, after careful consideration, we have decided that this information is exempt from release into the public domain by virtue of the exemption provisions under section 36(2)(b) and (c) of the Act.

Section 36(2) of the Act provides that:

- (2) Information to which this section applies is exempt information if, in the reasonable opinion of a qualified person, disclosure of the information under this Act –
 - (b) would, or would be likely to, inhibit –
 - (ii) the free and frank exchange of views for the purposes of deliberation,
 - (c) would otherwise prejudice, or would be likely otherwise to prejudice, the effective conduct of public affairs.

The provisions of s.36(2)(b) provide that information can be withheld where its disclosure under this Act would, or would be likely to, inhibit the exchange of views for the purposes of deliberation when giving their views as part of the process of deliberation, impairing the quality of decision making by the public authority.

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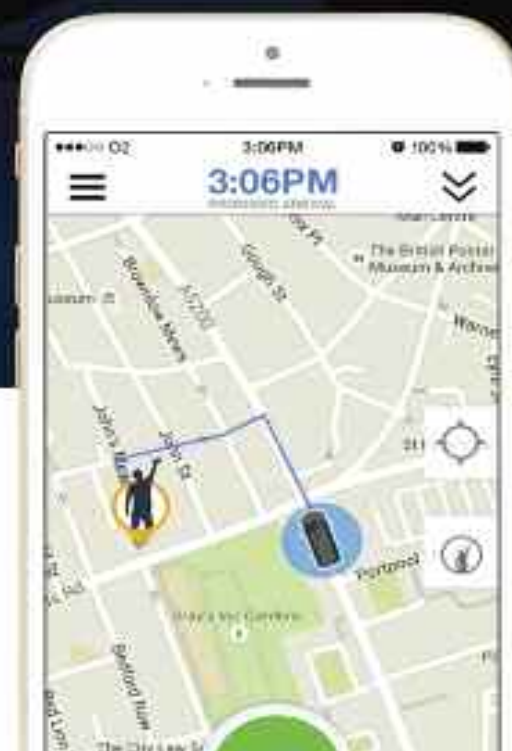


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So long Boris, and good riddance

I would think that most cab drivers are extremely pleased and relieved that Boris Johnson is no longer Mayor of London. Johnson's legacy as mayor for the past 8 years will be the man who decimated two of the most respected and renowned working class institutions – The London Taxi trade and The London Fire Brigade.



Many will remember him, for the destruction to our road network, with the ill thought out, rushed through Cycle Super Highways that have gridlocked the whole of Central London.

If London is to have a prosperous taxi trade again, Johnson's successor, Sadiq Khan and his newly appointed team will need to work quickly to repair the inherited damage that Johnson's administration has allowed TFL to inflict unhindered on the Taxi Trade and legitimate PH.

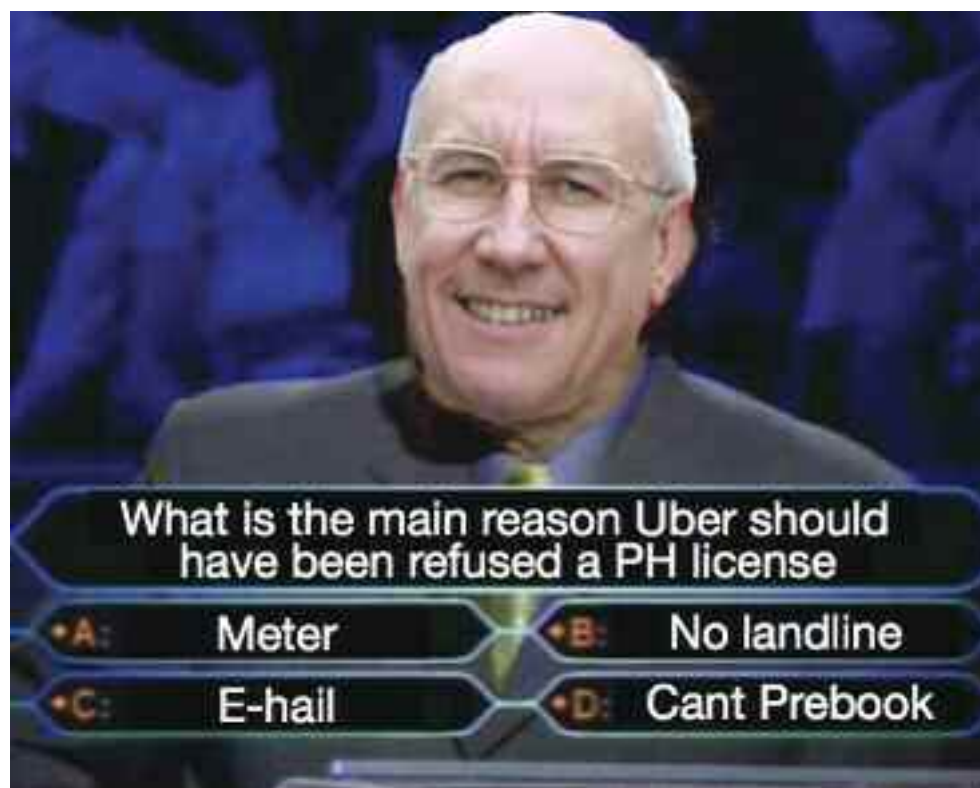
We have been severely let down by TFL Management. They appeared to have been able to act without any accountability under Johnson and Isabel Dedring, allowing UBER to monopolise the market free from regulation and enforcement. The trade is in such a critical condition that the Mayor's newly appointed Deputy Mayor for Transport, Valerie Shawcross, must make some fundamental changes (noted further on), with immediate effect.

Under Johnson's tenure, TFL deregulated the industry without consultation and we now have anarchy on our streets, witnessed daily by serious and embarrassing incidents. Perhaps the worst week was during the last week of May. A woman living near Heathrow

posted footage of herself being subject to verbal sexual intimidation by PH drivers who have taken control of a local park as a base to ply for hire. The next day we had two PH drivers getting out of the cars in traffic and fighting on the streets. We had a cyclist run over by PH driver on Charing Cross Road. The most disturbing scene posted on Twitter was on Roseberry Av, where emergency services battling to save the life of a cyclist run over by yet

the country in places as far as Bristol and Birmingham. They are illegally plying for hire at Luton, Stanstead and Gatwick Airports and bringing anti-social behaviour to surrounding neighbourhoods. It is imperative that Valerie Shawcross instructs TFL to suspend PH licences forthwith.

The Mayor said that he would introduce the congestion charge for all PH. I hope that he will keep to this and roll it out with immediate effect.



another PH driver. Multiple other accidents that week involving PH were also circulating on social media. Any other PH Company would have been shut down and had their licence revoked.

TFL under Johnson licenced thousands of PH drivers to ply for hire. They did so without consent of stakeholders, a supply and demand survey, or taking into consideration the environmental/social impacts. Vast revenue has been raised but not near enough has been invested in competent, able compliance and enforcement teams in proportion to licences sold. Effective enforcement teams with powers to arrest must be introduced and replace ineffective gimmicks such as Operation Neon.

Due to the colossal numbers licenced we now have TFL licenced PH operating all over

It is crucial that The Mayor instructs TFL to ensure that all PH have hire and reward insurance and have it displayed. Blacked out windows and a new licensing identification to replace the inadequate roundels, must be introduced.

The GLA's 19 recommendations in their future proof report have been, virtually ignored, kicked into the long grass by LTPH, we demand TFL, put these into effect.

Only Taxis should be licenced to ply for hire and work on demand. We have earned that exclusive right to by completing the knowledge and drive an expensive purpose built vehicle for that task. A PH app should never have been licenced to ply for hire or exhibit availability. A sufficient time delay on bookings and no cars displayed on apps, needs to be brought in, which would also prevent serious



accidents by PH working on demand.

The LCDDC believe that TFL Management's relations with UBER have been wholly improper from day one. UBER were licenced by TFL against the regulations already in place without a due/diligence report or risk assessment beforehand. Our investigations discovered Leon Daniel's weekly phone calls and emails to UBER, coaching them how to get round the terminology of Pre booking when they do not. We discovered that Isabel Dedring had a non-minuted meeting with UBER representatives whilst the PH Regs consultation was in process, providing further evidence in our view that they have been a biased and unfit regulator. We hope that Valeria Shawcross will not allow TFL Management to continue liaising with UBER in this way.

The unprofessional approach by LTPH during the PH Regulation Consultation and omitting the key legislation requires the new regs to be deemed void.

The LCDDC believe the present management at LTPH needs to be overhauled and replaced with people who are competent and willing to work constructively with the Taxi Trade. The trade has no confidence in the current incumbents, who have systematically engineered our downfall. We hope changes will be soon forthcoming.

