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Issue 242 September 2016

# THE TIME HAS COME



**LCDC CALLS FOR MAYOR TO LAUNCH  
PUBLIC INQUIRY INTO TfL & UBER** *See pages  
3, 4 & 5*

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## NEWS



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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:

### CREDIT CARD MANDATE: TRADE TREATED WITH CONTEMPT YET AGAIN

Last week I had a meeting with  
Helen Chapman and Peter Blake  
to discuss trade matters and the  
first item we spoke about was the  
credit card mandate.

As everyone knows, the club's  
position has always been that whilst  
we have always been in favour of  
taking CC we have been  
vehemently opposed to fixed units.  
Unfortunately TfL in its wisdom  
decided to accept the view of the  
LTDA's Steve McNamara that fixed  
units was the only way this policy  
could be successfully implemented.

After a heated exchange, Helen  
Chapman told me that this was "set  
in stone" as it had been signed off  
by the TfL board: I told them both  
that the least thing they could do  
was to extend the mandate for  
another month, to allow drivers the  
time to look at the deals available  
and make up their minds.

Yet again the trade has been  
treated with utter contempt, like we  
were with the emission systems and

the receipt printers. The biggest  
irony of the lot is the majority of the  
CC technology we are being forced  
to install in our taxis will be obsolete  
in most likely the next 18 months,  
but what do they care?

### TFL / UBER EMAILS

In this issue we publish even  
more damning emails that show  
collusion between TfL and UBER,  
also between UBER and  
Westminster City Council that  
clearly illustrates that UBER have  
not acted within the law.

I think it is high time that the  
relationship between TfL & UBER  
should be the subject of a Public  
Inquiry.

### LCDC AGM

We are holding our AGM on the  
13th Sept at the Biscuit Factory.  
Helen Chapman will be there taking  
questions and also London TaxiPR  
will give a presentation to members.

Grant Davis  
Chairman



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# FURTHER PROOF

## Was Uber allowed to operate by TfL with no planning permission for premises?

Uber since their arrival into London have operated from five separate addresses in the capital - does this sound strange to you?

We have looked into all their offices and the planning arrangements they have made with both TfL and local authorities and below is the story so far:

As part of the requirements from TfL to gain a licence as a PH Operator you would need:

- A. Planning permission
- B. A certificate of lawful use
- C. application for a certificate of lawful use which subsequently has to be provided when granted.

### 1. King's Cross:

UBER applied for a certificate of lawful use on 31/5/12 to Islington Council. The submission states that it was just a B1 office operating as a 9-7pm office. All that TfL hold is a letter from Islington Council saying a decision will be made in the future.

### 2. Baker Street:

Again, 83 Baker Street 7/11/12 UBER submitted to WCC that their office was working hours of just 9 - 5pm. They then went on to state their working operation, which shows that UBER do NOT act as an Operator and take the bookings: on the right is a section of the letter UBER sent to the Planning Department at Westminster City Council.

The statement above right proves that UBER are not the Operator and that the jobs go straight to the driver, therefore every UBER driver has been acting illegally.

Also, they state the office is operational from 9-5? Where is the requirement for them to be a 24Hr operation?

### 3. Old Marylebone Road:

09/12/13 UBER applied to WCC for planning permission, a week later



**“Whenever a client wants a driver, a request is sent through the app to the nearest driver. It is important to note that we have no bearing on which driver gets which trip it is purely which driver is the closest to the client and has their app switched on”...**

**“The office acts as a base. Within our working hours of 9-5”**

***Letter from Uber to Westminster City Council, regarding 63 Baker Street***

WCC wrote back to UBER and requested further information regarding their application. UBER chose not to respond. TfL then issued them an operating licence on the 23rd February. The Club made an FOI request asking TfL what proof did UBER provide to them? TfL answered that UBER had

provided them with a Certificate of lawful use. However, the Club have documentation from Westminster City Council that NO certificate was ever issued to UBER to operate from the premises.

### 4. Caledonian Road:

27/06/14 UBER applied for

certificate of lawful use, they were granted an Operator's licence from TfL on the 16/07/14. Subsequently, UBER withdrew their planning application on the 21/11/14. Therefore, this shows that TfL had allowed UBER to operate from the address without showing "lawfulness".



# TfL and Uber get cosier

## Leon Daniels approaches Uber to help kids' charity

From: Charlotte Good (mailto: [redacted] )  
Sent: Wednesday, December 02, 2015 04:50 PM  
To: Hendy Peter (TfL)  
Cc: Kaitlin Kubinsky ( [redacted] )  
Subject: MIGHT YOU HAVE SOME IDEAS ON HOW TO SOLVE THIS ?

P, hope all well with you. Christmas has full on started here at KidsCo and we are beyond stretched in all ways.

We have a transport issue for Christmas Day - in brief, we need to arrange transport for 4000 young people and family members from different parts of London (mainly in the south east) to/from The Oval where we are hosting their Christmas Day party - games, disco, full on Christmas lunch, etc.

Last year we paid Addison Lee for the entire day's travel, but they are unable to help us in full this year (they are doing approx 300 journeys but we need an additional 1000 approx); so we are now at a bit of a loss as to where to turn. We are trying Uber and Hailo but it is difficult to get an actual person, do you have any thoughts? Contacts? Logistics Specialist? We need to be thinking outside the box at this stage.

Anything you can do to guide/help/instruct would be much appreciated - Kaitlin, copied above, is our Head of Department and would welcome any thoughts you or your colleagues might have.

Charlotte B Good  
Child Poverty Busting Programme  
KIDSCOMPANY  
T [redacted]  
<https://www.youtube.com/watch?v=teMIZPAbW1g>  
[www.kidsco.org.uk](http://www.kidsco.org.uk)  
[www.facebook.com/kidsccompany](http://www.facebook.com/kidsccompany)  
[@kidsccompanyuk](http://kidsccompanyuk)

On Tue, Dec 9, 2014 at 11:30 AM, Daniels Leon <[redacted]@tfl.gov.uk> wrote:

Hi

See below. Anything you can do?

We are running a charity auction for KidsCo ourselves as well.

Regards

Leon

Leon Daniels | Managing Director  
Transport for London | Surface Transport | Policies |  
11th Floor - Zone R4 | 197 Blackfriars Road | Southwark | SE1 8NJ  
[leon.daniels@tfl.gov.uk](mailto:leon.daniels@tfl.gov.uk) | Tel: [redacted] | Auto: [redacted]

From: Jo Bertram ( [redacted] )  
Sent: 09 December 2014 11:11  
To: Daniels Leon  
Cc: Hudson, Teresa  
Subject: Re: FW: MIGHT YOU HAVE SOME IDEAS ON HOW TO SOLVE THIS ?  
Categories: COMPLETED

I'll reach out now and put them in touch with someone in my team who can discuss this. Christmas Day is typically actually fairly quiet for us compared to the other days before and after so could be workable.

Thanks a lot!

Jo

Jo Bertram  
Regional General Manager - UK, Ireland & Nordics  
Uber  
[redacted]

Hill Lee

From: Andrew Byrne ( [redacted] )  
Sent: 07 July 2015 18:01  
To: Brown Mike (Commissioner)  
Cc: Daniels Leon; Jo Bertram  
Subject: Meeting with David Plouffe

Categories: Howard Carter

Mr Brown,

Following our letter of 30 June, I wanted to take this opportunity to let you know that David Plouffe, Chief Adviser and Board Member at Uber, is in London from Wednesday evening until Friday morning.

I appreciate this is a very last minute invitation, but wondered whether you would be available to meet David on Thursday or Friday?

David was Barack Obama's campaign manager for his 2008 presidential campaign, and in 2011 was appointed as Senior Adviser to the President. He can provide you with a briefing on Uber, our operations in London and our plans for the future and answer any questions you may have.

Apologies for the late notice. I'm afraid it only became clear that David was coming to London this morning.

