



More trade stories than all the others put together

Issue 249 May 2017

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NEWS



"Thanks to Tf.....
.....this time next year,
we'll be Billionaires!"

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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.

UBER RE-LICENCE

**As many of you are aware, the
 licence renewal for Uber comes
 up this month.**

Over the last five years, we have
 witnessed our Regulator abdicate their
 responsibility to the licensed taxi trade
 in allowing Uber to interpret the 1998
 Private Hire Act and then run their
 business how "they" wanted to.

We have all witnessed the
 intervention of both David Cameron
 and George Osborne in protecting
 Uber and many of us still remember
 squirming in our seats at City Hall
 when Leon Daniels spoke of Uber
 drivers having the "on-off" insurance.

But surely Leon's "pièce de
 resistance" was giving out Jo
 Bertram's phone number to the
 audience stating it was in fact Uber's
 land line... and he's still in the job!

The Club has proven that Uber

operated from their office at
 Caledonian Road for over a year
 without submitting planning
 permission (fFL requirement is that it
 must be submitted in the first three
 months or premises closed).

On pages 4-5 you can see a
 collection of incidents concerning Uber
 over the last five years operating in
 London and if TfL feel they are still "fit
 and proper" then they have really lost
 the plot. Uber are now getting drivers
 licensed in London and then running
 amok across the country, destroying
 local taxi businesses, whilst TfL sit
 there like rabbits caught in the
 headlights.

Sadiq, this is your call, and as I used
 to tell your predecessor, Boris
 Johnson, if you think you can have
 Uber and us, you're wrong and your
 legacy will be that of the Mayor that
 destroyed the world's best taxi service.

Grant Davis
LCDC Chairman



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WHO'S TELLING PORKIES?



Dear Mr Grayling

I am writing in connection with a recent answer given by Mayor Khan in his MQT in London regarding Private Hire Cap

I presume by stating he is lobbying Government that would be Secretary of State for Transport, I would be obliged if you could inform me, when and how did that lobbying take place with yourself and has Mayor Khan or any of his deputies personally made representation May I thank you for your time and look forward to any clarification.

Kind Regards
Danny O'Regan

Thank you for your message. I have checked today again, and the current Mayor has made no representations to me or to other ministers for a Private Hire Cap.

Best wishes

Chris Grayling

Dear Mr O'Regan

Since our previous email exchange, I have seen the Mayor's letter to me, and I will be replying to it after the weekend. I know that this has been widely circulated.

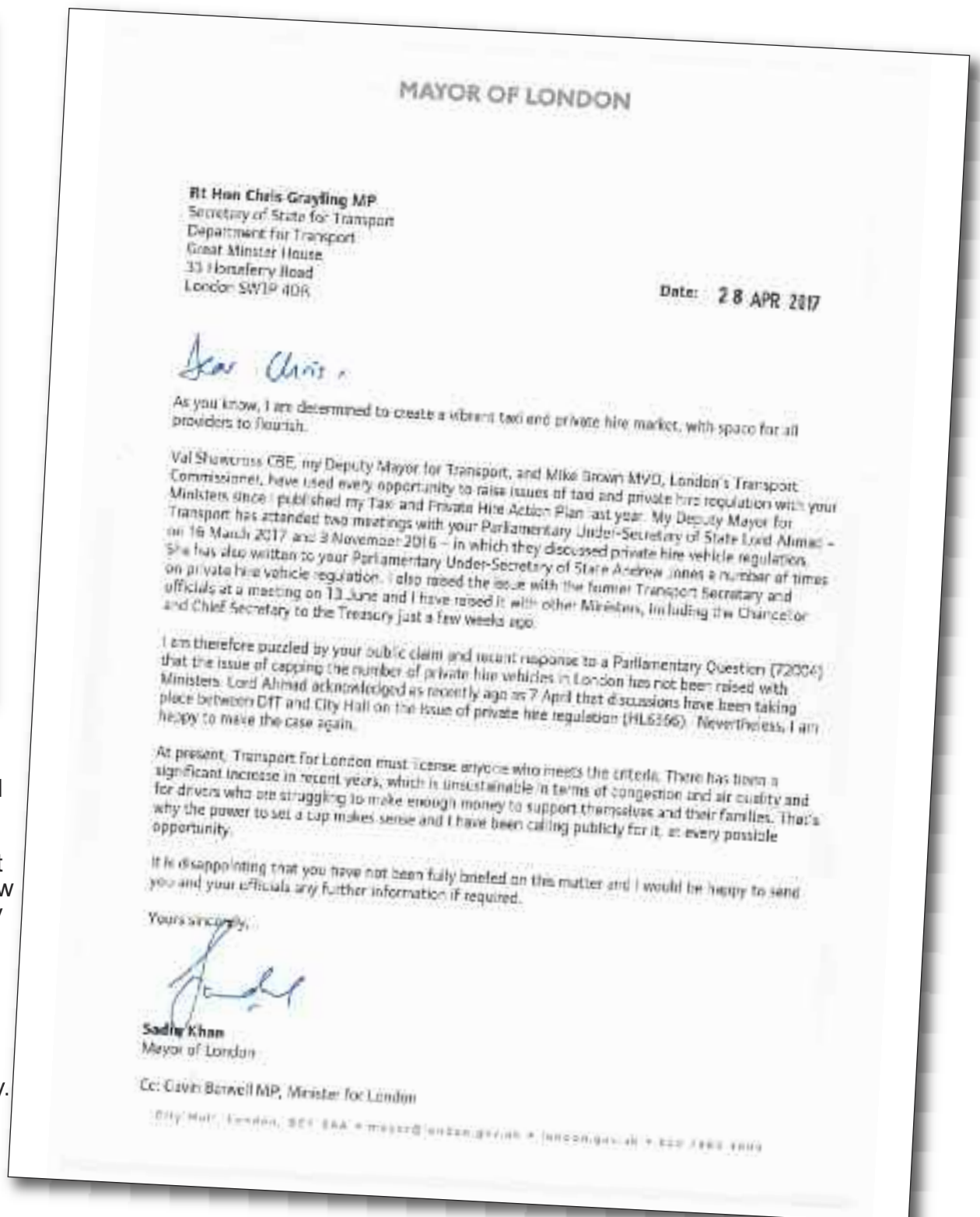
However just to reiterate what I said to you, and this was confirmed by a written parliamentary answer from my Department on Thursday. We have checked carefully, and neither I nor any other minister has received a representation from the Mayor or his deputy seeking a cap on the number of private hire vehicles in London. There have been meetings, and letters, about various issues as he indicated in his letter to me.

But none of these have requested a cap on the number of such vehicles.

I thought you might like this confirmation.

Best wishes

Chris Grayling



SADIQ... ARE THEY REA

Uber Used "Secret" Greyball Tool To Deceive Authorities

In the latest public relations fiasco to hit Unicorn champion Uber (the company remains the most valuable private company in the world at a valuation of \$68 billion), just days after it emerged that the company was allegedly engaged in sexual harassment according to a disgruntled employee, and shortly after a video leaked showing Uber CEO having a meltdown while being driven in one of his own vehicles, the NYT reports, citing



TfL's John Mason - who responded to Uber's Ryan Graves

current and former employees, that Uber

has for years engaged in a program to deceive



authorities in markets where its service was

being resisted or banned by law enforcement.

Hacked Uber accounts sold on dark web for more than credit card details as users complain of 'ghost rides'

Hacked Uber accounts are being traded on internet black markets and fetching a higher price than stolen credit card details as cybercriminals turn their attention on charging phantom rides to unsuspecting users. The deep web has seen personal information, banking accounts and, more recently, Netflix and PayPal logins being sold by cybercriminals for a mere pittance. Now, the hottest property in illegal trading on the murkier parts of the web is the account details of Uber users, which can be picked up for just \$4 (£2.80). While this is less than the cost of a sandwich it's still far more expensive than stolen credit card details and it has quadrupled its price in just under a year.