To conclude we hope the new mayor stands by his commitment to preserve our trade and level the playing field. The LCDDC believe that Valerie Shawcross is a fantastic appointment and believe she has the integrity and courage to make essential changes within LTPH. We wish her well!



Alan's Angle

WEST END PROJECT UPDATE

Each month I have the pleasure of sitting down with Westminster Council to discuss their plans for the taxi trade in the West End, but we do now find ourselves talking about the whole of W1.

This month WCC gave us the green light for ranks that we had proposed now that they had acquired the funding from TFL for the new ranks. We have about 20 on the priority list and I'd better name them as to avoid confusion over what we are doing or not doing, which some people seem to think. In no particular order these venues should have a rank outside in the next couple of months and the end of the summer: Saporis Horseferry Road, Marriott hotel Park Lane, Novikov, extension to Petty France rank, Arts Club, Liberties, Lulus Hertford Street, Hard Rock Café, Landmark Hotel, Loading bays in Shaftbury Avenue, Ivy Restaurant, C London Davies Street, Charlotte Street hotel, Hakkasan Bruton Street, Ronnie Scotts, Victoria Secrets, and King Street Covent Garden. As you can see there is quite a few on the list and im hoping ive not missed any. WCC are looking to help us with our problems in the west end and also open up certain road to taxis only especially those around the sohop area making it easier to accecess.

Charing Cross Road / Tottenham Court Road At the last meeting taxi provision around the new Crossrail station was raised and it was suggested that this



required further discussion and it would be helpful if Camden was present. David Jenkins attended the meeting today to allow a discussion of rank provision for the new Crossrail Station Tottenham Court Road. The discussion covered two distinct areas rank provision and movement through the area.

With regard to rank provision DJ said that there is currently a rank southbound on Tottenham Court Road serving the Dominion Theatre. DJ proposed that the rank should be moved to the other side of the road as keeping it south bound would significantly increase the traffic on Hanway Street (WCC road) as this would be the only way to access the rank. The taxi trade were not happy with this as the taxi 'hire' lights would not then be visible from the station entrances or theatre. It was confirmed that there was not enough space for a rank on both sides of the road.

Currently there was no other obvious location for a rank but it was acknowledged that there would need to be a plan to regulate taxi drop off and pick up in the area.

With regard to movement in the area under the new road layout the taxi trade raised concern that it would be a much longer route diversion to access routes going north

and particularly west. DJ confirmed that Camden would be reviewing all movements in the area within a year of Tottenham court road opening.

1. Hanover Square Following the outline of proposals at Hanover Square at the last meeting the taxi trade had raised concerns about the visibility of the proposed rank on Brook Street. A concept plan for Hanover Square was presented at the meeting which showed the proposed rank on Brook Street straddling a crossing with the first two taxis visible form the entrance. The taxi trade asked about the nature of the crossing whether it was formal or informal and whether there would be zigzag lines but were happy with the rank as long as the taxis visible on the plan stayed in that location. Signage from the station to the rank would be required.

The trade also asked about the current nigh time rank on Tenterden Street which is 2 spaces and serves a nightclub. The trade also said that the rest hut at Hanover Square required 12 spaces to make it viable.

2. I will keep you updated regularly now with the monthly meetings that take place.

CAMDEN COP OUT

Recently I was invited to a meeting with Camden Council along with representatives from the LTDA, UNITE and the RMT.

The meeting had been arranged about 6 weeks prior and I was hoping Camden Council was going to give us the updates regarding a sort of airport kiss and ride system at the St Pancras drop off points. We have been telling TFL and Camden for quiet a while now about the problems Private Hire drivers parking up in the drop off areas waiting to be E-hailed via their apps.

When they told us what they was going to go ahead with I found myself saying what a waste of time, they are not going to go ahead with their original plan but to put down double yellow lines instead and we know that drivers a scared to sit and wait on double yellow lines. you only have to look around the road of Westminster to see it is a free for all with PH drivers just waiting anywhere and the council are powerless to stop this avalanche of drivers doing what ever they want. When I asked why they was not going to proceed with their first proposal they said that border control had objected due to security reason when trying to get diplomats and political figures in the main door on Pancras Road. Is this the same Border protection people who don't see a problem with the carnage that goes on daily under their noses, no wonder our own borders are in such a mess if this mob are supposedly protecting them. Camden also stated that they would not be able to provide a marshal to issue tickets whist the yellows

where operational, so I cant see the status quo changing one bit but I have been known to be wrong but I cant see it this time . Then we got around to over ranking and like always they want us to stop over ranking but turn a blind eye to other problems, they're really getting pissed off with what they see as drivers over ranking in Goodsway way where id say the taxis are



waiting to turn right to join the rank in Pancras Road. They think they've come up with a idea to stop this practice and that's to take away the left lane and turn it into a single lane. I asked for them to re visit the idea of a feeder rank in Camley Street which I muted the idea to them back in 2014/2015, which they turned down on safety grounds. We spoke about some alternatives that they took away to look at. We also spoke about Tavistock square and the whole one way debacle that is causing a lot of problems to us but also to our customers that are getting hit in the pocket due to higher fares. They will be looking into keep it or make changes to the scheme later in the year but don't hold your breath, they've not changed their minds on recent schemes.



Alan's Angle

ANOTHER VAUXHALL UPDATE

Lambeth Council are putting forward a consultation to make more road changes around the Vauxhall Gyratory system.

they're looking to make certain sections two way which might help out the the traffic flow, you can see the photos attached to what they're proposing.

The existing taxi ranks will change:

- The rank in South Lambeth Place will move and be in a position where people leaving the Tube will see the front of the rank. It wasn't possible to have the rank in the station in a position where it was against the kerb and allowed nearside loading, if we wanted this then it would have had to be moved out of the station and it wouldn't be used

- The rank in South Lambeth Road will move to Albert Embankment – this can act as a feeder rank to the rank in the station as it is intended that there is a sight line but could also be used as a separate rank. It will be slightly ahead of where Ashtar is on Albert Embankment but could work for the businesses along there and any new ones that start.

Once the dates for the major works are confirmed we'll let you know, there are some initial works starting this weekend and the rank in South Lambeth Place will be suspended.



TFL UPDATE ON TAXI CHARGING POINTS

This month I attended a meeting with TFL to update us on the progress of their delivery for rapid charging points for the taxi trade.

TFL'S plan to roll out 90 rapid charging points for taxis by the end of 2018, they're looking to site these charging points at eating and rest stops. TFL will be identifying sites that could be used and then will tender these sites out to private suppliers to install, operate and maintain the

rapid charging points, these companies will also set the price at what we will pay for the electricity. This could lead to inflated prices by suppliers that might want to attain a quick return for their outlay. With the installation of nearly 180 charge points being proposed by TFL,

this will also come with certain issues. They will have to upgrade the power network or even make additional power upgrades to certain substations in the boroughs around London. They also came up with a suggestion about locating some charging points on the A12.

STOP PRESS: WALKABOUT GETS NIGHT TIME THREE CAB RANK



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Airport matters...

BY PETER "THE CANNON" L.C.D.C AIRPORT REP

Minutes from Meeting with
Heathrow Airport Limited
London Cab Drivers Club

@The LCDC
27th MAY 2016
Minutes from HAL
TAXI TRADE

PH CAR PARK

Minutes of the meeting held
on Monday, 16 May 2016 at
10.00am to discuss the
concerns raised by licensed
cab drivers regarding the
introduction of the
Authorised Vehicle Area at
Heathrow Airport

Present:

James Farren, James
Jamieson, Paul Buckley, Roy
Tucker, Kap Jhuti, Steph
Peech, Emilie Christmas and
representatives of HUTG

Meeting opened:
10.08

JF opened the meeting and
referred to the circulation of
correspondence in response to
queries raised at the last
meeting on 25 April. He then
invited further comment from
the HUTG representatives.

How can we come to a mutual arrangement about the car park?

We would like to think that
we are in discussions but
literature concerning the
introduction of the AVA has
already been circulated – a
leaflet to residents in
surrounding areas.

We are happy to discuss
arrangements with you
however we never said that we
were not going ahead with the
pilot.

What training will new car park agents receive, as they generally learn on the job from more experienced staff members but in this instance will not be able to do so?

A training day will be held on 25
May for all new staff involving
Transport for London and the
Metropolitan Police.

We appreciate the fact that
you have responded to our
queries however there is still
a lack of clarity in some
areas – how TfL will deal with
drivers from outside the area
and touting infringements.

With two feeder parks, one
for taxis and one for private
hire, they have a huge
advantage. Uber is
internationally known. How
can we promote ourselves to
the same degree? Hex, for
example, have the possibility
of attracting passengers
airside. We have asked to
have our people representing
us at the ranks but this has
been refused. We can't
compete with the PR
machine of Uber if we don't
get some concessions.

We believe that these vehicles
are already here.

Yes they are but the AVA will
legitimise their position and
this will exacerbate the
enforcement problem.