Yours sincerely,

Andrew

UBER | Andrew Byrne  
Public Policy UK/IR | [redacted] | [redacted] | W: www.uber.com



David Plouffe



Protest over Uber sex attacks



Kids' Company's Camilla Batmanghelidjh

## Uber contact TfL over fast-tracking their drivers



## Why did Leon choose just to contact Uber about watchdog Transport Focus?



Anthony Smith, Chief Executive, Transport Focus

On Sun, Feb 21, 2016 at 9:45 AM, Daniel Leon <[redacted]> wrote:  
 Jo

Can I introduce you to Anthony Smith, Chief Executive, Transport Focus, which is the major independent transport user watchdog, and good friends of ours. It is a non-departmental Government body, sponsored by DfT.

Transport Focus spans road, rail and bus. Apart from a particular responsibility within rail, it is not a home for disaffected users, but undertakes significant research and data collection to help inform Government and policy makers in key decision areas. A responsibility for users of the Strategic Road Network was added just under a year ago.

I sat next to Anthony at a dinner recently and he expressed a strong wish to establish contact with you on the grounds that it would be hugely useful to have an open channel and to understand more about what you do. He clearly understands that increased personal mobility is rolling down the road at some speed and traditional 'mass transit' in many areas is ready to be redefined.

I find the commercial bus sector this very timely at a conference a couple of weeks ago...

So, thereby introduced, I leave it to you (both) to make contact.

Best regards

Leon

## Uber explain their complaints procedure to TfL



But where's the landline that Leon Daniels told the GLA they had?







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**Graham Robinson**  
**Head of Licensing**  
**London Taxi and Private Hire | Transport for London**  
**Licensing London Taxi and Private Hire**  
**230 Blackfriars Rd, Southwark,**  
**London, SE1 8PJ**

Dear Graham,

Please find enclosed X3 CRB Enhanced Certificates, which were inadvertently sent to one of our members who brought them up to your office today to ensure they will be returned safely to TfL.

As you are well aware we have had a number of members unable to work whilst waiting for CRB checks to be cleared, some have had to wait for a long as four months. The mind boggles as to what is going on in relation to the issuing of these certificates, incompetence does not even begin to describe how such sensitive documentation can be sent out incorrectly.

The LCDC would like to put on record that we will be making representation to the highest authority within TfL to make ensure that there is a thorough investigation into this issue. So that in future innocent working men and women will not be prevented from going to work because of other people's inability to do their jobs properly.

Grant Davis

Cc: Valerie Shawcross  
Cc: Helen Chapman  
Cc: Caroline Pidgeon



# L.C.D.C LEADERS NOT FOLLOWERS





# LONDON CAB DRIVERS' CLUB AGM: SEPT 13th



SEPTEMBER



OCTOBER



NOVEMBER



DECEMBER/JANUARY



FEBRUARY





The AGM will include a Q&A session with TfL's Helen Chapman and presentation by London Taxi PR



MARCH

# THE BISCUIT FACTORY @ 7PM



APRIL



MAY



JUNE



JULY/AUGUST





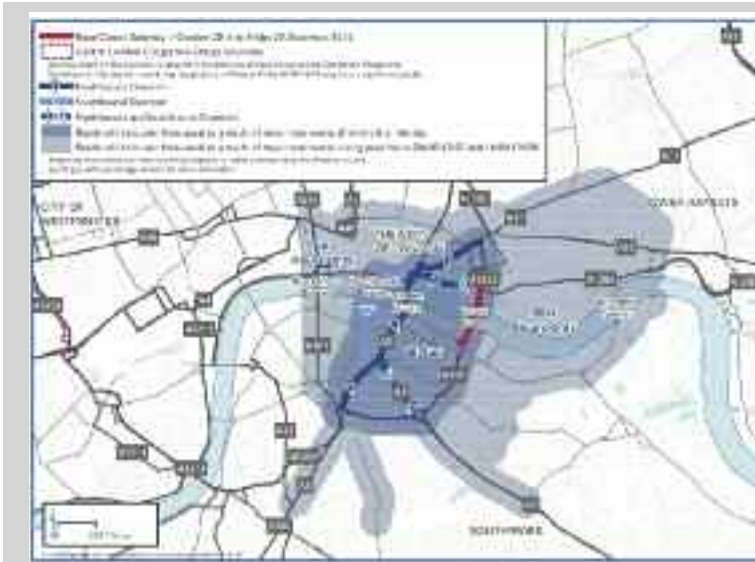
# Alan's Angle

## Westminster ranks update

**This month's meeting with Westminster City Council was frustrating in that after nearly a year since we were given drawing for ranks in West One we still haven't got them in yet.**

WCC apologised and said it had been frustrating for them as well, as they have had to completely restructure their team and we should now start to see the consultations for the first seven ranks come through, which they have. With the new team in place we should also see the rest, which totals around 20 plus, get to the consultation stage pretty quickly. We have also asked for two ranks to change location, which they agreed to do due to either building works or bike schemes, one being moving the rank up to the door of the Flemings Hotel in Half Moon Street and the cab rank in Wellington Street will be extended to three spaces and re-sited on the other side of the road facing south towards the Lyceum Theatre.

I did recently see on a blog site that we had asked for a taxi rank beside Sexy Fish in Bruton Lane and that this was the wrong place to site it there. They suggested it should go outside the front door - the reason we didn't ask for it there was WCC are putting a bike lane on the inside of the square. The whole scheme to put a bike lane around Berkeley Square looks like an accident



## TOWER BRIDGE CLOSURE

**The bridge will be closed to all vehicle traffic between Saturday 1 October until Friday 30 December 2016 for essential maintenance works.**

**The closure extends from the junction of Tower Bridge Road and Queen Elizabeth Street on the south side to the traffic lights by the A100 Tower Bridge Road and A1203 East Smithfield junction on the north side. There are two diversion routes in place:**

- **Northbound:** journeys will involve crossing over London Bridge from Borough High Street to Monument and east onto Eastcheap Street or Fenchurch Street.
- **Southbound:** journeys will involve crossing over Southwark Bridge from Upper Thames Street, to Southwark Bridge Road/Marshalsea Road and onto Great Dover Street.

waiting to happen. Update on WCC to show the taxi trade which ranks have got space will go live on their parking app around October/November. This will give us live information from cameras fitted just above the ranks that will relay to the app if ranks are full or have

spaces. They also told us that they are going ahead with the instalment of cameras to issue PCNs to vehicles in Oxford Street. This is long overdue and I have been complaining that they should be enforcing Oxford Street as the signage states no vehicles at

advertised times. So that's where we are with WCC at the moment - they will push ahead with all of the ranks that the ranks committee have proposed and this is due mainly to the fact that TPH have funded the ranks out of the ranks budget.



# Charity night walk a chance for trade to Shine

**This year's Shine event will take place on Saturday 24th September - the charity marathon walk in aid of Cancer Research UK has been a nightmare for us to try and provide the walkers with a taxis.** In the last few years we have not been in the thoughts of the promoters and have had to fight for any space at Billingsgate on Lower Thames St. We have been tucked around corners and have to watch whilst Marshalls are walking jobs out to waiting Private Hire cars. Last year saw one of our members reported to City police as they believed he was drunk driving a taxi. City police turned up and they

spoke to him and then told compliance he wasn't drunk. He was reported for telling the walkers who were being held up around the back of Billingsgate that there were waiting taxis for them out the front. This year sees a complete change from the Shine event promoters, who have been in talks with LCDC and ranks committee, TfL and GETT for over a year to hopefully get this year's event running right. We are being told that participants will start to arrive at Old Billingsgate Market from around 22:00 and there will be a taxi rank on the southern side of Lower Thames Street with the head of the taxi rank at the junction

with Water Lane. . This year is a taxi only affair and Gett will be onsite, so participants can book a taxi if they wish to do so. Booked Gett taxis will pick up passengers in Lower Thames Street, opposite Water Lane. I did mention to GETT they could donate all the 13% takings from drivers to Cancer Research UK which they agreed to do, watch this space. There will be no private hire company supplying cars, although a private hire company does hold an operator's licence for the site. Last year there were lots of problems with PHD parking up on Lower Thames waiting for fares - this year we have been assured that no



**CANCER RESEARCH UK SHINE NIGHT WALK**

vehicles will be allowed to stop to pick up participants on Lower Thames Street, outside Old Billingsgate Market. Shine will be supplying marshalls on Lower Thames Street and there will be marshalls from the LCDC on site to help the walkers get to the rank. The only thing we are asking is for Taxi drivers using the rank in

Lower Thames Street should turn their engines off when waiting on the rank and avoid causing any noise to avoid complaints. So let's try and show our full support on the night and get these very tired walkers home safely and show the event organisers that we can provide a five star service for their charity event.