Feb 2015-Feb 2016
Reported sexual assaults
including rapes in
Private hire vehicles
154
32 attacks allegedly
carried out by
UBER drivers

Freedom of Information request : Ref 2016020000642



**I JUST
WANTED
TO GO
HOME**
**DON'T
TAKE A RISK
WITH UBER**

Uber drivers accused of 32 rapes and sex attacks on London passengers over the past year

Uber drivers are accused of sexually assaulting or raping customers almost three times a month, according to new figures which have outraged rape campaigners. Freedom of Information

data obtained by The Sun newspaper revealed 32 assault claims were made against employees of the taxi-hailing app in London over the past twelve months, equal to one every eleven days.

ILLY FIT AND PROPER?

Gay men 'kicked out' of Uber for cuddling on New Year's Day

Two gay men were picked up in London's Covent Garden neighborhood by an Uber driver on New Year's Day, only to be kicked out of the car after the driver saw the two kissing, reports ITV.

It was about 8 p.m. New Year's Day when Cory Watts and Jordan Sloan, both 23, got into the Uber driver's car after requesting a ride via Uber's popular and occasionally controversial mobile app.

Just minutes after picking up the couple, the driver allegedly pulled over and left them by the side of the road.

"We were kissing and cuddled next to each other, when a minute or two after picking us up he pulled over and told us to get out," Sloan told ITV.

Watts admits to getting "a little hot-headed" with the driver, who he said told the couple he takes gays for rides all the time, but that they "don't normally do this."

Uber says it has suspended the driver pending an investigation, adding that the company has no room for homophobia.

"Uber does not tolerate any form of discrimination either by our partner drivers or towards our partner drivers," an Uber spokesman told ITV. "We opened an investigation from the moment we learned of this unacceptable incident and have been in contact with the rider to extended our sincere apologies and get further information."

Uber has weathered critical media coverage in recent months, including news that it used the app's location function to track customers between rides and that one of its executives plotted to smear journalists who have reported negatively on the company.

Last year Uber hired Obama media guru David Plough as an adviser. The company is worth an estimated \$18 billion.



LCDC REQUEST INVESTIGATION INTO UBER BRITANNIA

Dear Silka

Re -Uber Britannia Ltd,
2 Leman St E1 8AF

I am writing to formally report and request an investigation in to which I believe is an unlicensed operator operating in London

Uber Britannia has over 40 provincial operating licences - I will give an example of one of their operations

In the licensing Authority of Slough Uber Britannia was granted a licence to operate at 18 Stoke Road Slough SL2 5AG, they currently have Slough registered drivers and PHVs so currently meet any triple licensing criteria for booked journeys in or outside Slough boundaries, this may include trips in London

I attended the Uber Slough licensed premises (Regus serviced office) only to be told "they are not here, they only come here occasionally and everything is done in London"

I contacted Slough licensing department and was told they are fully aware the office is not manned, I inquired how can they possibly accept and dispatch bookings from that location, the response was under 1976 LCMPA there is no requirement for acceptance to take place at the licensed premises (that has also been confirmed by other licensing Authorities see attached response from Cambridge) the only requirement is to provide booking records when licensing officials attend at an inspection

My belief is that Uber Britannia is accepting and dispatching bookings at their registered HQ office at Aldgate Tower 2 Leman St London E1 8AF

1, it is quite apparent they are not accepting & dispatching from local offices (this is widespread nationally) the LCDC have conducted visits to a handful of licensed premises to confirm offices are not manned

2, In Uber terms and conditions (under bookings) it states trips are monitored from the "REGISTERED" office & operating centres (operating centres are only referred to in legislation in the 1998 London PH act & only apply to London), see attached

3, Uber Britannia applied for planning lawfulness P2014/5049/COL when situated at 21 Caledonian Rd N1 (previous registered office) where they stated to Islington Council they are an app based Taxi operation and drivers work remotely to the site (see attachment)

4, Uber Britannia share offices with Uber London Limited where we are to believe they have mechanisms/computer equipment to accept and dispatch PH bookings for their operations

I must reiterate if Uber Britannia bookings are accepted in London this would be compliant to local licensing authorities (this has been confirmed)

Obvious conclusion is Uber Britannia are accepting and dispatching PH bookings at

their registered office in Aldgate (unless there is no operator acceptance & dispatch but facilitated by the driver, this would violate all legislation) this I believe is illegal and is in contravention of the PHV (London) 1998 Act

The 1998 act 2.(1) states

No person shall in London make provision for the invitation or acceptance of, or accept, private hire bookings unless he is the holder of a private hire vehicle operator's licence for London (in this Act referred to as a "London PHV operator's licence").

Under the act it clearly states "or accept" unless he holds a PHV operator licence in London, this would be the case (unlicensed acceptance Uber Britannia hold no London licence) even though they might hold licences provincially, this is primary legislation

It is possible that Uber Britannia (Slough) are accepting in London then dispatching to a Slough PHV for journeys that emanate and conclude within the MPS area, this would be a virtual London operation

I would also like to add if Uber London Ltd are aware or assisting in this possible illegal activity it would surely bring into question their Fit & Proper status

I look forward to your response and any investigation conclusion.

Regards
Danny O'Regan
LCDC



There is no requirement under the Local Government (Miscellaneous Provisions) Act 1976 for a booking to be physically accepted in a location. However, there is a requirement for an operator to have a base and as such Uber has a registered base with Cambridge City at Compass House, Vision Park, Chivers Way Histon CB24 9AD



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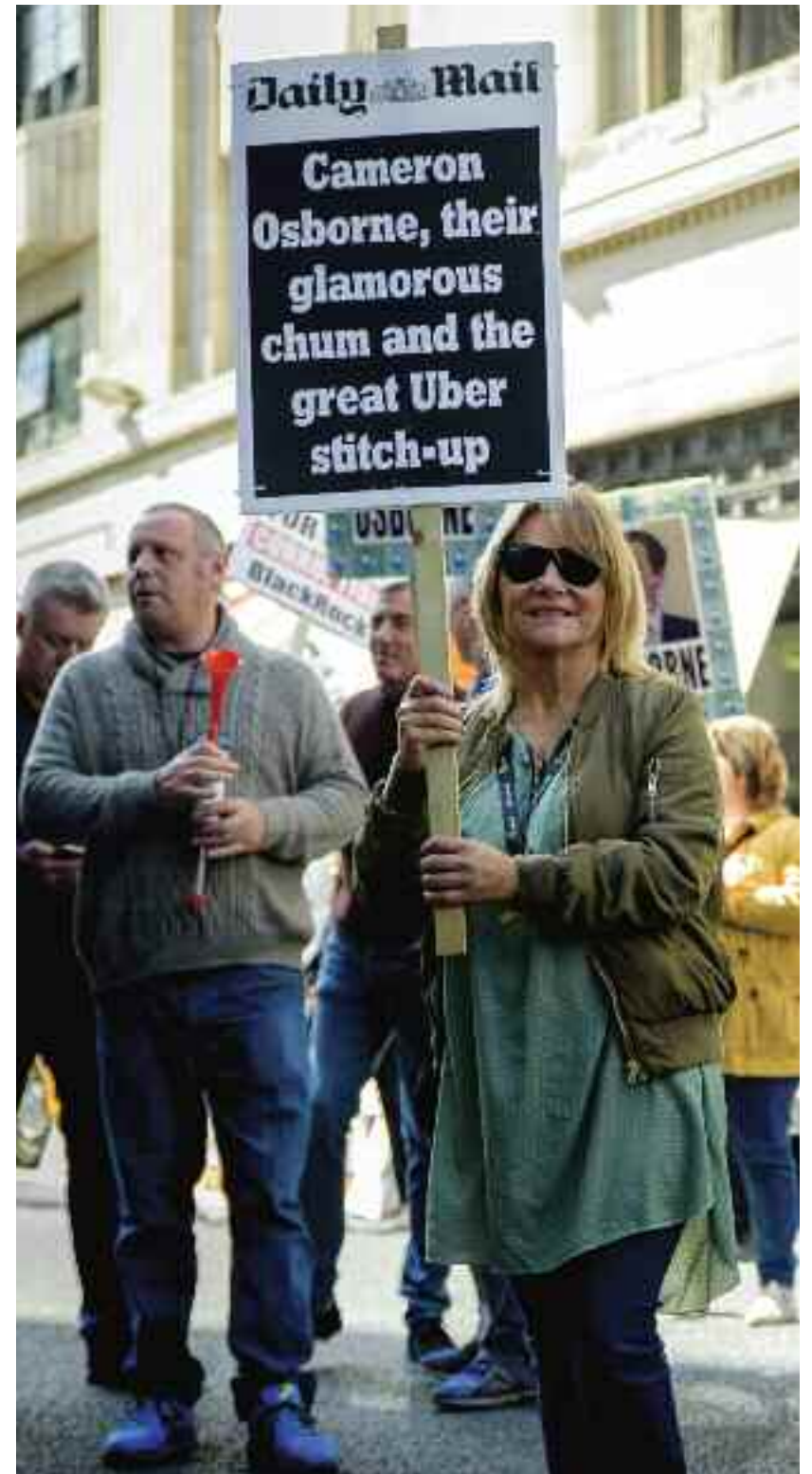
Cab trade welcomes George to ES...