We agree that we need to
have enforcement if we are
creating a pin. We are currently
in talks with the DfT that
suggest we may be able to take
our own enforcement action.

There will be a period of
consultation first. The taxis feel
that the current enforcement
regime is not fit for purpose.
The other perspective to this is
to say wait and see what
happens. Have the review and
consider the evidence about
whether the enforcement works
or not.

We are also waiting for the
new mayor to decide whether
the current licensing of Uber is
acceptable.

The CEO is talking publicly
about an Uber car park. This
contradicts what you have
told us about its purpose. If
their license is revoked what
will you do then?

There are three points to make
here:

1. Uber currently make up only
15% of the private hire market.
2. If there is a change in
legislation then we will change
in response to this.
3. The AVA is for private hire
vehicles. We believe that
opening up the car park will
stop them parking in drives,
outside houses etc.

There is a debate around
enforcement. We believe that
what we have is adequate. Is it
effective? Let's review the data
down the track.

Will you tender for this?

Currently no. APCOA is taking it
on a trial for 6 months. We are

staying open minded about
how we proceed after the trial.
There is an option to go via the
tender route and this will take
the established process
through our procurement
department.

Let's say Uber get the
contract? What control will
you have over them?

We would only tender for the
operation of the car park. HAL
would retain control. The use of
the AVA will be determined by
Heathrow via the T&Cs. The
operator would be paid a
service fee for maintaining the
facility. The pricing will remain
with our commercial
department.

Drivers cannot be forced to use
the AVA but we hope to
encourage use by providing
facilities and working with the
private hire companies so that
they encourage their drivers to
go there. We have also had
discussions with Uber.
Companies are aware that they
risk reputational damage due to
poor behaviour of drivers.

What is the model being
used? What is the entry fee?

The fee will be £1 per hour for
a maximum of 4 hours, then it
reverts to the standard multi-
storey fee. You leave the AVA
and go to the most appropriate
car park to meet your fare.

How do you make sure the
car park is used? Drivers
may just go and pick up on
the forecourts? How will you
prevent this?

We will ensure that users of
the AVA understand the rules
and the consequences of their
actions if they do not follow the
rules. We will take action
against them.

We feel that there are cracks
in the system. You have been
talking to Uber. Bye-law 4.14
refers to touting. This
situation is not touting, we
accept that and so does our
union. However, when it
comes to applying for hire,
there are some grey areas.
Once the booking is made,
the vehicle can be seen by
the customer but prior to that
point the vehicle should not
be visible. Taxis are
permitted to exhibit their
availability but PHVs are not
– there should be no

exhibition of availability.
Currently you can see the
vehicle via the app from the
plane before you arrive. That
is unfair competitive
advantage. Everyone already
knows about Uber – they
don't need to see the number
of cars waiting on top of this.
When a passenger arrives
they see touts from Hex and
other companies but they
cannot find the taxi rank.
Everyone gets to them
before we do. We do not
have reps in terminals and
there is no taxi information.
We feel like we do not have a
chance and you will not help
us.

We would not be having these
conversations if we were simply
going ahead with no thought for
the taxi drivers.

We are just asking for a level
playing field. We have asked
for a gate levy so that we are
all on the same footing and
pay the full fee in advance –
this would encourage the
right behaviours. Just
because something is legal
does not mean it is ethically
right. Protectionism is not
fashionable but if you go
ahead with these plans as
they stand you will strangle
the taxi trade. We ask that
you go back to Uber and
require enhancement of their
geofence to prevent cars
being seen prior to booking.
The car park also needs to
be screened off so it is not
visible to the public.
Currently there is only a
chain link fence.

This will be done.

We also want to know why
you will not check that
vehicles have a booking
before allowing them to enter
the AVA? By allowing use by
vehicles without a booking
you are potentially
preventing those with
bookings from entering –
surely these are the drivers
you want to be in there?
We have always said that
drivers do not need a booking
to enter the car park.

When they leave the car park
surely they do? APCOA need
to know whether cars are
leaving the system or going
to a terminal to pick up? Can
you provide us with a flow

chart of how the process will
work?

Yes, we can do that.

Would it be possible for us to
have representation at the
terminals? We believe the
Uber percentage of PHVs will
increase significantly. We
need some measure to
counteract this.

We feel that HAL has
stopped us from stepping up
to the plate. We are willing to
pay for everything. We are
happy to have a gate fee. We
want to be a part of the HAL
family. We just do not believe
that what you are telling us is
true. We do not believe that
you will be able to hand over
the running of the car park
and retain control.

Are there any talks of
revenue share between
Heathrow and Uber down the
track?

No, is that a model in place
elsewhere?

Not that we are aware of. We
are a stakeholder in this
airport and you should be
protecting us from abuse.
You have a duty of care and
should repay our support.

Let's take an adjournment here.
Just to summarise the things
that you are asking for from us:

- Changes to the geofence.
- Create gate levy / full charge
upfront.
- Flow chart of process for use
of the AVA

Meeting adjourned at:
11.04am. Meeting resumed
at: 11.20

JF re convened the meeting
and confirmed the
understanding of what was
being asked.

- Flow chart of process – we
commit to providing this
- Geofencing – We will speak to
UBER to raise the point you
have made and obtain a
response from them
- The process will be reviewed
and we take on board the
points you have raised in
relation to the charges
- The question of a gate levy
has already been addressed by
HAL previously with the trade.

Meeting closed: 11.35



Geely invest \$400m to develop green generation of black cabs



A new generation of black cabs will be going green after Zhejiang Geely Group, the Chinese owner of London Taxi Company, raised \$400m to help develop zero-emission vehicles.

Geely is spending £250m on a new factory near Coventry to produce the next generation of black cabs in an investment expected to create up to 1,000 jobs.

The company has launched a "green bond" to help finance development of an electric version of the TX5 taxi, which was first revealed in London during

President Xi Jinping's state visit in October. Proceeds from the bond will be used to finance design and engineering work on the power systems of new black cabs, which are expected to go on sale in the UK next year and globally in 2018.

The bond breaks new ground for Geely, which claims it is the first so-called green bond issued on international markets by a Chinese automotive company.

Geely said demand for the fundraising was strong, with it being six times oversubscribed.

The five-year bond pays a



2.75pc coupon.

As well as producing the taxi, Geely is working on other electric designs including light commercial vehicles, which it hopes will raise production levels at London Taxi

Company as it seeks to enter new markets. The new factory is expected to be able to turn out more than 30,000 vehicles a year, far more than the UK demand for taxis.

"We are committed to producing zero-emission capable vehicles," said Peter Johansen, London Taxi Company chief executive. "The issuance of the green bond will further enhance our competitive edge in new energy technologies." Geely took on London Taxi Company in 2013, when it spent £11m buying the business – then called Manganese Bronze – out of administration. Manganese Bronze collapsed the previous October after a steering fault in its most recent model sent the company into crisis.

New Era for Cab Payments

Come October 2016, all licensed taxis in London must accept credit cards and contactless payments, according to a new TfL regulation. For many cab drivers, this is seen as a stressful challenge. But it doesn't have to be that way.

For Swedish payments processing company iZettle, with many existing taxi customers across the world, the new TfL regulation posed an interesting challenge.

– We have always provided business owners with mobile card readers, says iZettle's founder Jacob de Geer. But due to the mandate from TfL that states that the card reader must be mounted in the car, we had to work with our suppliers so we could offer a contactless payment bundle with a card reader, a receipt printer, a fixed mount for the card reader in the customer compartment and a mount for the receipt printer in the driver compartment. So you could say that the new bundle we're releasing now is tailor-made especially for London's Black Cabs.

The iZettle Black Cab Bundle includes a Card Reader Pro Contactless, which means that payments can be accepted from all major cards using chip or magstripe – including American Express – as well as contactless payments through for example Google Wallet and Apple Pay.

– iZettle is great for my business, says London cab driver Daniel Alberto. I'm always on the go, and I can focus on the road and my clients instead of worrying about technology and administration. I was initially a bit stressed over the contactless regulation, but that transition was very easy to make.



Read more about iZettle's TfL approved contactless payment bundle and the pay as you go option on taxi.izettle.com. Or, call 020 3322 4500.



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The GM streetcar conspiracy and how TfL is doomed to repeat history with Uber



In 1949 General Motors and a supporting cast of corporations including Mack Trucks, Firestone and Standard Oil were convicted of conspiring to monopolize interstate commerce.

The group hatched a plan to take control of transit systems in 25 American cities then dismantling the electric street car system and replacing them with buses. The move became known as the GM Streetcar Conspiracy and people have argued since about whether this was just the outcome of natural market forces or whether a vast capitalist conspiracy to cripple a mass public transit system actually existed.