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# Shining a light on Dial-a-Cab sell off

The Board of Dial-a-Cab has circulated to members its proposals for the future of the Society. They do not make for easy reading.

There are references to 'Conversion', demerger', Holdco, Propco, 'A' Shares, 'B' Shares and proxy votes.

All members wanted was their share in cash which, according to the March edition of 'Call Sign', would be around £20,000. However, this has now shrunk to £50.

We have been asked by LCDC members who also belong to Dial-a-Cab to shed some welcome light on these proposals. (The quotes are from the Proposals).

**Let us start at the beginning:**

**"In May 2016 members overwhelmingly indicated a desire for the Society to demutualise, to realise the value of its assets (being Dial-a-Cab taxi circuit business and its freehold interest in Dial-a-Cab House) and to then distribute that value to members".** (Paragraph 1.1)

**This is the Society's Rule governing demutualisation. "26 Dissolution"**

The Society may at any time be dissolved by the consent of three-fourths of the members, testified by their signatures to an instrument of dissolution in the form provided by the Treasury Regulations, or by winding-up in manner provided by the Industrial and Provident Societies Act".

This would seem simple enough. Not so according to the Board's proposals, which suggest the creation of three companies to handle the sale of assets.

**So what can these new companies do that the existing Society can't? Do members have control of appointment of directors?**

No. "...it is proposed that the new constitution would provide an ability for the Board to appoint additional Directors as they consider appropriate" (Paragraph 4.5)

**Do you appoint the Chairman?**

No. The present Chairman of Dial-a-Cab automatically becomes the new Chairman for life.

**Do you have control over your shares?**

No "...shares are only to be transferrable with the consent of the Board."

**At present the Rule Book is the members' contract with the Society. What is the new contract?**

Not known. The Rule book disappears and is replaced by the Articles of Association. These have not been circulated. You are being asked to sign up to a contract that is unseen.

**Will you get dividends paid on your shares?**

Unlikely. "It is not anticipated that dividends will be paid until the Board has been able to secure a sale of the property and/or the Dial-a-Cab taxi circuit."

**What is to happen to Encompass?**

There were five Encompass companies set up in July 2015 as the proposed new name for Concierge, a booking platform developed and paid for by the members to book private hire.

The Directors were Brian Rice and Howard Pears. There is no mention of these within the Proposals.

## The option you were never given

Why were Dial a Cab members not given the option to dissolve the Society, rather than to demutualise?

Last week members of Dial a Cab received a letter from Chairman Brian Rice outlining the certain options regarding the future of their Society.

In his letter he states that DAC is now running at a loss on an annual basis and that cash reserves will not exceed three years. He goes on to outline two other alternatives - both of which include the demutualisation of the Society.

However, he does not offer the most obvious solution, which several members brought up at the AGM - and that is for the society to be dissolved.

Below is rule 26 of the RULES OF THE OWNER-DRIVERS RADIO TAXI SERVICE LIMITED:

**26. DISSOLUTION**

The Society may at any time be dissolved by the consent of three-fourths of the members, testified by their signatures to an instrument of dissolution in the form, provided by the Treasury regulation, or by winding-up in a manner provided by the Industrial and Provident Societies Act.

Right: March edition of Dial-a-Cab magazine, Call Sign



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*How we reported on the plans back in May*

**Why is there such a short timetable for all this?**

Unknown.

**Why are members being denied an informed debate, a period of mature reflection or a careful assessment of the ramifications?**

The AGM is not too far away and would be ideal opportunity to consider this matter. Unless there are other reasons: such as wishing to avoid too close a scrutiny, or being conscious of something down the line that makes time of the essence.

### Conclusion

The only way to guarantee realising your promised £20,000 is to:

1) Vote against the Board's Proposals

2) Put forward a proposition at the next AGM to invoke Rule 26 which is quoted in full at the start of this article.



# DO WE NEED A PUBLIC INQUIRY INTO TfL?

**During the past 4 years, London has seen a rapid growth in Private Hire/Mini-Cab licences that have been issued by Transport for London.**

This has almost certainly had a detrimental impact on congestion, air quality and road traffic accidents with almost every private hire driver now relying on mobile phone interaction while driving to accept a booking; this interaction consists of reading text messages, interacting with on screen maps & reacting very quickly to incoming bookings - all that impact on driver awareness.

We now know, following FOIs and one answer from Tom Moody - TfL's Head of Policy, that there is no e-hailing policy, no impact assessment or consultation, no risk assessment and no diagrams or flow charts to explain the justification of the Uber licence. Therefore, questions can be raised.

Advances in technology have seen Uber challenge the regulator (TfL) with quite a dramatic outcome - the documents attached raise some significant questions; Did TfL carry out their 'due diligence'

process?

Did Uber meet the required conditions to be licensed, and do they now? Has TfL failed in their duty to regulate? Has TfL's failure impacted on public safety?

## Attachment 1. Uber booking contract deception.

This flow chart explains how the booking contract works according to the customer contract & the driver contract - this bears little reflection as to the "real" technical routing process shown in attachment 2.

It shows that the customer books a car with Uber London Ltd and the booking "contract" raised is sub-contracted to Uber BV who is domiciled in the Netherlands - Would Uber BV need an operators licence to accept a sub contracted private hire booking? - see regulation law & practice. It also shows how Uber BV split the booking contract into 3 parts and keep 2 parts for themselves and 1 part is held directly by the driver - The physical customer journey; whereby the driver requires hire & reward insurance. This flow clearly shows that Uber

London Ltd and Uber BV are acting as agents for the driver. It also shows the driver is directly accepting the physical booking from the customer - Would the driver need an operators licence to accept the sub-contracted booking? - see regulation law & practice.

## Attachment 2. Uber Real Flow.

This flow chart shows how the technical process actually works in real time chronological order and shows on page 2 of the flow how it is impossible for the required customer booking data to be captured when it is required to be; as per section 21.36 of James Button's licensing law and practice.

This flow chart (Uber Real Flow) should be a mirror image of attachment 1 (Uber booking contract deception). What seems to be happening in the "real life" technical process differs to the "virtual world" of contract movement.

The question is; as TfL did not carry out any due diligence, risk analysis or checks on the Uber application at the time of licensing to ensure that the app actually works in the way that the operators licence was granted - does

there need to be an independent inquiry into policy justification?