On the 2nd May George Osborne started yet another job... I think it's his sixth... at the Evening Standard. I do not have to tell you what this hideous man has done to our trade, but for a group of drivers in the Proactive ITA & DDD, this event was not going to happen without the taxi trade telling Gideon exactly what we thought of him and his Chumocracy pals!

During the very loud and raucous protest, the Daily Mail journalist, Guy Adams who had written the great articles laying bare to the public the whole "Chumocracy" scandal with the former PM and his chums, came out to see for himself.

With coverage from ITV news, BBC, LBC and all other major news outlets, this protest should not be the last in raising the issue of Government interference with Uber and TFL and after the election, we need to go back to Theresa May and ask her what she is going to do about our situation, as it may be a thing of the past for them, but we are living with their actions every day of the week.



WHAT'S IT ALL ABAHT...

On 7th May UPHD issued a statement calling for 'conditions' for TfL to apply to Uber's relicensing - without a doubt this is James Farrar's main priority at the moment, in fact the only other person apart from Uber employees who seemed to accept their relicensing was Steve McNamara, who infamously recommended the trade should only appeal AFTER they had been relicensed (seems to have changed his tune recently due to member pressure).

We all know that the huge increases in RTAs that we have seen are as a direct result of the Uber app, in fact we are seeing PHVs on their roofs on an almost weekly basis now combined with pedestrian and cyclist injuries. Uber is cutting a bloody swathe through London.

Low pay forces drivers to work longer hours to earn even less money and perpetuate the sleazy 'bottom line' model.

Peter Blake and Helen Chapman were asked at the Club's AGM last year "if they saw any problem with a driver on unfamiliar roads interacting and staring at a phone to navigate?"

No surprise they declined to answer.

James loves throwing around the 117,000 PH number to justify his arguments - fact is 60,000 are relatively new to the industry combined with Ubers churn rate (rumours estimate that only 4% of drivers are still working for them a year later) how many are actually full time?

As discussed previously working part time would not generate enough income to justify the financial expenditure of Hire & Reward insurance also carving up one full time job into a tax credit, state subsidised business model is not 'job creation'.

James goes on... "Re-licensing of Uber only on condition of respect for worker rights under the law" stating that TfL should apply the 'fit and proper' operator's criteria. James goes even further... "controlling working hours alone cannot work as it would push drivers into bankruptcy" and he also mentions "unscrupulous operators". He ignores Uber's litigious nature versus authorities - they don't 'respect' workers they are just a expendable commodity that

they will exploit as much as they can, (as the GMB case demonstrated).

There's only one unscrupulous operator and that is Uber, James is disingenuous to say the least, he has a blinkered cherry picking aspect to what Uber does, he ignores the Zero Hour contracts, tax and VAT avoidance, predatory pricing and the attempted national monopolisation of the Taxi and PH industries to fit his own 'Pro rideshare' agenda. All this before we even mention Uber's regulatory avoidance tool 'Greyball' (this in itself should have caused Uber's licence to be immediately revoked).

He even goes as far as to bundle in Addison Lee with his arguments (funnily enough another GMB legal case in the pipeline), AL provide the brand, car and driver support AND follow TfL's operators rules.

Uber's growth is in fact closing

vulnerable labour" but ignoring that this is a demographic that helps makes up the 117'000 and who finessed their licences via dodgy language, medical and topographical tests (franchised out by TfL so that they could process the volume Uber needed to capture the market and cleverly distance themselves from any criticisms when the process was found to be open to abuses, how many of these compromised centres processing was retrospectively checked? I remember Peter Blake and Helen Chapman point blank refusing to look at it or give any reasons)...again ignoring that Uber literally wants anyone to drive for them before they are replaced by robots. Professional drivers obviously would deem Ubers pay too low and realise the business model doesn't stack up... but that's OK Uber doesn't want professionals it wants mugs to make them 25% whilst using Venture Capitalist money and dodgy

does he work for



Uber, Lyft...Didi Kuaidi?

Who is he really and why is he appropriating Uber driver's problems?

James Farrar wants our jobs without our training and costs, now he wants numbers

cheerleader for Uber.

He also ignores the fact that for decades PH drivers worked very happily for smaller companies that understood the local dynamics (supply and demand of their local markets). Fact is my trade is bordering on being economically unviable, by supporting Uber you have destabilised the entire industry nationally (350'000 workers plus ancillary support). Ubers only allure for the customer is the pricing, professional drivers existed in both tiers before their arrival. Non surge is why customers use Uber and by oversupplying drivers Uber keeps passengers costs down by 'flooding the circuit'. Fewer drivers' means potentially surge which is the antithesis of Ubers allure, James knows this, every man and his dog knows this. James has a combative us or them rhetoric, Taxis follow the rules...why are our jobs not mentioned, why is it OK for PH to flout rules, what about our finances, our burden of costs, Black cabbies bankruptcies or families?

Another worrying aspect from UPHD of late is their attempt to weaponise Trevor Merralls ill-advised foray into politics and to portray "25,000 mostly white British taxi drivers" as pseudo racists to get Rideshare a voice as a 'stakeholder' at the TfL table.

James is out for James, certainly not PH drivers and certainly not for this industry, if you are a PH driver looking for representation UPHD should be the very last place you look.



James Farrar of UPHD

down any employment alternatives for the 'poor drivers' James claims to represent, and by supporting the Uber platform drivers are in fact exacerbating their own misery, ensuring they become the only show in town. No mention of the dangers of working excessive hours or indeed the basic premise of not knowing where you are going, not having done an advanced driving test combined with the dangers and challenges of plying for hire / instant hail or whatever TfL are calling it this week at Ubers behest. UPHDs whole remit seems to be primarily about validating 'rideshare' and driver's welfare second.

James wants his cake and to eat it, he now 'reluctantly' agrees to the English language test as it "reduces access to

Tory lobbyists to pave the way. "Existing licensees must be afforded incumbency rights so they do not have the rug pulled from beneath them", where is the drivers accountability? Ubers shadiness is well documented, when do the drivers fess up to making a stupid decision rather than claiming ignorance and victimhood?

Now I have pointed it out check out Farrars movements and comments, pro rideshare at all costs.

He is the most unconvincing Uber driver since 'Home House' member Steven Rowe. How many members does UPHD have, how are they funded, how is James supporting himself? His wife is American and he lived there for several years,

capped via regulatory thresholds to protect Uber driver's earnings?

This is why we should be very wary of James.

Allocate by vicinity / non pre-book is taxis domain. We cannot have taxis and PH acting identically with PH subsidised by VC monopoly money and ever decreasing road space cannot support this burden, neither can transit providers with declining revenues, James likes to also mention the £25 million a year TfL 'make' from PH licencing.. fails to mention it's a sticking plaster on freefalling bus and tube revenues or increasing gridlock.

Basic premise of working for a huge company is that they will always look for maximum productivity / yield at the lowest cost and yet James is a virtual

LCDC QUIZ MIKE BROWN OVER TFL PENSIONS WITH BLACKROCK

TfL Pension Fund ('The Fund') has appointed BlackRock to manage liability-driven investing (LDI) and passive equity portfolios totaling £3.8bn assets.

The £1.6bn LDI mandate will include measures to protect the Fund from market uncertainties, including inflation as well as interest rate and equity volatility, whilst having measured exposure to risk to achieve excess positive returns. The Fund's £2.2bn passive equity exposure will include investments across a range of index funds. The primary objective is for the Fund to hold sufficient assets to meet its member liabilities.