It is a complicated story and very difficult to unpick cause and effect but make no mistake, public transport over this period in many American cities was eclipsed by private car transport. Eric Schlosser in his book *Fast Food Nation* also blames the destruction of municipal mass transit systems with the rise of fast food consumption with easy road side access via the 'drive thru'.

Today's Guardian newspaper has an excellent article about 'Gridlock Sam' and the fight back against the pervasiveness of cars in the City after the removal of streetcars. In 1950, after the electric mass transit system was removed Brooklyn Bridge crossings fell from 400,000 people per day to just 170,000.

One factor that underlies this period of vandalism, opportunism as well as great underlying social change was an absence of public policy leadership and strategy. The transportation journalist Guy Span discounts conspiracy theories but instead places the blame at the door of the regulator.

And here we are in 2016, Travis Kalanick tells us Uber's mission is to 'go to every major city in the world and roll out an efficient, convenient and elegant transportation system'. (I defy you not to appreciate the irony of the corporate video showing an electric bus - a surviving descendant of the electric streetcar system - passing just as

Kalanick says 'roll out'. Cue up to 0:12)

Now it's dangerous enough for Uber to suffer from the delusion that all these major cities don't already have an efficient, convenient if inelegant transport system. But it's downright tragic when the cities themselves become dazzled by wafer thin technology and end up throwing out the baby with the bath water. Recent disclosures show that TfL have lost their compass when it comes to understanding its role as regulator and in setting an intelligent integrated strategy for

public interest. Contrast TfL's imaginative approach to an 'Uber Everywhere London' to the thin gruel served up as a vision for London's historic taxi trade. In TfL's current Taxi and Private Hire paper the only relevance Boris and TfL could see for London's iconic taxi was its ample access for the disabled, the driver passenger partition, an enviable turning circle and, ermm, that's it. Stumped. Couldn't think of anything else of relevance like its iconic design, its symbolism as a cultural feature of London. Nope. Nothing else at all.

hire trade to now effectively compete with public transport rather than complement it. Since 2009, private hire licensing has sky rocketed with an 86% growth in drivers and 62% growth in licensed vehicles. Meanwhile, over the same period the taxi fleet shrunk by 3% and licensing remained flat. But when we look at these figures in relations to London's population growth rate between 1% and 1.5% per annum we see the taxi trade in sharp decline. While the PHV fleet per 1000 population grew by 47%, the taxi fleet shrunk by 10% over the

uncontrolled growth of private licensing has contributed massively to pollution, fatigue safety risk and driver poverty with the collapse in fares & increased vehicle capital costs and associated debt.

Yet, TfL seems to stick doggedly to a dangerously outdated view of the private trade. This from the 2015 strategy paper:

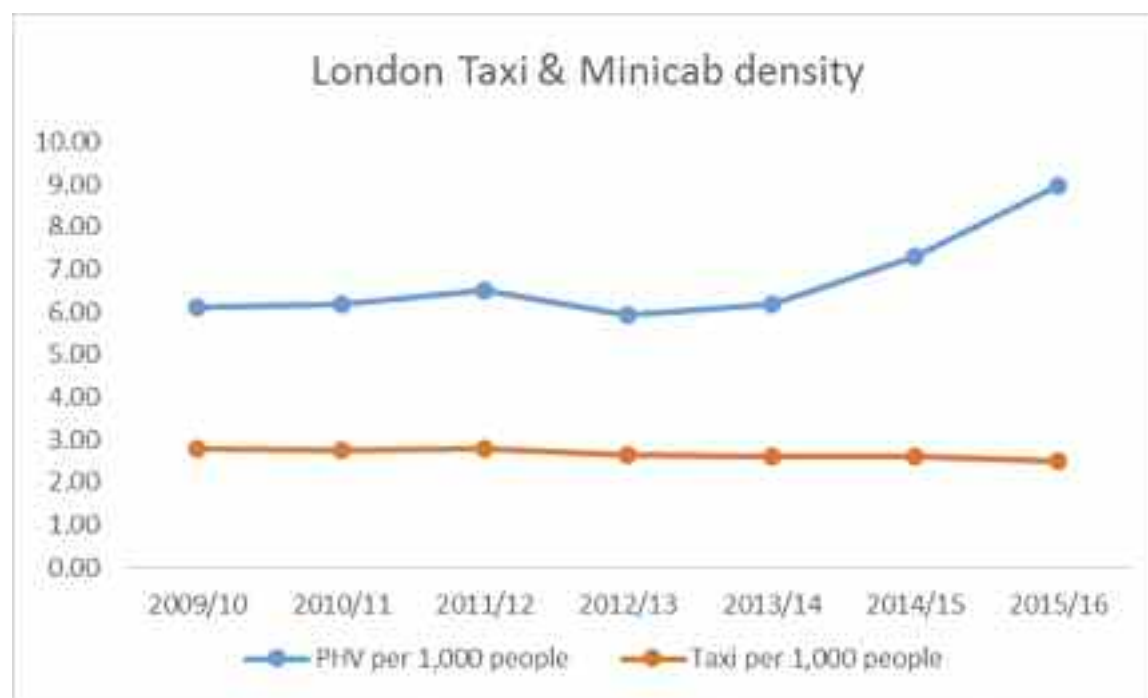
Traditional minicab services exist all over London and remain prevalent in suburban areas. They provide local communities with vital door-to-door transportation services, for example, visits to local shops, hospitals and entertainment venues.

Far from Uber car's happily bopping around the leafy suburbs between the spa, the gym, schools and hospitals, Uber is competing in zone 1 and 2 but who with?

And should we really be that surprised? Kalanick said upfront he is here not to 'fill in the gaps', but to 'roll out' a brand new transportation system. If there is one neat trick Uber has pulled it is to convince gullible politicians and moribund regulators that it really was offering true innovation.

Anyone who questioned them are to be dismissed luddites, yesterday's men, enemies of progress. Labour's Chuka Umunna and Ian Austin notably guzzled down Uber's Koolaid (or snake oil) so it's not just a Boris/Tory affliction to not sensibly question TfL's laissez faire policy. And is it really laissez faire anyway? TfL's relationship to Uber is now akin to that of a sweeper in the sport of curling. They never quite touch the stone but they are furiously clearing a smooth path for an 'Uber everywhere London'. The reality today is Uber is now gunning to take on not just the taxi trade but now the Tube and TfL is either asleep at the wheel or already on board the Uber juggernaut. In years to come, just like with GM and the decline of American municipal streetcars of the 1950's, we will look back and ask was it a conspiracy or was it regulatory inaction?

It won't much matter, the damage will have been done and those responsible will have long made good their escape from scrutiny.



transport in the capital. TfL's Leon Daniels is seen again and again working on the wrong side of his desk in helping to develop Uber's business rather than regulate it and at the clear cost of the greater

This would be almost comical if not for the existential crisis facing London's taxi trade when you look at the numbers. TfL has allowed the entire trade to become unbalanced and for the private

same period. It certainly isn't UPHD's role to promote and protect the taxi trade but the decline and imbalance is unhealthy for the trade over all. On the other side of the coin, the

Cabbies take veterans to Ypres



Frances Luczyc Wyhowska
Honorary LCDC member

At a time when the cab trade has been feeling, with every justification, that the status quo is actively against them, support recently appeared from an unexpected direction.

On 10th May this year a convoy of 64 of London's black cabs boarded a ferry at Dover to take around 100 veterans to visit Ypres. This was the first time that I have been on such an excursion as my involvement with the Taxi Charity for Military Veterans only began towards the end of last year. I had no idea what to expect but was much looking forward to the trip.

The calendar of events included a formal dinner at Cloth Hall, and visits to the Passchendaele museum and the monumental and sobering cemetery at

Tyne Cot. We also took part in the Last Post ceremony at the Menin Gate and enjoyed a formal parade put on in our honour by the Belgian military at Ypres barracks.

For the last two parts of our itinerary we were joined by the British Ambassador to Belgium, Alison Rose. She understood immediately the point of the charity and had the greatest admiration for the strong links that have been forged between the veterans and the black cab drivers. She told me that she is a loyal supporter of London's finest, which was really gratifying to hear. She tweeted tirelessly her support for the charity which frankly she did not have to do, and I know that her enthusiasm was absolutely genuine.

We also had the support of NATO: a senior RAF officer was sent as a representative during our visit to the barracks, and he too was demonstrably impressed by the experience.

It is impossible to overstate the generous role played by the taxi drivers and this was absolutely evident to the Ambassador, the NATO rep and the Belgian military. I too am endlessly amazed by the kindness of cab drivers, and I hope that this trip was not just enjoyed by those that took part, but contributed a much needed morale boost to the trade in general.

Future events include the Worthing seaside trip on 21st June, an excursion on the Bluebell Express on 19th July and we are already planning a trip to Normandy over five days in June 2017 for WWII survivors, which will be a really moving experience.