## Attachment 3. Uber Plying for Hire.

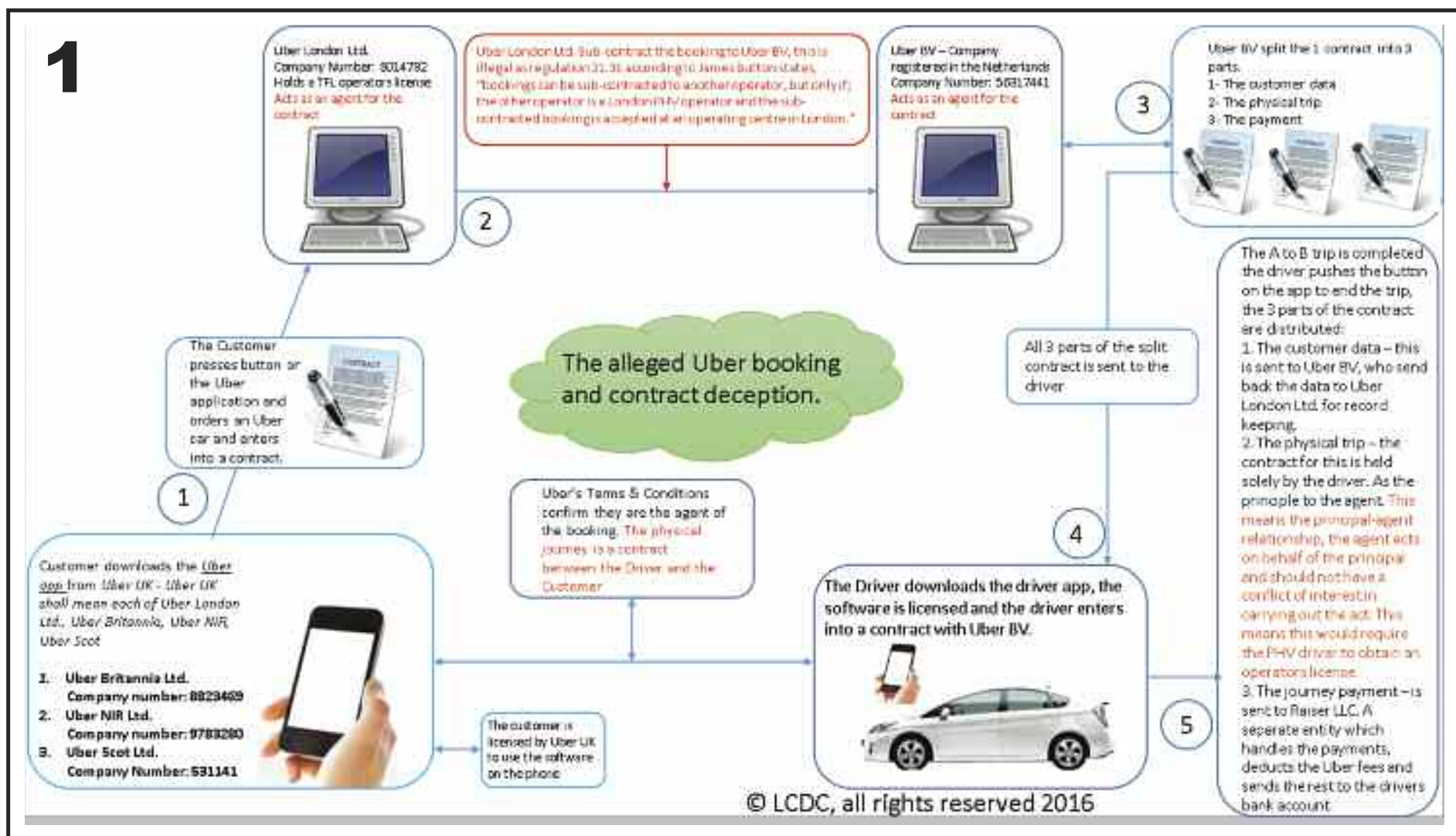
This flow chart shows a chronological time line of when an Uber customer initiates contact with an Uber driver (who isn't permitted to ply for hire); It clearly shows that the customer has booked a car and the driver has accepted the booking "contract" for a booked journey time that was in the "past" and not in the "future" - contrary to pre-booking regulation.

The process in attachment 3 and 4 are the same, one is a physical process and one is a electronic virtual process, one is deemed plying-for-hire and one is deemed pre-booked.

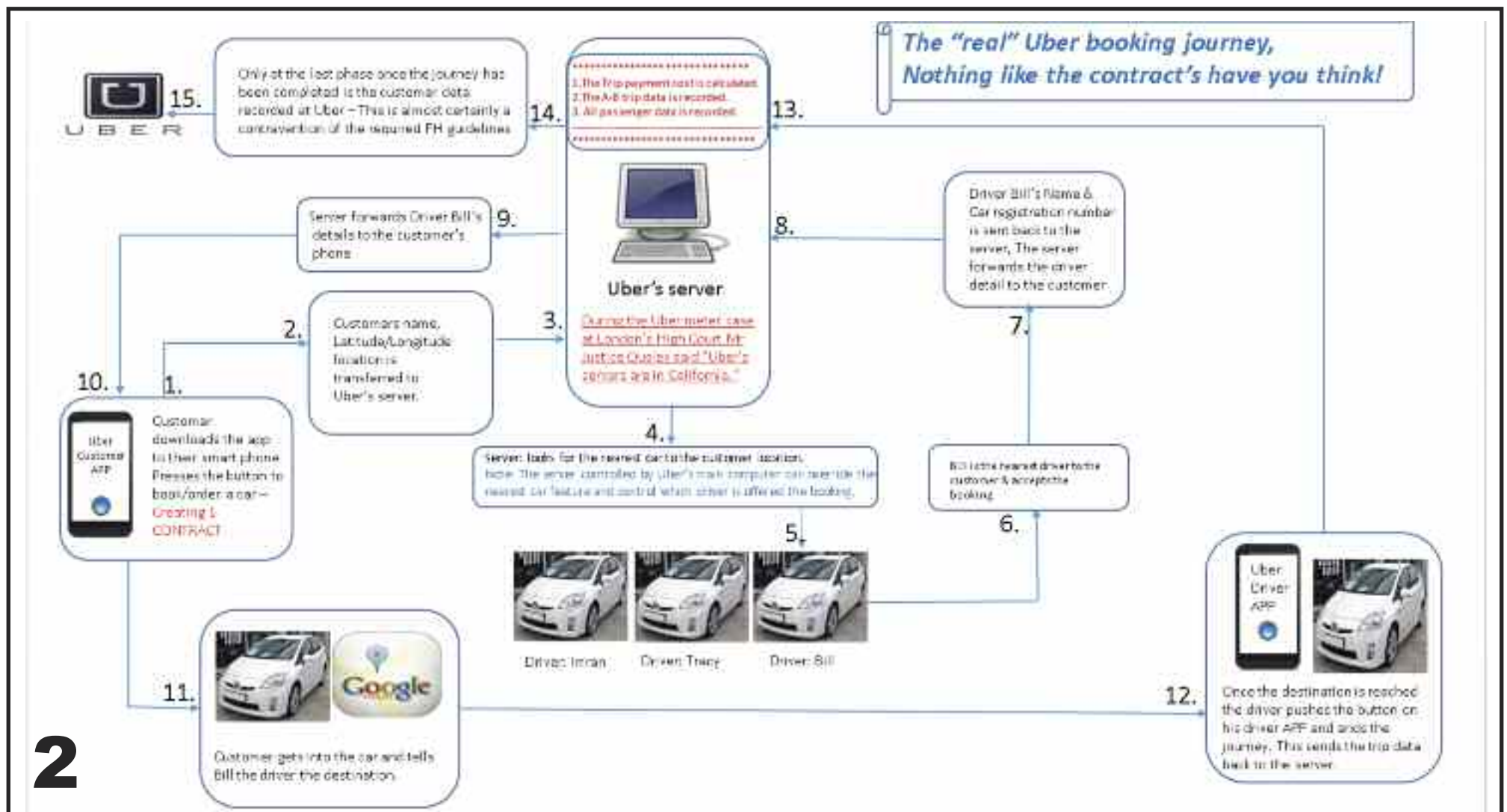
Can you tell the difference?

What is TfL's policy justification for this?