This new mandate follows an initial £100m commitment made by the Fund into the BlackRock Renewable Income in March 2014 - a UK-focused fund that invests in onshore wind, offshore wind and solar projects - which is part of a strategy to introduce new asset classes into the Fund's alternatives portfolio. Stephen Field, Fund Secretary of TfL Pension Fund, said: "We have a duty to our Fund members to ensure we employ the best investment solutions and consider all possible market risks and opportunities. BlackRock is a key partner, helping us to navigate changing market conditions to deliver the outcomes we

require for our members." Andy Tunningley, Head of UK Strategic Institutional Clients at BlackRock said: "These are demanding times for pension funds and we believe the varied risks they face are best managed by understanding the true drivers of the underlying asset classes. We look forward to bringing together the best of BlackRock's investment and risk management platform to deliver the best outcomes for the Fund members." The Fund has over 82,000 members with assets of £7.3bn as at March 31 2014, across multi-asset index strategies, enhanced index funds, bonds, global equities and alternatives.



TFL RESPONDS TO CHAIRMAN'S EMAIL...

Dear Grant,

TfL and the TfL Pension Fund

Your e-mail to the Commissioner dated 13 April 2017 has been passed to me. Mike has asked me to respond to you directly.

The TfL Pension Fund is governed by TfL Trustee Company Limited which is a separate entity from TfL and is managed by its own board of Directors known as Trustees. The trustee company directors have fiduciary responsibilities

governing the way they are required to run the pension fund.

The TfL Board including the Mayor of London, have no direct control or decision making authority nor can it direct the activities of the TfL Pension Fund, this is a matter solely for the Trustee Directors.

The TfL Pension Fund has total assets in excess of £9.5 billion as at 31 December 2016, and has appointed, having taken expert advice from its own independent investment advisers, a number of

external investment firms to invest the Fund's assets into particular asset classes. The total number of investment firm appointments from the 31 March 2016 Report & Accounts total 31 with 40 individual investment mandates covering all asset classes. All appointments are monitored closely and changes made when necessary.

Blackrock Investment Management (UK) Limited (as at 31 December 2016) manage for the TfL Pension Fund 5 individual

mandates. These include index tracking, liability hedging assets and equity options and commodities. The Fund also has a separate agreement with BlackRock Infrastructure Funds plc in respect of a renewable energy infrastructure mandate.

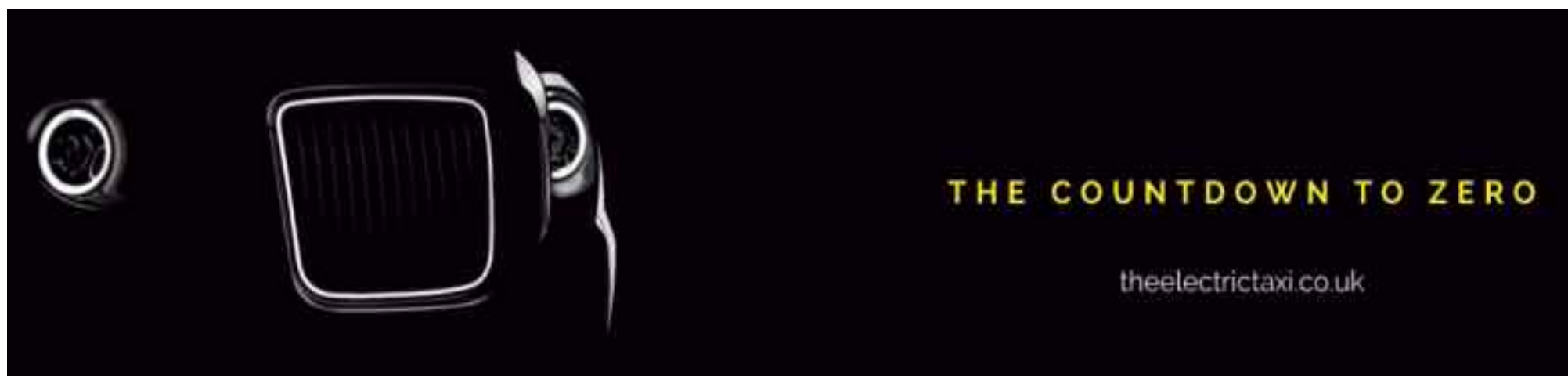
The Fund has published a number of documents which contain the full breakdown of investments and appointed investment firms and are available from the TfL Pension Fund website (www.tflpensionfund.co.uk) particular documents would

be the Annual Report and the Statement of Investment Principles. In addition, full details of the pension fund's investments and appointed managers are reported each year to the Annual Members' Meeting of the Fund.

The Fund is satisfied that it has appropriate governance arrangements in place and that no conflict of interest arises in the way that you suggest.

Kind regards

Stephen Field



LCDC ATTEND UKIP TAXI TRADE CONFERENCE AT CITY HALL



Last month UKIP London Assembly hosted a seminar at City Hall to debate the future of the London Taxi Trade.

The seminar was a question and answer session with a panel that included representation from trade orgs, taxi apps, taxi drivers and TFL. On the panel were Grant Davis (LCDC), Caroline Pidgeon (Lib Dem Assembly Member), Geoffrey Riesel (GETT), London Taxi Driver and UKIP Member Scott Kimber, Peter Blake and Helen Chapman (TFL).

The session, hosted by UKIP London Assembly Members David Kurten and Peter Whittle, began with each member of the panel introducing themselves to the attendees and giving an account of their role within their organisations.

Helen Chapman was first up and gave a description of her role within LTPH. She said TFL have been spending time trying to raise standards within PH. Unfortunately, some of these proposals will never see the light of day as UBER challenged them and won in the High Court. In addition, she said wanted to deliver a bright future for the taxi trade. This particular statement met with some cynicism, by drivers in attendance, as her tenure over the last seven years, has seen our trade endure a gradual terminal decline.

Grant Davis gave an excellent, passionate assessment of the trade's dire situation. He highlighted the level of corruption and collusion between UBER, the government and senior management at TFL. He



mentioned that the trade simply could not afford the new electric taxi, (forced to buy next year) due to TFL allowing UBER to operate as a pseudo taxi service. He stated that TFL have simply abdicated their responsibilities as a fair and impartial regulator.

Taxi Driver of 10 years, Scott Kimber spoke of the damage TFL have done to the trade from a driver's perspective. Scott described that drivers are experiencing their outgoings rising, whilst their incomes diminishing, undercut by unfair competition and predatory pricing. Scott unable to see a viable future within the trade has since trained to become a tiler, forced to leave the trade he loves. He added that trade orgs should call a boycott of the new electric taxi. Not surprisingly, David Hollier of LTC, took issue to this. Mr Hollier stated that a boycott would not benefit the trade. He also would not reveal the cost of the vehicle, which is still a secret within the echelons of LTC, and does little to endear cab drivers to invest in one of these vehicles, even if they could afford too.

Geoffrey Riesel of GETT spoke of his 45 years within the cab trade. He said selling Radio Taxis to GETT was the "smartest move he had ever made". However, he did not

elaborate what was so smart about it, leaving those listening to make their own interpretation. Geoffrey, felt the need to tell the audience that he "could retire tomorrow" but wants to put something back into the trade. He said that the trade must adapt to the current market (doing fixed price fares rather than metered ones?). He did make some good points; scandalous PH does not have to have permanent Hire and reward insurance and solutions urgently needed for London's chronic congestion.

Caroline Pidgeon spoke of her lengthy hard work and campaigning on behalf of the trade, such as the GLA "Future Proof Report" produced two and half years ago. She said that the Mayor's action plan does not go far enough. She expressed the lack regulation of apps (particularly UBER) by TFL that have a detrimental effect on health and safety of drivers and passengers. Furthermore, she suggested that TFL should make it a condition of a PH Operators license; they provide basic employment rights and fair pay to drivers and not exploit them. Caroline revealed that she has written to the Information Commission Office to investigate TFL and the government. This is in relation to George Osborne intervening to change the PH regulations

to benefit UBER. Downing Street stipulated there had been no contact with City Hall and TFL on this, emails discovered via FOI's by LCDC show this is not the case.

Peter Blake was the only panellist who did not give the courtesy of an introduction to the audience or explain his role within TFL. It did not go unnoticed, as an attendee later pulled him up on it. Blake's excuse was, he would have only repeated what Helen Chapman had said previous.