Do visit our website if you would like to see photographs of Ypres.
www.taxicharity.org





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The LCDC attend the Joint Ranks committee, working hard for more ranks and more access for the taxi trade in London.

■ CAB TRADE ADVICE

All members can call the office for any information or up to the date news on any trade related subject.

■ TRADE'S FUTURE

The Club worked tirelessly in bringing in the green & yellow identifiers to the taxi trade.
And are always working hard to protect our future.

■ CAB TRADE REPRESENTATION

We are working hard to work with members of the GLA and also politicians to fight our corner against

TFL and was a major influence in the recent "future proof" document.

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Chairman attends Elite Taxi Summit in Brussels



Italian taxis are facing an identical issue as other colleagues in most European countries.

The coexisting system between taxis and private hire limo (in Italy called N.C.C.) was regulated by law n. 21 of 1992 and was based on the obligation of PHVs to start every single service from the garage (and return to it once the service has been provided, before starting the next service); whilst taxis offer their service to any customer by parking on taxis parking area specifically designed on public roads. The power to issue taxi and NCC licenses was given to each single Municipality, considering this in a better position to evaluate the quantity of licences needed. However, thank to the lack of attention of authorities, from year 2000 more and more PHVs licensed cars from other Municipalities were operating in main Italian touristic cities (Rome, Milan, Venice, Touring), in violation of the obligation to have the garage in the territory of the licensing Municipality and start the service from this garage.

In year 2008, a study from an in-house company of the Rome Municipality counted 6.500 PHVs of other Italian

Municipalities against 1.024 PHVs and 7.500 taxis licensed by Rome Municipality. In 2013 Uber lands in Italy, launching in Milan the Uber Black service, i.e. the Limo hiring services, a system that overlaps to the taxi service. Milan taxis immediately protested. Nevertheless, considering the low number of NCC in comparison to taxis, the presence of Uber Black was initially not a big threat. Problems rose in 2014, when Uber Pop was launched, again in Milan. Initially there was some concern among police forces (Italy has different police organizations) on legality and penalties. In February 2015 a small claims judge sustained the appeal filed by an Uber driver (sanctioned as abusive taxi driver), stating that it should apply the limousine provisions not the taxi rules; therefore, revoked the sanction and returns both car and documents to the driver.

Taxis were shocked and one month later filed a special urgent appeal to the Court of Milan claiming that the Uber Pop infringes Italian public law on transport (law 21) and determines unfair competition. In May 2015, the judge upheld the appeal and prohibited the use of the application Uber Pop, stating a fine of 20.000,00 € for each day of delay in shutting up the application. This decision was appealed at the higher Court of Milan which in early July 2015 confirmed previous judgement, adding that the activity of private drivers using Uber Pop violate the provisions of law that regulates

taxis and alters the market subject to administrative regulation also in tariff level. Besides, the failure to respect the sector regulations allows competitors to achieve cost savings and this leads to unfair competition in the market (Art. 2598 n. 3 of the Italian Civil Code). Since this, Uber has decided to allow subscription of any kind of limousine license, local or not. In Rome, this has led to some

emendaments deregulating part of the transport law; the Italian Competition Authority has made several statements in favour of ICT support applied to public transportation and in particular in favour of the Uber black service; a Department of the Ministry of Transportation has recently propagated a document stating the excessive tightness of Law 21 and specifically the garage requisite. Not long ago public interests, like

remunerable while respecting existing rules on public transportation? No. There is only one giant ICT company that has financial power to go on to market and break the rules today (in the name of competitiveness), while lobbying to change the rules in a near future. Suddenly public values have mysteriously vanished. Traffic security, public safety, transport availability, price sustainability and the like are put apart by the only and prevailing (US) competitiveness value. Most people support price reduction and some politician are fascinated by competitiveness enhancement. It is therefore our mission to protect taxis professionalism by making aware folks and rulers about importance of protecting primary public values (security, safety, availability, affordability, sustainability, etc.). Simultaneously, we shall affirm the importance of ICT SMEs in supporting the inevitable transit of transport companies towards a more interactive organization, virtually connected to other businesses and social networks. This can be done synergistically today. However, within the rules, not devastating laws and connected values. It is our mission to make decision-makers and policy-makers aware of this. Therefore, our future strategy will have a stronger focus on pursuing this mission, while continuing fighting on abusive limousine services and other kind of (private) transport means disguised as futurist society trends.

Elite Italia



Representatives from Rome, London and Madrid

thousand subscription of limousines not licensed by the Rome Municipality, which act basically like taxis. Uber lobbying in Italy has been very hard. Several politician have been caught dining with the Italian Uber CEO and together with the European CEO visited the headquarters of the Partito Democratico (PD), the party to which belongs Mr. Renzi, the Italian Prime Minister. In last year Italian, several parliamentarist have tried to pass deregulations favourable to Uber; the Government tried to pass at the end of 2015 within the stability decree some

people safety, vehicle availability at important transport junction, Municipal control of affordable rates, flat rate to specific destinations and the like sustained countries public transport laws. Breaking these laws was forbidden. Sanctions were provided for law violations. Today we assist to a massive violation of transport laws justified by the market need of more competitiveness. Who's competitiveness? Of transport operators? Of SMEs that have developed a new ICT tool to organize differently the organization of driving company and make it more proficient and

This is the third time in recent months that taxi organizations from several countries gather. After Paris in January, London in April, it is Brussels that gathered on May 27 several unions and associations initiate Elite Taxis. CGT-Taxis was present at each of these meetings because we are certain that the taxi drivers have everything to win by joining their forces with their European colleagues and the world. These meetings are an opportunity for everyone to realize that we need to join forces

in the global fight between us and total deregulation of our taxi business. Everyone came to the conclusion that we should intensify the political struggle, both at national and at European and world level. It appears indeed clearly over these international meetings that fighting for the taxi is part of a larger struggle. We are indeed opposites in each of our countries, whether in Belgium, England, Switzerland, Spain, Italy, France and many other countries some of our leaders

who are clearly less in the service of their population but in the services (orders?) of the private interests of multinationals (the famous "platforms") that have no use of people and workers in general. We all know today that these multinationals like Uber are organizing not only capital flight from all the countries where they are to tax havens, but they also organizing their criminal irresponsibility which hardly makes them wrong by our respective legislation.

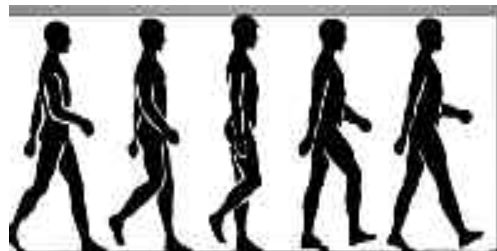


Drivers from the EU converge in Brussels to discuss Uber

So they should work in our country but also collectively in international forums to coordinate our response. Meetings like this allow us to build together this

response giving it undoubtedly much more strength than if we remain confined to our borders.

K. Asnoun, CGT-Taxis, France.



Walker on the March...

THIS WOULD BE A GOOD JOB IF IT WEREN'T FOR THE CUSTOMERS

I don't really mean this but you do get an awkward one now and again. It had been ages for me since getting one of these types and then I got three in a week.

The first was a lady who had enjoyed a sherbet or two before hiring me on the corner of Rupert St and Shaftesbury Ave around midnight. Off we went to Kingston and was trouble-free until we reached Putney. That was where I found out I had been going the wrong way and how long it was taking above the norm.

The journey took 37 minutes and there was just over £50 on the meter. That was when she told me that it had never taken so long to get to Kingston from the West End and had taken well over an hour. She also informed me that a taxi home had never cost more than £25 so that's what she would pay me. It all got sorted out once the police arrived.

Two nights later we got half-way from W1 to N16 and with £21 on the meter when he decides he needs to get out for some fresh air and tries to pay me with a few coins and some card receipts. He asks what we do now as he has no cash and no cards. I say we call Old Bill and he says OK. While we're waiting, he has it on his toes like Mr Bolt. I'm chatting to Old Bill while driving around to catch him and find him heading north and a block east. He cracks on like he hasn't noticed me and hides in a shop doorway.

The Bill arrives. He has no money and has left his card behind a bar. Old Bill tells me it's a civil case. I say they're having a laugh as he has run away and therefore no intention to pay and thus, theft. As I was being difficult, Bill went back to trying to get me paid. We end up phoning his girlfriend at 2.00am to see if she'll pay. She agrees, I take him to her address and she pays the fare that has now risen from £21 to £56.60.

I wonder what sort of weekend he had?

The third one was different. This was the old sarf of the river chestnut. Only a fool would believe that refusals don't happen but so many times a customer has claimed to me that they have been constantly refused when it's obvious they are making it up. This was such a case.

I pick up a lady from one of Comcab's accounts, after waiting about 15 minutes for her to come out. She launches straight into how she is fed up with having a number of cabs refuse her trip o Bromley before finally getting a taxi and only then because the driver is going home that way.