In summary, There are many questions these flow charts raise, given the problems that the emergency services are facing in dealing with distracted driving, and problems other licensing authorities outside of London have with cross-boarder compliance, there could





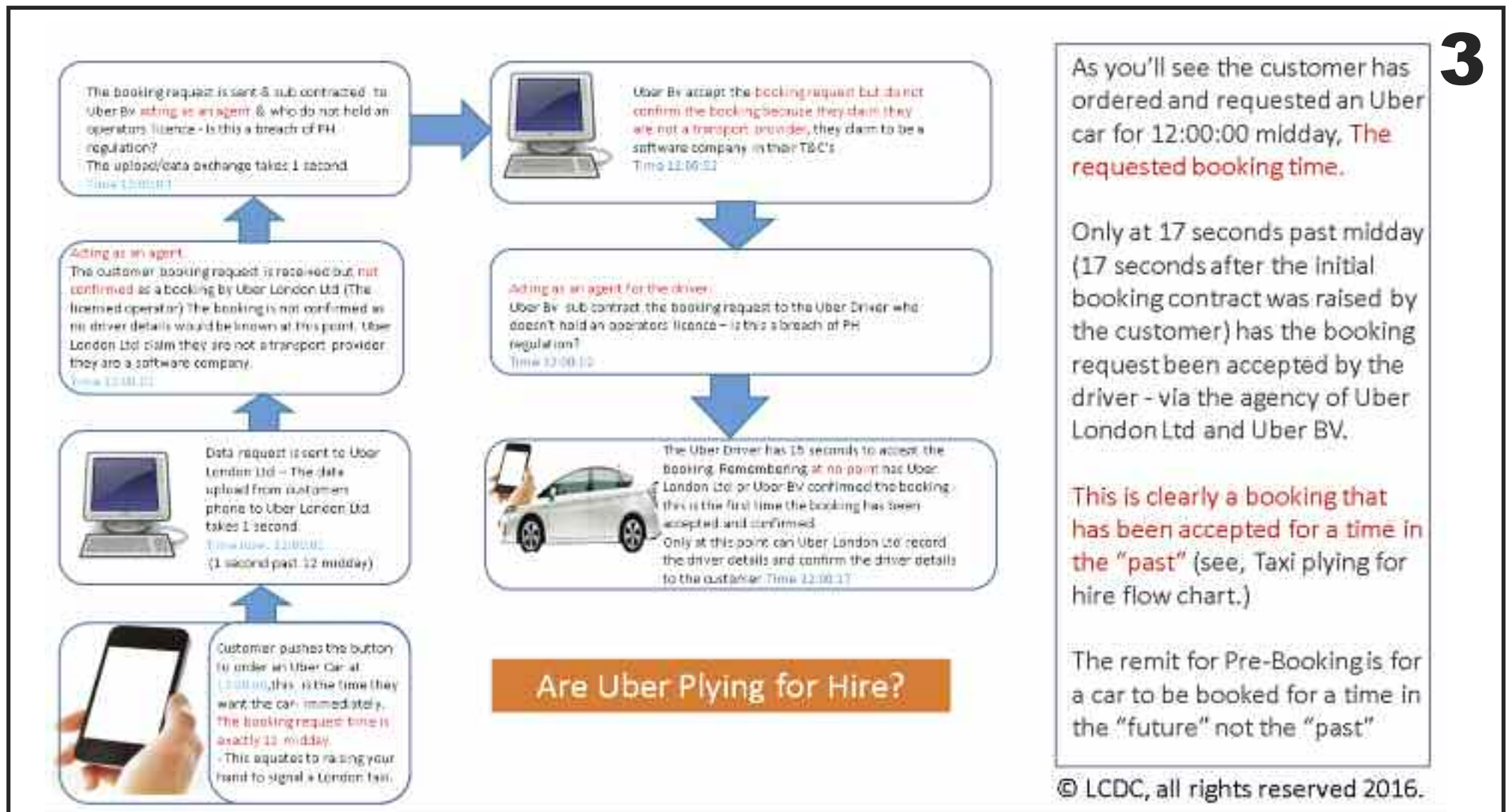


be a strong case for the Mayor and the transport scrutiny committee to independently investigate what has happened at TfL. Cross-boarder hiring. TfL's failure to accept or understand Uber are not party

to the contract between the customer and the driver (by Uber's own admission) allows the driver the freedom to operate outside of their licensing area. Commonsense tells us, that if Uber are acting as an agent for the driver and are

not party to the booking contract, then the Uber driver must be party to the contract and directly accepting the booking from the customer. There is significant regulation surrounding sub-contracting to

operators outside of their licensing area, an independent investigation into who holds the booking contract would almost certainly address the issue of cross boarder hiring and relieve pressure on regulators outside of London.







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## TfL approved

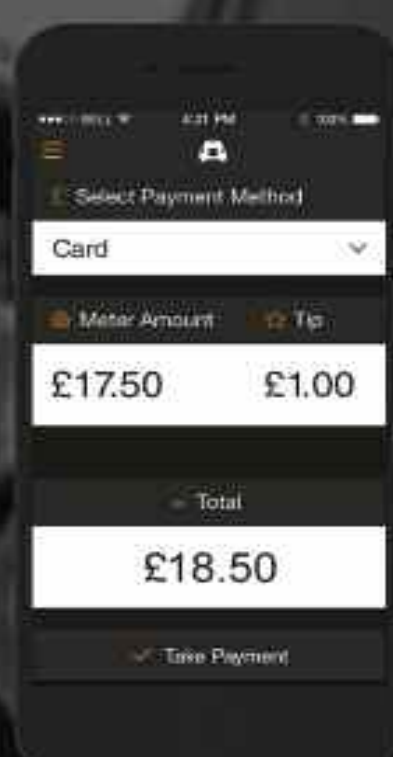
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# Are taxis unaffordable?

## AskPOB survey shows: 90% of Cab Drivers think that the London Taxi is unaffordable!

**Over the last couple of years, TFL have licensed approximately 60k mini cab drivers in London, who we all know predominantly work for one PH Operator.**

Rather than performing the role of a regulator, it appears from leaked emails and FOIs obtained by The LCDc, that Tfl have acted more like UBER's promotor or business partner. It is has paid huge dividends for both parties - the app company have gained a monopoly of the PH Industry and Tfl revenues increased by millions by selling licences at approximately £300 a pop. Tfl licensing the app, carte blanche of the PH regulations has provided the app an unfair competitive advantage over other PH Operators and more importantly over the Gold Standard London taxi trade.

Due to the irresponsible, colossal number of PH licences sold, it is becoming increasingly difficult and stressful to earn a reasonable living especially with the large overheads we have. Many of us are working at least three long days a week to pay for our cab, fuel and put some aside for the tax man before we earn anything for ourselves. TFL's sly deregulation of the PH trade, executed with no consultation, risk assessment or supply and demand survey,

is affecting many drivers income, physical and mental health with a negative impact on family life.

Running a cab in this current environment is now economically unviable, with such a poor return earned by the end of the working week. Many drivers are finding it increasingly difficult to meet payments for their cab each week, whether the cab is on finance or rented from a garage. Some are finding themselves in serious debt just to get their cab repaired or through an overhaul. Taxi Drivers and fleets are not upgrading their vehicles due to huge uncertainty in our trade

around half the price, such as the Toyota Prius at @£22,000, are able to undercut us.

We are paying a premium for a purpose built vehicle to pick people up instantly with a turning circle (TC) and wheelchair access (WCA), whilst PH like Addison Lee & UBER, now virtually plying for hire can drive just about any vehicle of their choosing without any conditions or restraints. Two years from now all new taxis on the market will no longer use diesel and must be capable of running on an electric battery. These vehicles have yet to be built and tested. Will they be reliable and able to

those physically impaired to travel in this city.

However, I do feel that this service is not fully appreciated by the public and especially TFL, who never advertise the merits of WCA taxis. I have yet to see a disability group, or one of their prominent spokespeople, support our valuable service or show an interest in TFL's discrimination against our trade. The taxi card scheme puts wheelchair users in cabs but has declined rapidly since its inception and is now going into PH. Also, TFL and council's such as Camden's



turning circle close to £33k over a vehicle of £43k with a TC. 65% of drivers said they would choose a vehicle with no WCA, closer to £33k, over a vehicle costing £43k with WCA. The results concluded that 90% of drivers see the vehicles we have available are now UNAFFORDABLE in the current market. Drivers would prefer to keep TC and WCA but feel they no longer want to pay for it. I believe we should not lower our standards that set us apart from PH and search for solutions.