Many taxi drivers and trade reps stood up and fired a series of excellent questions, which were generally directed at TFL.

Drivers from other licensing authorities such as Southend were present, to explain that TFL light touch regulation of PH is now inflicting damage on their livelihoods. PH Drivers from all over the country are coming to TFL to be licensed, aware they have a fast track, relaxed licensing system. Providing them with the opportunity to work where ever they wish, avoiding any compliance.

The subject of UBER's re-licensing was raised, but Helen Chapman was not willing to discuss it, as it would in her opinion, go against the data protection act.

Peter Blake was asked some pertinent questions directly. He was cross-examined on the level of training, newly appointed Compliance Officers receive and what powers they have. He did not know. He was queried how long does their training last, he answered "quite a while". Staggering he did not know these important points, considering TFL have appointed approximately 200 CO's over the past year.

The other question put to him was, are TFL a business or a regulator. If it is a business, what is TFL's appetite for a cap on PH licenses with so much income generated from them? He gave a vague reply that TFL wear a number of hats, but in terms of Taxi and PH, they are a regulator. For the majority of cabbies this is difficult to believe, considering TFL has sold approximately 50k PH licenses over the last couple of years.

To summarise it was a lively and interesting debate and thanks to David, Peter and their team for organising it and being such fantastic hosts.

The debate may not have achieved anything but it would have shown those in attendance who were not taxi drivers, what the trade is up against with TFL. Blake and Chapman appeared cordial but were evasive and barely answered a question clearly or conclusively, using the excuse of it being in a public forum or against the data protection act.

What was most concerning is that they offered no meaningful strategy, policies or ideas that could improve our situation, just excuses. Although, Helen Chapman said TFL value the Knowledge of London, the following question at the end of the debate summed up for many TFL's attitude towards the trade and why relations with them have completely exacerbated. They were asked, "Do you think that TFL should promote the Knowledge of London at Colleges and job fairs?" Peter Blake answered, "Why should we". Draw your own conclusions to that!

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Alan's Angle



LCA £1 charge

This was City Airport's press report that they will be implementing a charge to drivers using the feeder park at the airport:

We are writing to inform the London Cab Driver Club that London City Airport is soon to implement a pick up fee charge of £1.

This decision has been taken following careful consideration and a wider assessment of the provision of taxis and private cars at the airport.

As part of this assessment, the airport held discussions with the black taxi liaison officer about the possibility of a fee. From these discussions we understand that a pickup fee is preferential to alternative arrangements, with the figure matched to that which was proposed by the drivers that frequent the airport rank.

Implementing a fee creates

an enhanced partnership between the black taxi trade and the airport, enabling LCY to invest in marshallers, and continue to safeguard and actively promote the black taxi service at the airport by way of posters and promotion at the terminal, as the airport undergoes a significant expansion.

A fee also assists the airport to continue to provide the prime real estate on site which taxi drivers use exclusively for pickups, and can be used to further invest in future improvements, such as rest facilities for drivers and electric charge points.

We expect the fee will come into effect in August 2017, with the exact date to be confirmed. This will be communicated to drivers with advance notice. Fees will be payable by cash or card upon exit of the taxi pick up lane.

Rank updates

CAMDEN COUNCIL

At a recent meeting I attended along with the LTDA and Unite we got to discuss with CC representatives the possibility of some new rank locations for the night tube and some ranks for the night time economy in their borough.

Potentially four new station ranks at Belsize Park Station, Chalk Farm Station, West Hampstead Station and Hampstead High Street. We spoke at great length regarding sight lines and being visible to the public from certain venues.

But they do seem to struggle with this concept as at one point they thought the rank at the stables was a good rank for the Roundhouse. This was after I proposed a rank outside the roundhouse, which they didn't dismiss but will be looked at when they implement a new road scheme at Chalk Farm station.

The reason we have struggled with Camden Council with ranks in the past is they are really fed up with all the cabs around King's Cross Station waiting in traffic to access the rank. They can't get their head around why we look for work at one of the busiest stations in London, because it's how

we earn money taking customers from A to B. We are well down the chain when it comes to Camden spending money on schemes as they would rather see people on foot or cycles. So we tried to get them to look at the possibility of a rank in Camley Street, that would solve all their problems. This idea was touted by the ranks committee about 16 months ago but was rejected, as the safety audit the had done came back saying there were concerns that taxis might U-turn onto the rank and a vehicle coming under the bridge might not see it due to the dip in the road. We have asked them to take another look on a temporary basis with marshalls at the rank to see how it goes. We are awaiting a new meeting to be arranged to hear their reply.

WESTMINSTER COUNCIL

The new planned work in Davis St and Mount St that will turn both streets two way will commence on 22nd May and will hopefully finish around September.

The rank for Claridges will be extended to four taxis but will be sited by the ballroom entrance. This has been moved too far away from the door of hotel for my liking. But WCC have told us that the hotel asked for it to be that far back and will call taxis as and when needed.

I believe the hotel want to use the road space between us and the front door for their

private pick ups.

The feeder round the corner will go, with two spaces relocated to the C London restaurant in Davis Street.

We also spoke about the new layout to the top of Berkeley Square and making sure our ranks are in the right places when the start works there in September. They had relocated one rank outside number 40 but we objected and have requested that it be reinstated outside number 40. We also have two new temporary ranks whilst work goes on at the bottom of New Bond St, one is in Grafton St by the memorial bench and the other is outside Southbys in New Bond St.

We were also told about a scheme that WCC are looking to implement soon. They're going to advertise for volunteers to go round the borough asking drivers to switch of their engines if it is idling. So I have no doubts they will be turn up on our ranks soon.

Westminster have been promising this one for ages as I've been pushing for it. Enforcement of Oxford Street Westbound is likely to start in the next six months and plans maybe to do the east side as well. But I think it will be probably pedestrianised by the time they get round to it.

STOP PRESS: CITY OF LONDON RESPOND ON BANK JUNCTION

This is the last email we have had from the City of London regarding the bank junction closure.

Dear all,

Formal notification of the City's intention to start the Bank on Safety Experiment was issued yesterday (Tuesday 25 April). The experimental traffic order will come into effect on Monday 22 May.

In terms of monitoring, the City has taken on the suggestions of the three taxi routes that the Trade undertook on journey time analysis on, and a two additional routes which we will be getting an independent organisation to undertake journey time and cost surveys

for before and after the experiment.

We will also be monitoring the Taxi Rank at London Bridge station as suggested in terms of numbers of passengers, and wait time. We will then also undertake a count of taxis leaving the rank and heading northbound into the City. We will not be approaching passengers as part of this survey. We are suggesting that we will monitor the rank for two days during the AM peak hour. If we can, we will try to monitor for a third day. If you feel that this is not the best time of day, or you have a preference for another location to be monitored instead of, or as well as London Bridge station, then please let us know by Friday.

We have limited resources to undertake the rank survey, and we can only undertake a survey at one location at a time. Increasing the number of ranks will mean less time spent monitoring each location.

New taxi rank locations have been approved as part of the experiment and are located on Princess Street (3 taxis), Queen Victoria Street (2 taxis) during 7am to 7pm Monday to Sunday. The existing evening rank on Cornhill has been extended to be at any time (4 taxis). Attached is a location map which will be used to help promote the new ranks in the area to passengers. These ranks will become operational on Monday 22 May. We have recently opened our

online perception survey, which will remain available for completion until 21st May. We have not actively promoted the survey yet but are in the process of printing business cards containing the details, which will be handed out in the local area over the coming weeks. The survey can be found on the website www.cityoflondon.gov.uk/bankonsafety

Finally, we understand that there is some concern over the planned closure of London Wall east of Moorgate. Our initial assessment of the works was that it would be a relatively insignificant closure, despite its location on a key route. The diversion routes (both signed and unsigned) are short, and

coupled with the existing right-and left-turn bans limits its impact. The closure has been in force since Monday 24 April and our initial assessment has generally been proven correct, in that the impacts have been minimal.

At our last meeting, it was agreed that we would meet again before the scheme became operational. If you would still like to do this, then please let me know your availability for the weeks commencing 8th and 15th May

*Iain Simmons
Assistant Director (City Transportation), Department of the Built Environment, City of London Corporation*



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Also we will attend the LTPH with you on any personal appeals that would affect your licence.