I ask if she is talking about Comcab or off the rank next to her office building? She says Comcab. I ask if she is getting confused with another circuit or App? Definitely Comcab. I explain that the driver doesn't know where she is going until he has accepted the job and then cannot refuse to do it.

She is adamant that a number of Comcab drivers refuse her because of the destination before getting a driver prepared to go. I know it's impossible but she has convinced herself. How many others are there like this lady? I know I've met more than a few. This is how urban myths grow and spread.

NEW MAYOR – HERE WE GO AGAIN



We have been battling on the political front for over two years now. We've had a holiday while Boris stepped down and Mayor Khan stepped up, but now the battle recommences. It's been a slow process, as this kind of thing always is, but we have to keep at it by lobbying City Hall in numbers.

We slowed the process down ourselves with the shenanigans that went on inside and outside City Hall last September. Up until then we had friends on the GLA transport committee asking Boris questions, often embarrassing him, at almost every Mayor's Question Time (MQT). After some of our brethren got out of hand, we became a bad smell and no AM would ask questions on our behalf after that.

We need to show up at MQT. We need to do it in a sustained way, showing up every month in numbers. We also have to act by a set of rules or otherwise it can work against us, as it did last September.

This is how it works, or should work. In the background, we give the committee information upon which they can base questions to the Mayor. Sometimes they don't use it but more often they do. When they ask these questions, the gallery needs to be full of taxi drivers, to show how concerned we are. After all, if we aren't there, we aren't bothered, so why should the Assembly Members (AMs) be?

Now here's the tricky bit. There is nothing wrong with showing polite approval of AMs supporting us, nor if the Mayor gives appropriate and encouraging answers. This is positive and encourages AMs to speak on our behalf because they like being popular. However, we must not react to things we don't like. No jeering and no cat-calling. If

we applaud what we like, silence is an effective way of showing our disapproval at anything we don't like.

It isn't necessary to boo anyway. The AMs have already had their guns loaded by us so just let them get on with firing them. This is the way we win friends at City Hall and the more friends we have there the more chance we have of this great old trade surviving.

Luckily, we still have a few old friends on the transport committee. Caroline Pidgeon is still the chair and Tom Copley, Steve O'Connell and Kemi Badenock remain on the committee. The new friends we need to acquire are Florence Eashamol (Val Shawcross' successor), David Kurton, Joanne McCartney Deputy Mayor, Keith Prince (vice chair), Caroline Russell and Navin Shah. Navin is not exactly a new face as he has previously deputised for an AM during the old administration.

We need to get behind this all over again, starting this month. It's no biggie to give up a couple of hours once a month to save your own job. The Club will do the background work to try and get the right questions asked and action taken. All we need from you is two hours a month to support our work and that of the GLA Transport Committee. Is that really too much to ask?

VAL SHAWCROSS
Other good news is that Val Shawcross is to be Deputy Mayor for Transport. If this is confirmed this is really good news for us.

Val has been a really good friend to this trade over the last couple of years. She attended an LCDCA AGM with her colleague Caroline Pidgeon, another of our good friends.

We have to remember though that Val's position is changed as she is now on the other side of the fence, working for Mayor Khan rather than her old role of grilling Boris. One thing we can be sure of with Val though, is she will maintain her honesty and integrity in her new role.

After all, this is the girl who stood in front of a full hall of cab drivers and supported the Cycle Super Highway plans last year. If she just wanted to be popular at any cost, she would have told us what we wanted to hear instead.

We couldn't say the same about Isobel Dedring when she was in office; different story for every pair of eyes.

All-New Fuel-Efficient Euro 6 Vito Taxi Launches

Mercedes-Benz Vans has launched its all-new Vito Taxi; a worthy successor to the vehicle that took the industry by storm, which has sold in excess of 3,000 units since its launch in 2008.

Vito Taxi offers unrivalled levels of space and refined comfort for the driver and up to six passengers, as well as being fully-wheelchair accessible. Available initially in a National specification, customers can choose from the front wheel-drive 109CDI model, with an 88 hp Euro 6 engine, or the 114CDI with a 114 hp Euro 6 engine, which drives the rear wheels. Both come with manual gearboxes (optional seven-speed automatic gearbox is available for the 114CDI models) and in Compact or Long body lengths.

Later in 2016, a London specification version will be available, incorporating the rear steering axle that allows it to meet the famous 25ft turning circle rule as prescribed by the Public Carriage Office so it can execute a U-turn in London's congested streets

The London variant is offered with the more powerful engine as standard together with the 7G-Tronic seven-speed automatic gearbox, which is now controlled using a steering column-mounted lever; offering easy gear selection allowing the

driver to remain aware of their busy surroundings.

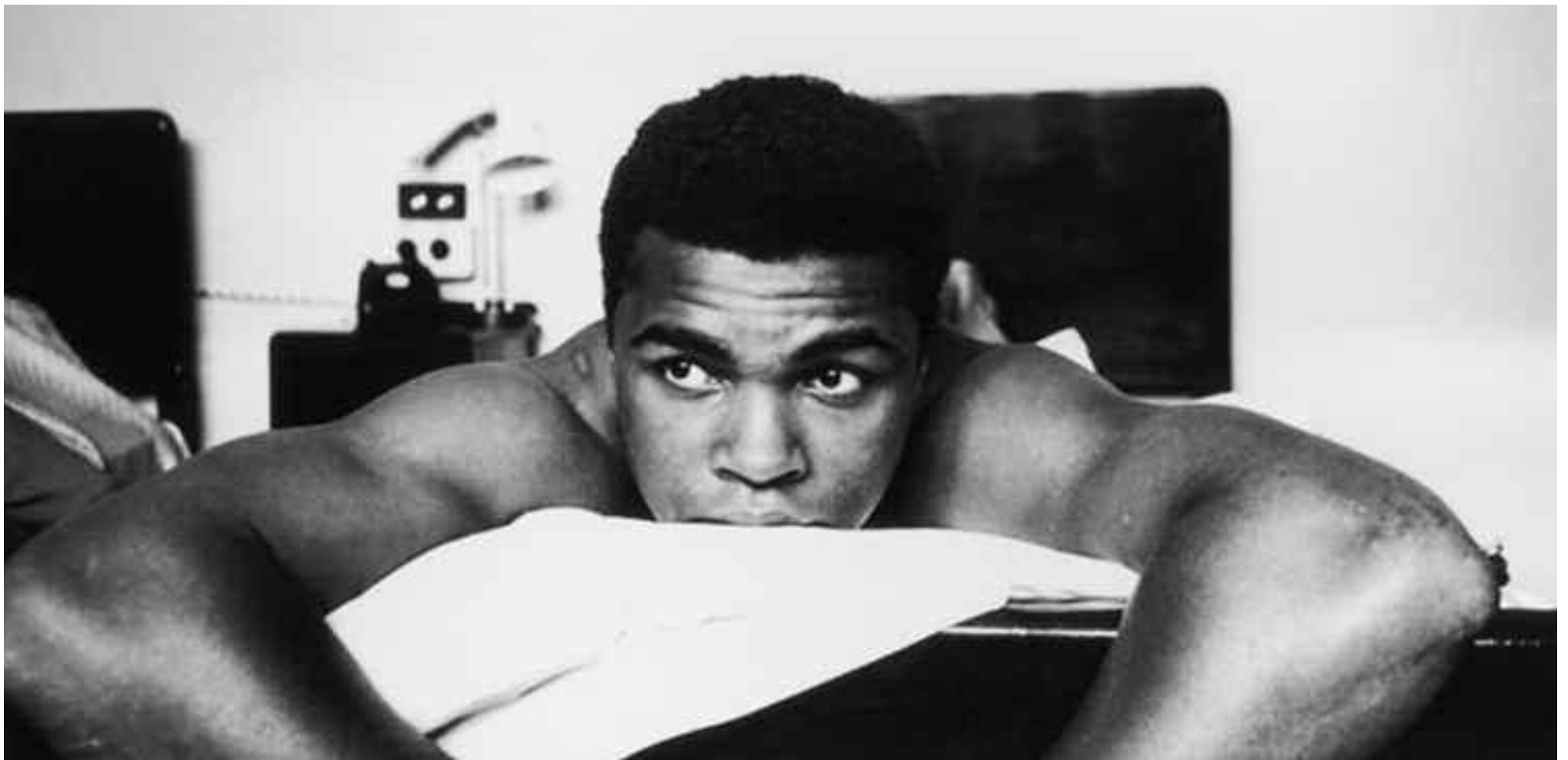
Standard equipment on both versions includes the fuel-saving BlueEFFICIENCY measures which features engine Start/Stop function for the 114CDI models, air conditioning for driver and passengers, electric folding mirrors, electrically operated sliding doors on both sides and electrical nearside step; London versions feature an additional off-side step.