We must keep wheelchair accessibility, but not if it means that it is financially unviable. A purpose built taxi without WCA would cost in the region 20-30% less. Why should Taxi Drivers continue to subsidise TFL's ONLY 100% WCA transport out of their own pocket with no help or subsidy after the despicable way they have regulated the industry and the outright contempt they have shown our trade? Ken Livingstone unsuccessfully lobbied for WCAV's to have a lower rate of VAT when he was Mayor. Maybe Val Shawcross could get this campaign up and running again with Sadiq Khan and TFL Board approval? # What I do know is, TFL have diminished our work levels to such a level that we cannot continue to be burdened with such high outgoings. To my mind, the current status quo cannot continue.

Over to you Val.



created by a multitude of inept TFL policies. I have never seen so many taxis sitting on a side of the road with their bonnet up, broken down waiting to be recovered.

Too many older cabs will not attract new customers and risks losing regular cab users that we just cannot afford to lose. At present, we have virtually no choice of vehicle to choose from; only two and they are now unaffordable. A TX4 at £43,000 and the Vito @£46,000, are both excessively priced. Our competitors driving a vehicle for

cope with constant use on the road? How much will they cost? Anything more than £35,000 is just not feasible anymore.

Another concern that puts the trade off purchasing a new diesel taxi at present, is TFL could decide to renege the 15-year age limit at a whim. In addition, the resale price of a new diesel taxi could seriously depreciate: another reason why taxi sales are virtually non-existent. I am extremely proud that London Taxis' are the only 100% wheelchair accessible transport in London and help

dedicated cycle lanes are making it difficult for us to pick up and set down WC users, due to lack of kerbside spaces. Ironically, with the vehicle we have that benefits them, many disabled users no longer use us, as they believe that we are too expensive. This year I have only carried two wheelchair user passengers.

Recently ASK POB conducted a survey to gather driver's opinions on the importance of keeping the turning circle and WC access. 71% of drivers canvassed said they would choose to buy a vehicle with no



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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.

■ VEHICLE MANUFACTURERS

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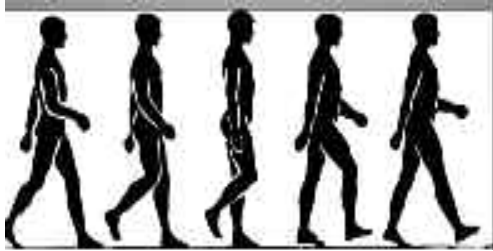
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# Walker on the March....



## SUMMERTIME BLUES

**So how have you found the work this summer?**

I've pushed a cab since late 1979 and I honestly cannot remember a summer or kipper season as bad as this one. Even the 2008-09 recession wasn't this bad.

## BBC RADIO 4: WHAT'S THE POINT – THE LONDON BLACK CAB; 24 AUGUST 2016

If you didn't catch this programme, you can still find it on the i player. It takes a light-hearted look at whether our trade is redundant in this tech age.

As entertainment, it uses several stereotypes of the London cabbie but it's all in fun and still informative. All except for journalist Hairy Mutt (Harry Mount), that is.

This berk takes the old chestnut of "I ain't a tourist mate" to a new level. Dear old Mutt has done this before and for whatever reason is very anti-taxi driver. Possibly he feels inadequate because our hippocampus' is larger than his. Don't worry Hairy, size isn't everything.

Mutt tells the tale of when he took a cab from Bloomsbury to Camden (didn't say where) at 11.00pm (didn't say which day of the week) and the driver had the audacity to use Camden High St, the only busy street in the area according to Hairy.

He suggested the driver was shamed when he was caught out but apparently this kind of thing used to happen all the time according to Mutt but now he uses PHVs and everything works wonderfully well. Taxi drivers go slower when they have a passenger than when empty. Hairy doesn't say how he knows this as he isn't in the taxi when it's empty but this isn't the only ruse we use to bump up the meter. We also slow down when heading towards green traffic lights in the hope they will turn red and deliberately choose the most crowded roads.

I guess Hairy Mutt the journalist also believes that jourmos never research their material but just make stories up and tell lies because they can't be bothered to establish the truth.

## TARIFF STUFF REVIEW

**While you were all sunning yourselves in the traffic this summer, I attended a tariff meeting.**

This meeting was ostensibly to discuss the root and branch review of the tariff and taxi service by outside consultants and to discover if there were any particular points the trade wished to look at.

Although the consultants will be contacting the trade, the reps present wanted to discuss the Cost Index there and then. It was agreed that while there may be some tweaking required, the long-standing method of increasing the tariff according to increases in costs and average wages is sacrosanct.

This removes any political interference such as we used to suffer prior to this method. For example, in the mid-1970s we were refused any increase for four years. This was at a time when we had already suffered an oil crisis where diesel prices doubled overnight and followed by a second where crude prices increased 800%. This is not to mention the price of a new cab almost doubling as well.

Then in 1980, we were awarded a 50% increase. These were both political decisions and neither helped the cab trade. A 10% annual increase would have been viewed as reasonable by passengers as it was in line with inflation at the time. Unfortunately, political expediency dictated that we had to suffer for years and then see our customers outraged at the huge increase we were given to correct the mistake.

The introduction of the Cost Index took all the political shenanigans out of the picture and left us with a fair and reasonable method of increasing the tariff right up until this year's stitch-up.

We also reminded TFL that we felt that using national insurance cost averages

were inappropriate as hire and reward insurance is approximately five times higher than domestic vehicle insurance and thus will skew the level of increase. TFL pointed out the difficulty of obtaining accurate information but we felt that that was their problem and not ours.

## MIS-APPLICATION OF TARIFF INCREASES

**The Club once again brought to attention the way in which tariff increases have always been increased evenly across the tariff.**

This takes no account of demand and TFL are finally prepared to look at this.

It's all very well to increase the tariff by, say 2% but for us to receive a 2% increase, demand has to remain the same because we earn our corn by the amount of fares we do and not just what the fare comes to. On some fare levels this is what happens but other fare levels are more price sensitive and when the fare increases, the number of fares reduce.

Technically, price elasticity need to be established at different demand points and then increase the tariff variably to mitigate any loss of demand as a result of an increase in the tariff. It seems PCO/TFL have never even considered this in the 30 odd years they have been using the cost index.

The club raised this issue last year and it has now been taken on board and will be part of the independent review.

As was pointed out to TFL that passengers are not in the least interested in how many seconds or metres they get for 20p but rather what it says on the clock at the end of the journey. The plain fact is that at the lower end of the tariff, our fares are very competitive, sometimes even against taking a bus or tube and can withstand a greater % increase than we can on higher fares.

## CARD CHARGES

The Club pointed out that when the 20p was agreed in lieu of charging the customer for using a card, this covered 3% maximum transaction charges.

We tried to clarify if this was total charges to the driver or simply transaction charges.

It turned out that TFL didn't place any maximum charges on the card suppliers at all. The result is that most drivers are paying over 3% charges, including equipment rental. The Club asked that these additional charges be assessed and added wholly to the 2017 tariff increase and then be added to the Cost Index as a cost item thereafter.

The LTDA rep reminded the meeting that airport drivers pay a disproportionately high amount of charges and that something should be added to the Heathrow charge to cover this.

The other trade reps agreed as did the TFL people present, in principle, although they pointed out that the decision was the Board's.

## CHANGE-OVER RATE (R4)

**The Club brought this issue up again. As you will be aware, this year the point where R4 kicked in was changed from a specific fare value to a distance of six miles. The effect of this is that the increased rate occurs later in a fare than it used to.**

We pointed out last year that if this was to happen, compensation was required by increasing the meter elsewhere. Preferably, this would be on the front end of the meter. Unfortunately, we were completely ignored.

So the Club brought this up again. We pointed out that while R2 and R4 were additions to the main tariff, R1 and R2 were integral to the tariff and both should be adjusted according to Cost Index changes.