■ HEATHROW AIRPORT REPRESENTATION

With our reps at the airport working

hard on the trade's behalf for a fairer, and more safer future at Heathrow.

■ RANKS AND HIGHWAYS

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

The Club works alongside LTC and

Mercedes to deliver a vehicle that meets our standard as a London taxi driver. Recently we have held meetings to work against the ULEZ strategy and the introduction of taxi age limits.

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I agree to abide by the rules of the Club. I also agree that the above information will be kept by the LCDC in a computer system under the terms of the Data Protection Act.

I understand that I will not be eligible for legal representation for matters arising prior to the date of this application. Thereby declare that I have no outstanding PCO or police matters pending.

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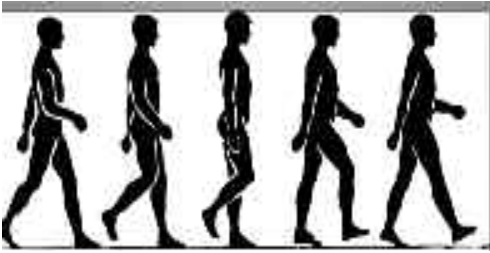
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Walker on the March...

INSURANCE FRAUDSTERS

I don't suppose anybody will remember but a while back I wrote in the Badge about how a minicab driver reversed into my cab and produced a witness to say that I drove into the back of the minicab.

The driver and two members of his family who were not even in the vehicle, attempted to claim £28,500 for whiplash injuries,

cab before will be aware of all the sodding about you have to do when changing the cab over. One of the tasks is sorting the old and new meters out. So I phoned Digitax, who I hire the meter from and have never had any trouble with in the years I have used them, to ask if I needed to visit their premises or could the work be done at M&O's?

They informed me that they

realised that they have loads of unaccounted for meters. So now they are chasing them up.

It doesn't matter to them that they have waited a ridiculous length of time to ask where the meter is. It doesn't matter to them that if they had told me after they had installed the new meter that they couldn't collect the old meter, I could have easily contacted M&O's and resolved the situation.

All that matters to them is that their contract says that I am responsible for any loss. They are also relying on the contract that says only their operatives may remove the meter and it this should be done at their premises, even though in practise they visit M&O's on a weekly basis to fit new meters and collect meters that M&O have removed from cabs.

They have been operating a useless warehousing and stock-taking system for years and now that they have sorted their problems out and realised they have loads of meters missing, they've decided they are going to hound a lot of drivers and hold them responsible for these losses and charge them double the value of the meter.

I suppose it makes sense to charge double because if only half the drivers are mug enough to pay them, they get all their costs back.

It appears that between the meter companies, there are around 1000 meters missing. However, the rest of them are writing these meters off at their own cost. Digitax appear to be the only company that are trying to make drivers pay for Digitax's mistakes.

Talking to Digitax was useless as they just kept parroting the terms of the contract so I contacted the LCDC solicitors. They were of the opinion that as I had been invoiced for the change-over, I was probably in the clear. I'll let you know the outcome.

I would not have written this if it was just me but it appears that they are chasing or about to chase many other drivers. If this happens to any other LCDC member, please make sure you phone the office for advice before you do anything.

YOUR MP

It's OK, this isn't a party political broadcast. It's just a couple of things you should know before the general

election.

Although nobody actually has an MP until the election is decided, we all have had an MP for the last two or seven years that wants to be our MP again. That person is still contactable.

First, on the political side if you visit the website theyworkforyou.com, and put in your MP's name, it will show you an easily readable list of the way your MP voted on every issue that came to parliament. This will give you an idea of how well your MP represented "you".

Closer to home, it is almost certain that all your MP knows about you or Uber is what they read in the papers. If you want your MP to know how badly you have been treated as a taxi driver by your regulator, TFL, it's up to you to tell him.

You need your MP to know that Uber:

Pay little corporation tax because they funnel their UK profits through Holland to a tax haven;

Pay little VAT by claiming they are not a transport provider;

Awaiting an appeal against a high court decision that their drivers are employees and continue treat them as self-employed;

Pay drivers slave-wages after expenses and claim an effective subsidy via drivers having to claim in-work benefits.

They are manipulating taxi law in order to operate a taxi service while being licensed as a private hire operator. They are being able to do so due to a weak regulator, TFL. This is unlike many countries and cities that have banned them as a result of the same practises.

Etc, etc, etc.

If you need your MP to know this stuff, YOU have to tell him/her.

You have less than a month to pick up a phone or bang off an e mail to your (ex)MP. There will never be a better time to do so because he/she wants your vote and has his or her mind concentrated on that. They may not act on your e mail but maybe later they'll remember its content and not be so uninformed should a question appear in parliament.

Just type in your MP's name into the Google box and all the relevant info will appear.

As the name of that website says, YOUR MP WORKS FOR YOU. Make sure he/she does so.



from me.

The upshot was that the police charged them with fraud and at Croydon Crown Court they were found guilty. The witness, Mr Akbar, another minicab driver, received a 2.5 year sentence. One of the family members received a suspended sentence. The driver, Mr Ahmed, and the other family member each received a sentence of 3.5 years each.

Somebody recently reminded me that this motley crew will all be out by now. No doubt TFL have re-licensed these two miscreants and they are happily driving their minicabs again and doing their best to turn passengers over.

METER? WOT METER?

Fool that I am, I bought a new cab 19 months ago. The cab itself has been fine after some horrendous early problems. I was a fool because I hadn't realised that TFL were, and still are, determined to destroy my living.

Anybody who has part-exed a

visited M&O's every week (I think Wednesday's) and they would fit the meter in the new cab and take back the meter from the old cab, which they duly did and invoiced me for the work. Job done? You'd think so, wouldn't you?

About two months ago, 17 months after part-exing my old cab, I received a phone call from Digitax asking where the meter was from the old cab? How would I know? They said that the meter had not been returned and they wanted it back. When I said as far as I was concerned they collected it from M&O's, I was informed that if I couldn't find it, they would bill me for the cost of the meter.

Last week I received a bill for the laughable sum of £750. Even if I owed for the meter, I have been reliably informed by somebody in the meter business that the maximum cost to Digitax would have been £350 - £400.

On the phone it immediately transpired that Digitax have been keeping very loose records of where their meters are and have installed a new system and

Enter the Dragons' Den



**"Thanks to TfL.....
.....this time next year,
we'll be Billionaires!"**

An adaptation from Hove's Andy Peter's: 'It couldn't happen... could it?' by Mark White

**Del-boy and Rodney Trotter
Enter The Dragons' Den:**

Del: Hello Dragons.....My name is Derek Trotter and this is my brother Rodney. Rodney and I, are asking for a few quid to start up a new cab service for 10% equity...

Dragon: Hello, Derek....can you tell us about your idea?

Del: Yep....we have a business model...that works by pushing the boundaries of the law.....it's not illegal-nothing dodgy.....although we don't really like using the word 'boundaries' because we do not think there should be any 'boundaries' in what we are trying to achieve....which is

global domination of the Cab Market.
Trotters International.....

Dragon: So you are going to be a taxi company?

Rodney: No, we are going to create a technology company.

Dragon: Sorry... I do not understand. You are going to be offering a taxi service to the public?

Del: No.. we are not offering a taxi service to anyone. We want to 'reach out' by offering the technology to connect the public to taxis all around the world.

Dragon: So you are going to be a global taxi company?

Rodney: No.....we want to offer a platform that people who own taxis can connect with the public.

Dragon: So you want to be a global company offering a taxi service?

Del: No...we want to offer a platform that people who own taxis can connect with the public.

Dragon: Ok.. let me put it another way: you want to offer a service where people use your technology to order a taxi?
Del: Yes

Dragon: So you want to be a global taxi company?

Rodney: No

Dragon: Sorry.....I am getting a little bit lost here. You want to provide a service via your technology so people can get a taxi?

Del: Yes!

Dragon: Isn't that what taxi companies do?

Rodney: No...

Dragon: So you are going to do the same?

Del: Yes

Dragon: So you 'are' going to be a taxi service.....albeit with a bit of 'technology'?

Del: Well...yes and no.

Dragon: Which part is 'Yes' and which part is 'No'?