Priced from £135 per week* for the Vito Taxi 109CDI National variant, the Vito Taxi comes with a three-year, unlimited mileage manufacturer's warranty and MobiloVan back-up, which includes free, round-the-clock emergency roadside assistance. Pricing for the London variant is still to be announced.

Steve Bridge, Managing Director, Mercedes-Benz Vans UK, commented: "We are passionate about supporting the UK's taxi drivers, and are delighted to be offering the most fuel-efficient, modern, comfortable, reliable vehicle ever seen in the market.

"We will be offering the first test drives at our VanExperience Live event at Millbrook in Bedfordshire on 27 June and 1 July for interested cabbies, who can register their interest via our Dealer partner, S&B Commercials"





RIP: THE GREATEST

Muhammad Ali, who has died aged 74, was acclaimed by many as the greatest world heavyweight boxing champion the world has ever seen. He was certainly the most charismatic boxer.

His courage inside and outside the ring and his verbal taunting of opponents were legendary, as were his commitment to justice and his efforts for the sick and underprivileged.

Three times world champion, Ali harnessed his fame in the ring to causes outside it. He was a convert to Islam and the personification of Black Pride. He anticipated the anti-Vietnam war movement of the 1960s by refusing to join the armed forces. He made goodwill missions to Afghanistan and North Korea, delivered medical supplies to an embargoed Cuba, and travelled to Iraq to secure the release of 15 US hostages shortly before the first Gulf war. Repellent though he found many aspects of US foreign policy – and repellent as the establishment found him when in 1967 it banned him from the ring for three years for refusing the draft – the nation embraced Ali as time passed, realising his unique ambassadorial value. In 2005, he received his country's highest

civilian honour, the presidential medal of freedom, from George W Bush, an incumbent whose views he must have detested. But it all stemmed from boxing. His matchless magnificence, the self-proclaimed "greatness", was invented early as a cheery prizefighter's publicity stunt. It was a greatness that was to balloon and achieve near-universal acceptance as he became acknowledged as a beacon not only for downtrodden African Americans but for global Islam as well, not to mention the anti-war movement or poverty in developing countries. In the middle of press conferences, reporters would earnestly ask him about solving the Palestine problem, or if he could have a quiet word with Moscow about President Ronald Reagan's star wars programme. Ali was a rebel with a cause – lots of them.

Muhammad Ali, 'the Greatest', dies aged 74
Muhammad Ali, the three-time heavyweight champion, who became one of the most well-known – and loved – sportsmen in . His career in the professional ring spanned an astonishing 21 years. Of 61 contests, he lost only five, four of them when he was long past his majestic best. Thirty-seven victories were

knockouts.

He was born the eldest son of Cassius and Odessa Clay in Louisville, Kentucky, and named Cassius Marcellus after his father. His mother was listed on the birth certificate as a household domestic, his father as a signwriter. The family lived on Grand Avenue in the segregated city's black west end. In the Kentucky state census rolls, all four of his grandparents were described as "free coloureds".

And so it came to pass. In 1960 a consortium of old-money Kentucky businessmen were ready to launch the young Olympian's paid career – with a \$10,000 down payment and a guaranteed \$333 a month against ring earnings (the latter was split 50/50 for the first two years, then 60/40 for the next four of the six-year contract). It was a good, fair deal, and three days after signing, on 29 October 1960, Clay made his debut as a pro and defeated in six one-sided rounds Tunney Hunsaker, a former chief police officer, in Louisville's packed Freedom Hall. Hunsaker lived off the history of it till his death 40 years later. The consortium hired a canny veteran, Archie Moore, as Clay's trainer, but the two

never got on and instead he went south to Florida, to Angelo Dundee's celebrated Fifth Street gym in Miami. The skilled and caring Dundee was to be at Ali's side and in his corner for the next 21 years.

If the two fights with Liston, epic in their theatricality and outcome, had begun to compile the legend, then the three contests with the uncomplicated, brooding warrior Joe Frazier, in 1971, 1974 and 1975, clinched the immortal deal. Here was an unmissably dramatic, defining, second act. Only six months after the exile's return against Quarry, Ali squared up to the remorselessly committed hitter "Smokin' Joe" to challenge for his own usurped title. After a thunderously pulsating, draining 14 rounds it was dead-level. In the last, a fearsome Frazier hook crunched into Ali's jaw, broke it, and dumped him on the canvas, sprawling on his back. Frazier deservedly won the decision – but the fact that Ali somehow gathered himself to his feet and attempted to fight back not only had the fans round the world swooning at the heroism, but it gave notice of the added, and unconsidered, ingredient that would embrace Ali for the rest of his life.

He retired, came back, retired again and was just short of his 39th birthday when he allowed himself to challenge the giant he-man Larry Holmes in October 1980. He was calamitously, cringingly, beaten up over 10 rounds by a mercifully unvenomous Holmes – but badly beaten up he still was. It was not till December 1981 – just five weeks off 40 – that sense and his friends coaxed him from the ring and quietly led him away after a last humbling from Trevor Berbick in the Bahamas.

At the turn of the millennium, Ali was voted, far and wide and undisputed in umpteen countries, man of the century, sportsman of the century, and personality of the century. In 2005 he opened a museum built in his honour in Louisville. And in 2011 he made rare public appearance the funeral of his former opponent, Frazier. At the opening ceremony of the 2012 Olympic Games in London, he seemed extremely frail and was only able to walk a few steps. However, he received a rapturous reception from the 80,000-strong crowd.

• Muhammad Ali, boxer, born 17 January 1942; died 3 June 2016

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ARE MOBILE APPS ILLEGAL?



On Tuesday 31st May Eddie Nestor invited the Met Commissioner, Sir Bernard Hogan Howell, to BBC Radio London to answer the public's questions.

I rang through and put my Q to the Commissioner!

Sir Bernard, when driving using the Mobile phone Apps / Devices, in a cradle!

In your opinion is it safe to read/text or interact with the device/phone whilst driving? It is a "Risk and a Distraction" was his reply!

Why is it then TfLph have not carried out a health and safety risk assessment in to how Apps work with the driver?

Why was it that TfLph have allowed APP operators to break their own policy?

Drivers vision must not be obscured!

Why have TfLph not followed The law? (construction and use act rule 104) drivers vision must not be obscured

Why did TfLph let Gett taxi operate Tablets, knowing full well they and the drivers will be breaking their own policy and law?

In 2015 Alex Moffet (Head of TPH Policy) emailed Get Taxi informing them they were breaking TLtph policy?

Why is it that TfL have let all operators break their own policy and The law?

TfLph' John Master says "it's the responsibility of the drivers to operate their phone safely in accordance with the highway code when accepting an app booking?"

London is blanketed with red routes and urban clearways, these are in place to help traffic flow - How can a driver with an incoming booking notification

stop safely, park and legally and accept the booking as per the highway code rules when parking on red routes and urban clearways is not permitted?

Drivers have approximately 3-4 seconds of reaction time to either accept the booking or ignore it, should they choose to ignore then the booking would be lost to the next nearest driver to where the customer is requesting.

So to become an operator you must be a fit and proper person You should abide by all the rules and laws!

Health and safety: applicants must demonstrate that they are complying with all requirements applicable to their premises their staff or the public!

At ASKPOB recently ran a survey with taxi drivers, asking them questions on the use of mobile phones and apps in their taxis. Opposite you will see the responses from the drivers who took part.

Danni Sullivan



1) Do you find accepting an app booking on a mobile phone whilst driving a taxi or private hire vehicle distracting?

AskPOB Mobile Device Safety Consultation 2016

41.5% of the licensed London taxi drivers canvassed are 'sometimes' distracted when accepting an app booking. 75.65% of drivers are distracted either sometimes or all the time whilst driving and accepting bookings.

	Number	Percentage
Yes, all the time	251	34.15
Yes, sometimes	305	41.50
No	97	13.20
I have never accepted an app booking	62	11.16

2) Do you consider yourself fully in control of your moving vehicle when using a mobile device for work purposes?

AskPOB Mobile Device Safety Consultation 2016

64.35% of the licensed London taxi drivers surveyed do not consider themselves fully in control of a moving vehicle in some capacity when using a mobile device for work purposes. One in four drivers consider themselves to be in control all of the time.

	Number	Percentage
Yes, all the time	186	25.31
Not all the time	306	41.63
No	167	22.72
I don't use a mobile device for work purposes	76	10.34

3) Are you aware that if the police think you are not in control of your vehicle when using a mobile device, you could face a motoring conviction?

AskPOB Mobile Device Safety Consultation 2016

91.7% of the licensed London taxi drivers canvassed are aware that they could face a motoring conviction when using a mobile device. 8.3% of drivers are unaware.