We reproduced the projections that TFL produced last year. These estimated the effect on the tariff of the change. We pointed out that the 20mph average speed they used was a joke and we could only dream of travelling at 20mph during the day-time.

Notwithstanding that, their own figures estimated a 2.1% reduction if the rate 4 kick-in changed to six miles distance. So, their own figures showed that instead of the 1.6% rightful increase we should have received and TFL claimed that we received, they should have known from their own figures that the tariff actually reduced by 0.5% last year.

The club demanded that the next tariff change should include a 2.1% increase, over and above any adjustment dictated by the Cost Index. One of the other trade reps was a little concerned about how high next year's increase might be but we were supported by the other trade reps.

The TFL reps were unable to dispute the Club's argument but again, while agreeing in principle, the decision was the Board's.



London taxi drivers could soon be seeing a new taxi app on the streets of London: TAXIAPP was the brainchild of a dozen cab drivers who dreamed up the idea of a taxi app that was purely owned by the drivers and all the money raised will be ploughed back into promotions and improvements - all this for just £20 per month.

The trade in the past few years has seen Hailo, GETT, MAXI and even talk of Cab:app all providing drivers with work, so what's the difference and why should drivers sign up?

Cab driver Hassan Mostafa says:

"This is an app by cab drivers for cab drivers, it is non-profit and commission free.

"And for just £20 per month, whether

you do one, ten or one hundred jobs: it will be fair in the sense that the nearest job gets the job... it's that simple."

There is also another major difference, Mostafa suggests:

"We believe drivers will use TAXIAPP over the others because there is no commission. Every job is paid straight to the driver, cash or card and more

importantly, the app does not store any personal data."

TAXIAPP are planning a major advertising campaign with flyers, liveries and adverts in newspapers.

"We have come up with an idea that could help save the trade before it's too late."

We at the LCDC wish them all the very best.

The advertisement features a red London taxi as the central image. In the top left corner, there is a logo for TAXIAPP, which consists of a black rounded rectangle with 'TAXIAPP' in white at the top, 'TAXI' in white inside an orange oval in the center, and 'BLACK CABS ONLY' in white at the bottom. To the right of this logo, the word 'TAXIAPP' is written in large, bold, orange capital letters. Below this, the slogan 'AT LAST A TAXIAPP WE CAN CALL OUR OWN' is written in white capital letters. The taxi itself has a similar TAXIAPP logo on its side door and the slogan 'DRIVEN BY KNOWLEDGE' written in white on the side. The background is a dark, blurred city street at night with bokeh light effects.

## ABOUT US

The interest for Taxiapp so far has been extremely encouraging. Of course, the 'doom & gloomers' are in despair at the prospect of yet another app. But as you know, Taxiapp differs from therest, in that it is London's first 'work focused' app that is wholly owned and run by the drivers themselves. Taxiapp was born out of the need for an app that wasn't beholden to big corporate investors or its shareholders.

## OUR MISSION

The mission is to build an app solely for the trade in a bid to compete with the 'corporate' owned apps who have purloined our work and sold it back to us at a reduced rate. Taxiapp's aim- with your help- is to win ALL that work back. We are an alchemy of buttas and veterans, mushers and renters, men and women with one thing in common, we are TAXI DRIVERS.

[WWW.TAXIAPP.WIXSITE.COM/TAXIAPP](http://WWW.TAXIAPP.WIXSITE.COM/TAXIAPP)



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# DOUBLE JUMP FOR CHARITY

## Skydiving in aid of the London Taxi Benevolent Association for War Disabled

**It is an enormous compliment to the Taxi Charity committee members and the volunteer drivers that two WWII veterans, both ex-Airborne Division, decided to do not one, but two skydives in aid of the charity, writes Frances Luczyc Wyhowska...**

The first was a jump into the Merville Gun Battery in Normandy, which took place on 20th August. The second was with the Red Devils on 25th August. I will provide a short biography of these two exceptional men at the end of this article. In the meantime, I would like to write about my own experience.

I don't think I have ever been told how mad I was quite so often as when I said that I too would do a skydive with Fred and Ted, and full-time cab driver and committee member Graham Pike. Graham is a very gung-ho man, always ready to join in and who does much behind the scenes to support our military. I, on the other hand, am not quite so full of derring-do, and I suffer badly from vertigo. I hoped that perhaps this weakness would inspire my friends to sponsor me and I have not been disappointed.

On the day itself there was one blow: my friend Mickey



Calvey who had done so much to keep my spirits up pre-jump was unable to be there as his cab had broken down. I did however receive many messages of good luck from the trade on twitter that day which I appreciated greatly. There are so many truly nice people in the cab trade.

It is almost impossible to describe the actual experience. The Red Devils are so professional and friendly that you feel a surreal sense of confidence despite the fact that you are about to fall head first out of an aeroplane 13,500 feet above the ground. Time becomes unquantifiable – I didn't really know whether everything was happening very quickly or not. The rushing sound during freefall is terrific, and going through cloud does give a

great sense of speed. You also get dozens of needle-like prickings on your skin from the drops of moisture within the cloud.

Then suddenly the earth comes into view and what an astonishing thing that is. It is quite unlike seeing the same view from within an aeroplane because you are completely aware of being outside and in the sky! When the parachute is opened an extraordinary sense of peace envelops you. This is when you suddenly experience the feeling of time as well as velocity slowing down, and my personal Red Devil took his time to return to earth so that I could make the most of every moment. Even more bizarrely, we were having a conversation up in the sky.

The charity has received some excellent publicity as a result of the two veterans jumping in Normandy, including in the online People Magazine in the US. On a personal level I very much hope that this exposure makes the public appreciate the innumerable valuable facets of the London cab trade. Without the work of the drivers on the committee and the exceptional generosity of our many many volunteer drivers there would be none of this wonderful work for our veterans. Thank you to all those that supported me.

Fred Glover was a member of 'A Company' of the 9th Battalion, tasked with entering the Merville Battery in glider planes instead of parachuting in with the rest of the Battalion in June 1944..

Fred's glider was hit by anti-aircraft fire and crashed into an orchard outside of the Battery. Sustaining wounds to his legs, it was decided that Fred should stay and guard two German prisoners. An act of kindness, offering morphine to one of the injured soldiers who had been shot in the stomach, may have saved his life - later that day he was captured by a German patrol who spared him after they heard of his generous deed, and sent him to recoup at a Parisian hospital, which he later escaped from with the support of the French Resistance.

Fred has revisited Normandy and the Merville Battery a number of times with the Taxi Charity and other veteran organisations, but looked forward to landing within the Battery for the first time – seven decades after the original military operation.

Fellow para and Arnhem veteran, Ted Pieri, also aged 90, joined Fred on the jump. Ted, who lives in Erith, Kent, joined the 1st Airborne division in 1943. Although initially a despatch rider, he volunteered for parachute training and qualified getting his wings. He undertook his first parachute jump in 70 years in 2015, and enjoyed the experience so much that he was willing to jump again to raise money for the charity.

"My recent involvement with the Taxi Charity has increased my enthusiasm to jump for a second time and give something back for all they have done," said Ted

<https://mydonate.bt.com/events/veteransskydivefortaxi-charity>



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# Why I campaign for bus safety

## #LondonBusWatch: How TfL's complete indifference about my near-death bus collision made me a transparency and bus safety campaigner

As I fought my way back to the office through the heaving crowds of Oxford Street Christmas shoppers during the early evening of 18 December 2009, my mind was on my young family's imminent trip to Cape Town for Christmas and New Year's.

With the December's early darkness and snow beginning to fall, I smiled when I recalled a line from an email I'd sent earlier that day:

"It snowed last night. Commuter chaos beckons." Moments later, while waiting on the edge of a signalled (i.e., "wait minutes for the Green Man to flash for a few seconds") Oxford Street pedestrian crossing just a few hundred feet from my company's office on Cavendish Square, an 18 metre, 16 tonne TfL Route 73 Bendy Bus operated by Arriva travelling at speed struck the back of my head and pushed me into it, the impact cracking my head on both sides, popping both my lungs, breaking my ribs and piercing my liver. I landed in a heap 15 feet down the road already unconscious, with my eyes rolling back into my head and bleeding out of my mouth and ears.