Del: Yes, it is technology....

Rodney: No, it's not a taxi service..

Dragon: Mmmmm. We are talking about actual taxis aren't we: you know the one's that can be hailed in the streets and sit on ranks?
The ones that are referred to as Hackney Carriages?

Del: No...Private hire cars

Dragon: Ahh.....ok, so we are now getting somewhere.....you are going to be a Private Hire Operator?

Rodney: No...a technology company

Dragon: So, you will not need a Private Hire Operators licence in the UK for each area you want to be in?

Del: Yes

Dragon: This is really confusing! So you will need a Private Hire Operator's licence even though you say you are not going to be a Private Hire Operator?

Del: Yes

Dragon: Ok.. let's move on here...You want us to give you a few pounds?

Rodney: Yes, please....

Dragon: How much?

Del: Just a Million....

Rodney:Or two?
Dragon: What do you intend to do with one or two million?

Del: Invest it..

Dragon: So you want us to give you a couple of million pounds for you to invest?

Rodney: Yes

Dragon: Interesting.... where will you invest it?

Del: In online discount voucher codes!

Dragon: Sorry.... I am not following this... it appears that you are simply giving away my money?

Del: Yes

Dragon: But anyone can give away money if it doesn't belong to them.

Rodney: Yes, that is true, but this should be regarded as a big investment for you.

Dragon: I am really sorry...but I am totally lost here. If we give you a few million which you then give away.... then how does that equate to being an investment for us?

Del: Because by offering big discounts to people who use our technology to 'connect' to a taxi.....think about it...the World is your lobster!

Dragon:you mean a private hire vehicle?

Del: Yes sorry....Because by offering big discounts to people who use our technology to 'connect' to a private hire vehicle we can undercut any opposition.

Dragon: I see...so you would like us to be involved in an illegal practice of what is known as "Predatory Pricing"?

Rodney: What's that?

Dragon: Well, here is a free lesson for you. 'Predatory Pricing' occurs when a firm sells goods or service at a price below cost (or very cheaply) with the intention of forcing rival firms out of business. Once the rival firms are no longer around

then the Predator company puts up the prices, even to the extent of actually raising the prices far above any previous price that the now long lost rival company was charging.

Del: Yeah... good innit...

Dragon: Mmmmm ... ok... now putting that aside I think you are going to need more than a couple of million?

Del: Cushty! Luvvly Jubbly! Sounds good to me....

Dragon: So...you would want me to then give you a few more million?

Rodney: Possibly... but we intend to go global, so we'll be looking for a lot more 'investors' to give us more money....

Dragon: How many investors?

Rodney: Oh, loads more because it is going to take time. But we know that as we keep giving the discount codes away then eventually the rivals will disappear and then we will be the only private hire service!

Dragon: Hold on! Private hire service????

Del: Sorry..er.....yes. Rodney, you plonker! Sorry, my brother got a little confused there...he's a card, ain't he? Bless him.... We will be the only technology company that the public will have to use to 'connect' with a private hire vehicle. Maybe we should call them 'cabs'?

Dragon: Ok... we can call them cabs... Tell us more about the drivers?

Del: Who?

Dragon: The drivers...you know the drivers of those 'cabs'?

Del: Oh, them...yes..the drivers on our 'platform'...What would you like to know?

Dragon: Well, how do these drivers on your 'platform' make any money?

Rodney: We charge 25% of each journey... at the moment...

Dragon: At the moment?

Del: Yes... at the moment...but we will more than likely increase this when we have the full monopoly...and we will also have 'Surge Pricing'!

Dragon: 'Surge Pricing'? Explain 'Surge Pricing', please?

Rodney: This is where we can



randomly boost the cost of a cab journey.... whenever we like. We can put the price up to double..triple..quadruple..... or however much we want...whenever we want....

Del:if it rains...if it is windy...rush hour...slow hour....you name it....we'll 'Surge' it!

Dragon: Can you stop rubbing your hands please...?

Del: Sorry...

Dragon: So unlike local councils who control the price of hackney carriage taxi fares to protect the public your type of pricing is completely the opposite... you raise the prices when you think fit?

Del: Yep.....you got it! He's got it Rodney!

Dragon: But why would the public use you and your 'Surge Pricing' when they could use cabs with controlled prices? Rodney: Ahhhh.....but that is the beauty of it all.....You give us a few million so we can subsidise the fares with your money...which means we can undercut fares some of the time and it will eventually wipe out the competition!!

Dragon: Ok... but going back to what I was previously saying that I think you are going need more than a few million from us.

In fact it looks like you will need billions!

Del: Yes! Exciting isn't it? But that is not all!

Dragon: Go on...

Rodney: Some of that money, is in fact, also going into a sideline project...

Dragon: Oh good... I thought it was just one venture... tell me more..

Rodney: We are developing self driving cars!

Dragon: Mmmmm interesting. So that means we can swap our own cars for self driving ones?

Del: No.. not at all...We are going to have self driving tax.... sorry... cabs.

Dragon: So what happens to all those drivers who are now on your platform..

Rodney: Who?

Dragon: The drivers! The ones which more than likely left the old taxi/private hire companies that are now linked to your 'technology' Rodney: Oh them.! They will be off the 'platform' once we get those self driving cabs rolled out.

Dragon: So you don't feel that

Del: Nope!

Dragon: Ok... Now going back to my investment...

Del: Mai oui, mai oui, pot pourri!

Dragon: Can you please stop rubbing your hands...?!

Del: Sorry...

Dragon: I do not see that I would ever get my money back within my own lifetime... Also.. it looks like there would need to be hundreds.....if not thousands of other investors that would need to be throwing money at this... which for all intentions and purposes looks like a very...very deep money pit! I think that you may do alright in the short term. However..the long term is a completely different issue. I predict that you will eventually be confronted with unhappy investors becoming impatient to see a return from the investment.

I foresee your drivers having to work excessive hours with your intention to raise the commission rate, although, more probably, you will still have enough new drivers coming in, as the old exhausted drivers drop out.

I can foresee numerous legal challenges to your business model as you push the boundaries in forcing changes to statutory regulations to suit your business.

With regard to 'Self Driving Cars' I think you are living on a different planet. I believe that this is just a ruse and a plaything for you to give the appearance to your 'investors' that they should keep holding on to the hope that such technology will result in a massive return on the billions that has been poured on you. Taking all of this into consideration, I think I can speak on behalf of the rest of the Dragons when I say.. "We're out!" Can I call you a taxi?



Cab:app launches bookings service



Vision led by innovation & promotion

Today, it is more important than ever that the taxi industry, across the UK and Ireland, works together to equip drivers with the tools they need to compete in a digital world and ensure this iconic trade prospers through continual innovation and active promotion.

cab:app, conceived in 2011, is uniting self-employed taxi drivers through technology, combining a range of driver focused services with one national taxi booking app for passengers.

cab:app provides every taxi driver with the lowest cost, highest quality, app technology to deliver value-added services that allow drivers to make money or save via their mobile phone.

Working together to build a national network

Our business model works in partnership with local taxi drivers, so the future direction and success of cab:app is shaped by drivers. We'll aim to bring costs down so drivers can retain their independence, whilst maintaining a healthy balance of investment in service, innovation, and marketing. We look to offer a great product that competes with the best and promotes everything that's positive about the taxi industry to the public, the media and regulators.

We commit there will be no private hire, no silly 'race to the bottom' fixed prices, no selling you your own customers back for 10% and we will always put drivers at the heart of every decision ensuring we are acting in your best interests.

We are creating a network of independent taxi drivers, where passengers can hail, pre-book and pay for a cab from one national app. Over 11,000 taxi drivers in 90 locations have registered for cab:app, so we have a firm foundation to build on. We have processed over 600,000 card transactions paying drivers in excess of £20 million, with next-day settlement 5 days a week.

Driver-led services keeping costs down

Having drivers registered on cab:app allows us to negotiate the best possible terms on your behalf when dealing with suppliers including card payment providers, banks, media agencies, app developers and insurance companies as we can aggregate, reduce costs and deliver a 'one-stop shop' service direct to the driver app.

We strongly believe the best way to deliver app-based bookings to drivers, to supplement their regular rank or street work, is by giving drivers the technology to generate customers on a 0% commission basis, so you never pay for your own work.