	Number	Percentage
Yes	674	91.70
No	61	8.30

4) In your opinion, should TfL have issued an operators licence to companies which allow its drivers to potentially drive whilst distracted?

AskPOB Mobile Device Safety Consultation 2016

87.21% of the licensed London taxi drivers canvassed do not believe TfL should have issued operator licences which allow drivers to potential distraction.

	Number	Percentage
Yes	55	7.48
No	641	87.21
Maybe	29	3.95
I don't know	10	1.36

LCDC ATTENDS COMPLIANCE AND ENFORCEMENT UPDATE

Trade groups at odds with TfL

Earlier this month, the LCDC attended the compliance and enforcement meeting at 230 Blackfriars Road. Displayed on this page are some of the slides that the trade was presented with by TfL at the meeting. The meeting went on for over three hours, and at times got rather heated, due to the fact that the trade groups have vastly different opinions about TfL taxi policy from TfL itself.



JUNE 2016

Taxi Licensing & Policy Meeting




EVERY JOURNEY MATTERS

Licensing – Knowledge Students

The table below confirms the number of students currently studying the Knowledge

Sectors	Pre Stage 1	Stage 1	Stage 2	Stage 3	Total
All London	4741	1217	635	393	7508
Sector 1: Enfield, Haringey and Waltham Forest	112	12	8	16	148
Sector 2: Barking and Dagenham, Havering, Newham and Redbridge	81	9	3	2	97
Sector 3: Bexley, Greenwich and Lewisham	86	27	10	6	133
Sector 4: Bromley	21	2	4	2	29
Sector 5: Croydon	65	8	9	7	109
Sector 6: Merton and Sutton	128	19	4	2	153
Sector 7: Havering, Kingston upon Thames and Richmond upon Thames	93	8	1	3	104
Sector 8: Ealing and Hillingdon	76	11	4	7	98
Sector 9: Barnet, Brent and Harrow	97	10	6	9	122
Total	5629	1843	684	449	8595



EVERY JOURNEY MATTERS

Compliance update

You said you wanted more driver checks by officers.

- In 10/15/16 there were 12,134 PHV and Taxi driver checks. An average of 1,012 a month.
- In April, there have already been 2,886 PHV and Taxi driver checks. (1,514 PHV's (17% non compliance) and 672 Taxi's (15.5% non compliance).
- In addition, there have been 2,148 private hire driver records checked at operators in April.

You said there were a number of issues at mainline stations including Kings Cross, Paddington etc.

- We have increased our presence at these locations using our wider enforcement capability and local borough support.
- Operation Zordon, which starts in June, is a multi-agency enforcement response to Taxi & Private Hire illegal activity at key transport hubs (including Kings Cross/St Pancras and Paddington). It will also incorporate HMV/garda enforcement of unattended taxis left on ranks and non-taxi vehicles stopping or waiting in taxi ranks.




EVERY JOURNEY MATTERS

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EVERY JOURNEY MATTERS

Operation Neon Enforcement Results

NEON Enforcement Results	Apr-16
PHV drivers advised & moved on	740
PHV drivers reported for no badge and stopped from working	21
PHV drivers reported for no badge	248
PHV drivers reported for plying / section 2 offences	0
PHV drivers reported for parking on Taxi ranks	140
Parking ticket issued	214
Unlicensed drivers	2
Expired discs	0
Surrendered PHV disc	3
Number of drive offs	403

Op Neon: The primary purpose of this operation is to use high visibility enforcement to disrupt and deter illegal touting and plying for hire and deal with inappropriate obstruction/stopping/waiting around venues causing congestion and problems for the licensed trade to work (i.e. blocking of taxi ranks by PHV's and private vehicles)



EVERY JOURNEY MATTERS

Deliveroo cyclists accused of causing mayhem riding against the clock

The takeaway delivery company Deliveroo is under fire after its moped riders and cyclists were caught jumping red lights, crashing into pedestrians, cycling without lights and mounting pavements.

The company was started in 2013 to provide home delivery from restaurants that do not normally provide takeaway food. It now has 3,000 riders operating in 30 cities across the UK. But despite claims of "top notch" riders in its advertising the company is facing a growing number of complaints about "dangerous cyclists" and bikers breaking traffic laws, causing crashes and broken bones:

Richard Vaux, a video editor from Wembley, said he was hospitalised with two broken wrists and unable to work for two months after a Deliveroo cyclist crashed into him while he was cycling in North London. Vaux said the company refused to accept liability because its riders are technically self employed and it would not pass him the riders details to make an insurance claim.

"Essentially, they're saying to you that it's not their responsibility.....so...what's meant to happen if there is an accident? "

" I am angry, frustrated and unsatisfied....they say they'll look into it, and then you never hear from them again".

In a post on an online forum, Benji Page, a former



Deliveroo trainer said " They were employing a lot of riders when I was there, and I ran some of the trial shifts. Many couldn't safely ride a bike".

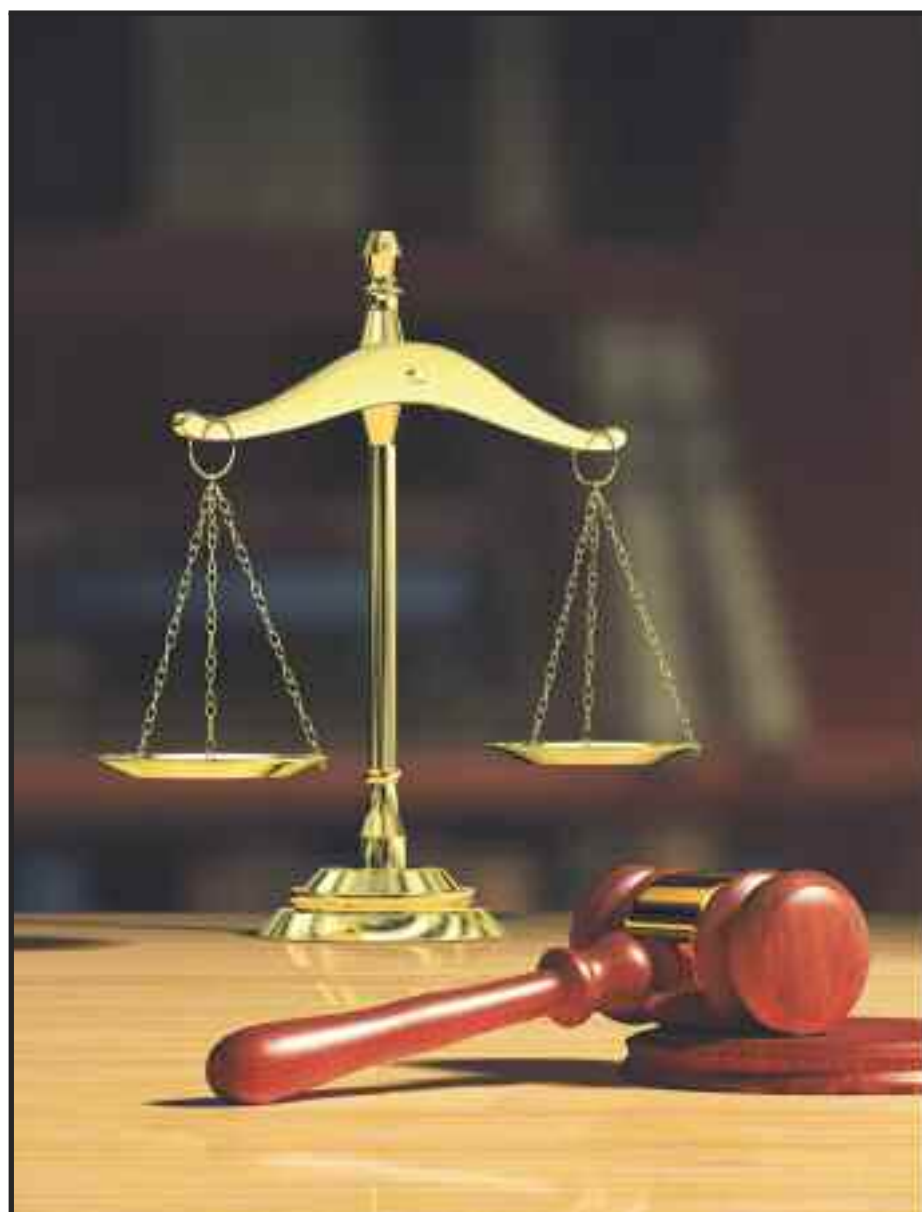
Another former worker said " it's a recipe for disaster, we have inexperienced

riders with barely any training above an already paltry legal minimum, riding against the clock at the busiest times of the day and at the worst time of the year".

• This is an extract from an

article from the Sunday Times and you can see the similarities with Deliveroo and UBER are there for all to see.

Is this the economic blue print for the future of this Country?.... if it is, then God help us all.



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- Grant Davis, LCDC Chairman

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