When the HEMS ambulance pitched up a half-hour later, I didn't have a pulse and was recorded to be in a coma of Glasgow Coma Scale 3 (15 means you've "knocked your head in Glasgow" and 2 means "you're dead"). Years later, the Met told me I was reported as a 'probable fatal' so perhaps that explains why it took so long for the ambulance to arrive to Oxford Street?

I spent the next two weeks in a near-death coma and (miraculously, given the extent



Above: a fully recovered Tom Kearney is now campaigning for bus safety.

Clockwise: Pictured the day before the accident.

One month after

A scan of Tom's head injuries

of my injuries) woke up slowly over the month of January 2010. After 8 weeks or so after the collision, I had regained the ability to speak, remember who I was and how to walk again. While I was learning how to eat and through my mouth again (I had a stomach tube), I productively used the two-hours per meal of 'feeding time' to do research on my laptop how a TfL bus nearly had nearly killed me. Although there were plenty of news reports about people being killed and seriously injured after being hit by TfL buses on Oxford Street and all across London (thanks to my campaigning, we now know the average since 1 April 2007 is about 2 TfL bus collisions per day involving a pedestrian, 1 per day involving a cyclist), TfL didn't make any bus casualty data available for public scrutiny.

It was TfL's hiding of this Bus Casualty Data coupled with the fact that no one from TfL or Arriva bothered to contact me or my family while I was in hospital or for years thereafter (I have never heard from Arriva) that turned me into a TfL Transparency and Bus Safety campaigner.

After my full recovery in 2012 (Traumatic Brain Injuries are not straightforward and the recovery process is neither



linear or predictable), I launched a voluntary Bus Safety Campaign called #LondonBusWatch that focused on exposing TfL's peculiar secrecy about the operational safety performance of its contracted bus fleet and the danger this non-transparent attitude posed to pedestrian and cyclist safety with, for obvious reasons, a focus on Oxford Street. Working through social media and the press, I networked with London Assembly members from all parties, cycling and pedestrian campaigners, bus crash survivors, taxi and TfL Bus

Drivers to get the Mayor of London and TfL management to make some major changes in the operational safety monitoring and reporting of TfL's Bus Operation. I have very much appreciated the support of many of London's Black Cab drivers in my campaign to improve the safety of London's Buses and increase transparency at TfL. I believe that we share the same opinion that both the frequency and lack of investigation about TfL Bus Collisions evidences a profound failure of leadership on safety at the highest levels of TfL. In my opinion, the fact

that TfL doesn't have a Chief Safety Officer for its Bus Operations is a signal indicator of how unimportant safety is to TfL's management.

That London's premier shopping district should be the 'World's Most Polluted' and home to the three of the UK's most dangerous pedestrian crossings (the one where I was struck is Number 1 in the UK) is, frankly, both an insult to Oxford Street's hundreds of millions of annual visitors and to this great city and further evidence of TfL's safety negligence. The concentration of so many people on foot (and there will be tens of millions more when Crossrail opens in 2018), means there is no road design that can accommodate so many people and traffic (Buses or Taxis) safely. The deaths of two elderly pedestrians in June from Bus Crashes in May and the serious collision yesterday evening (4 August) just highlights the lethality of Oxford Street that will not subside until motor traffic—especially TfL Buses—is permanently removed.

When people go to Oxford Street, their intention is to shop, work, visit friends or just enjoy some time in the greatest city on earth and not to bleed out into coma or death on London's main shopping street, their brains and bodies crushed by rushing tonnes of steel. The Mayor's recent announcement of his plan to make Oxford Street traffic free by 2020 means the horrible life-changing experience I endured back in December 2009 will just be a ghost of Christmas past.

And with 86 people killed in TfL Bus Collisions in London since my own crash that 'last Friday before Christmas,' this change couldn't come soon enough.

*Tom Kearney Blog:*  
[www.saferoxfordstreet.blogspot.co.uk](http://www.saferoxfordstreet.blogspot.co.uk)

*#LondonBusWatch:*  
<http://stopthekilling.org.uk/direct-actions/london-bus-watch/>  
*Twitter:* @comadad  
2016 Winner, Transport – Sheila McKechnie Foundation SMK Campaigners Award



# Brook aims to emulate Sugar Ray

Britain's Kell Brook aims to emulate Sugar Ray Leonard when he challenges middleweight king Gennady Golovkin at London's O2 on Saturday.

Brook, the IBF welterweight champion, is jumping two weight divisions to take on unbeaten knockout artist Golovkin.

Welterweight great Leonard came out of retirement in 1987 to beat world middleweight champion Marvin Hagler.

"I want to do what Leonard did with Hagler - use my speed, my footwork and box the perfect fight," said Brook.

"I do fear him. Of course I do. I know he's a big puncher and that nobody wants to fight him for a reason.

"But the fear is positive because it's going to make me super-sharp with cat-like reactions.

"You could see the fear in Leonard's eyes when he was in with Hagler - that's why he was



so sharp and zoomed in." Sheffield's Brook, 30, is unbeaten in 36 professional contests and has made three defences of the IBF welterweight belt he won from American Shawn Porter in 2014.

Brook's last fight was against Canada's Kevin Bizier, whom he stopped in the second round Kazakhstan's Golovkin, 34, is unbeaten in 35 pro contests,

has 32 knockouts to his name and is thought by some to be the best pound-for-pound boxer in the world.

If Brook manages to beat Golovkin it would be an even bigger upset than Leonard's victory over the fearsome Hagler, who had not lost for 11 years.

However, while some observers have called the fight a mismatch, Brook believes he

might be more effective at 160lb than he was at 147lb.

At the final check weigh-in on 3 September, Brook weighed 168lb, five pounds heavier than his rival.

"I'm interested in seeing what I can do at middleweight because I'm not draining myself and gaunt at the weight," said Brook, one of 14 current British world champions.

"I'm going to be fully hydrated

and healthy and bring the speed and the power. I'm excited at how much energy and excitement I'll be giving to everyone once that bell goes." Brook is attempting to succeed where domestic rival Amir Khan failed - Bolton's Khan jumped two weight divisions to fight then WBC middleweight champion Saul Alvarez in May and was knocked out in six rounds.

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# Sound of the suburbs...



## I've always courted a unity within the taxi trade between all London licenced and suburban taxi drivers.

Obviously I realised now that this can't be achieved as a majority of the trade just don't want it. However, there is a massive date coming up next year. 30/5/17.

This is a date I believe that 'Ubers' licence will be renewed, and I believe it is essential we find a way to work together from the start of 2017 right up until May to put pressure on the mayor and tfl not to renew their licence, because let's face facts whether you're yellow or green we've all earned the right to work as taxi drivers.

I for one have had enough of sitting in my taxi on a rank watching an 'Uber' pick a

passenger up illegally from right under my nose, feeling my blood run cold when it's a woman hoping she doesn't meet the same fate the 155 did(32 uber) from Feb '15-Feb '16.

Now those figures may not be entirely accurate but it's around that number, but even if the figure was one, it's one too many.

So here's my idea.... From the first week in January let's say every Wednesday from 2p.m - 3p.m we demo at 32 different locations in London.

All 9 sectors demo at 2 different locations within their sector, that leaves 18 different locations for all London licences to demo in, in the city, central and west. If we achieve this it would cause chaos to a degree the

main stream media could not ignore.

We could have 32 nominated spokesmen for each demo pointing out that each location demonstrates each life that has been ruined by an 'uber' driver. Also pointing out were not worried about competition. We have no competition as long as everyone plays by the rules. I think this would put emense pressure on Khan and Tfl but like I said it's just my opinion and an idea.

We can always stick with sitting on a rank playing candy crush then jumping on Twitter digging each other out once we've run out of lives. I know which one I'd rather do.

#Be lucky.



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