It means we can develop corporate accounts and major brand partnerships to win high-quality work for taxis that is difficult for individual drivers to capture on mass, for which we will only charge up to 5%.

Promotional launch of bookings with 0% commission

This week we will launch a new partnership with Mastercard, which we

hope will be the first of many.

Mastercard want to increase awareness of their digital wallet, MasterPass, and they see taxis as an ideal way to promote to high-end customers. In return for our promotion, they are prepared to pay each customer £5 / €5 discount when they download cab:app, register their card (any card – can be Mastercard, Visa, Amex) in the app, and book their next journey on cab:app (T&C's apply).

We have set a target for 11 May to 9 June, to win 20,000 new customers, so the more active and successful our promotion the more jobs we can create for drivers. We need your help to spread the word about the campaign with fellow drivers and passengers and any bookings that come back from this promotion will always be commission free for drivers.

Mastercard is also giving drivers and passengers the opportunity to win a prize draw, a pair of tickets and expenses paid to the Champions League Final in Cardiff on 3rd June.

The only criteria for passengers is that their payment at the end of the booking must be paid with a Mastercard. The drivers that are the most active (being registered on cab:app, taking payments, accepting bookings, promoting to passengers) will go into a prize draw for this great prize (T&C's apply - cabapp.net/mastercard).

How can drivers help?

1. Download or register for the latest driver app with new functionality – click on link or update from app store

<https://invite.cabapp.io>

2. Talk to passengers about £5/€5 off next booking on cab:app with chance to win tickets to Champions League final to help promote and get them to download 'cabapp' from the app store

3. Can use attached flyer as a guide or see 'Promotion' option in-app main menu as this can be sent via SMS or email

4. Accept jobs as they come up, either Hail Now when you hear boxing bell in your immediate vicinity or check 'Pre-books' tab in app for future bookings (Note: drivers need to keep app open in background to see jobs, so please don't log out and if busy please press 'BUSY' button on main Jobs screen.

We really appreciate your support and this is a great opportunity for the taxi industry at this tough time to leverage off the Mastercard brand and their customers to offer cab:app's national taxi app – at no cost to drivers, so it's a win, win.

National taxi driver tour – 'Road to Cardiff'

To help actively promote the campaign and help taxi drivers across the country unite with technology, the cab:app team (from England, Ireland, Scotland – no jokes please!) will depart London on 11th May and stop in 22 towns and cities over 9 days finishing in Cardiff on Friday 19th May.

Below is our itinerary and later in the month we will embark on a promotional tour of Ireland and other UK cities. We hope to see you on our trip and if you want to meet up along the way and bring cab:app to your local area then please get in touch via the app 'Contact Support', on email 'support@cabapp.net', twitter @cabapp or SMS on 07508 550211

Thur 11 May – London (en route - Norwich, Coventry)

Fri 12 May – Birmingham (en route - Leicester, Nottingham, Derby)

Sat 13 May – Sheffield (en route - Leeds, York, Middlesbrough)

Sun 14 May – Newcastle (en route - Sunderland)

Mon 15 May – Glasgow (en route - Inverness)

Tues 16 May – Aberdeen (en route - Edinburgh)

Wed 17 May – Manchester (en route - Blackpool)

Thur 18 May – Liverpool (en route - Bristol)

Fri 19 May - Cardiff

Note: for cities in orange we will arrive the night before so are available to meet in evenings or next morning (may be subject to change)

We will be posting on Twitter and Facebook throughout the trip and running a football competition so please follow us and retweet to help spread the word and promote the world's best taxi industry!



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By now many of you will know I've retaken the position as the LCDC Suburban rep.

There are many factors for me making this decision but the main one is the over supply of Suburban licences, this one problem is over all in my opinion the biggest threat to our lively hoods and if it goes on much longer it won't be worth doing anymore, (they just keep on coming) and Grant Davis is backing me in doing everything in the club's power to curb the flow.

Now the biggest is TFL just can't close the books, you need primary legislation to do this, so the first step is to make contact with TFL and put our point across, but I need your help with this - so would every suburban driver from every sector please supply me with pictures of full ranks (not over ranking as this is illegal) and your own accounts of



your daily struggles. Please send them to cabman22.rc@gmail.com or if you are on Twitter go to @SuburbanFacts and share pictures etc.. on there. I will use all this to build a dossier to present to the GLA and TFL. If they can't close the books I'm sure we can try and get them to freeze 1 or 2 of the most over subscribed ones for a while as they have done this before.

The other thing I have been trying to do is encourage suburban drivers to attend more demos. I attended one last month called by the UCG on foot with 2 of my colleagues and it was met with great positivity.

Think about this from a suburban point of view: Are we stronger with 3,000 of us or 28,000 of us? (I think you know the answer)!

Sound of the Suburbs

Now I know some suburban drivers will tell you all Green Badges "Hate" us. This is not the case, of course there are some but a majority are behind us and want to see us prosper rather than struggle. My Podcast 'Sound of the Suburbs' was downloaded by so many Green Badges all interested in what's going on.

Unity in my opinion is the only way forward, I have been out now for almost 5 years and seen a massive divide between Yellow and Green Badges - but with absolutely no progress in the suburbs, it's time to take a different approach. It's time to all be Taxi drivers. We have all done our knowledge and are all professionals at the end of the day so going forward as the LCDC suburban rep, firstly I ask you all to put aside your differences and forget about the past and look to the future and empower the suburbs and yourselves and join the LCDC.

Also we have 9 sectors with all different problems, and I am looking for a contact from each of these sectors and help me to try and resolve them.

Again email me if you would like to help or on twitter.

I will also be looking to try and get more rank space and work.

Any ideas for ranks please let me know.

**Please see (right) my letter to TfL over suburban issues*

Ms Sonia Lewis, Temporary Executive Assistant to Helen Chapman

Dear Ms Lewis,

My name is Rob Cardwell and I am the LCDC Suburban Representative: As a suburban driver myself, there are many critical issues that I feel need addressing as a point of urgency if we are to survive and flourish within our sectors.

I have five bullet points that I feel need TFL to investigate.

1. Mass over supply of Suburban licences, we need to freeze the books on new applicants to make the job viable in the Suburbs.
 2. Lack of ranks in Suburban sectors
 3. Due to the oversupply of PH in Central London, Green badge drivers coming out to the Suburbs.
 4. Lack of earnings – New ZEC taxis impossible to purchase
 5. Illegal touting throughout all sectors: eg: At the O2 Arena, touts stand at the exit doors touting members of the public. We need a presence there from Compliance officers to stop this activity.
- Please could you let me know when the next Suburban workshop is being held at TFL please, as I know there is much discussion we in the Suburbs wish to have with you.

*Yours Sincerely
Rob Cardwell, LCDC*



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I agree to abide by the rules of the Club. I also agree that the above information will be kept by the LCDC in a computer system under the terms of the Data Protection Act.

I understand that I will not be eligible for legal representation for matters arising prior to the date of this application. Thereby declare that I have no outstanding PCO or police matters pending.

Signed: Date:



Ajit Chambers - bringing TfL to account using public inquiry

PointCab.co.uk goes public

The website created by Ajit Chambers to lobby the Prime Minister is now being opened to the Public to allow them to support the Black Cab Industry.

In 2017 Chambers presented a request for a Public Inquiry (not a Parliamentary Inquiry) to UK Prime Minister Theresa May. Realising that Taxi drivers were always on the road and didn't have the time he worked with Lean Digital who created a web site that allows Taxi drivers to use their mobile phones to send an automated email (as a voter and constituent) to their MP requesting they write to the Prime Minister. The website had over 5,000 drivers sign it in the first few days.

Ajit Chambers has faced many comments from senior members of taxi organisations and a number of MP's asking him 'why

he is involved, as he is not even a taxi driver'. His answer?

"I may not be a taxi driver but I am a Londoner and have every right to fight for the icon Black Cabs. I am enabling busy drivers to get on with their work whilst being an advocate of UK Taxi trade".

He is putting his money where his mouth is and opening his website to allow the UK Public to 'Get Involved' and write to their MP asking for a Public Inquiry into Transport for London - or lose the iconic Black Taxi forever.

If you have doubts about Ajit Chambers, take the time to see the effort he is putting into the Trade that others are not. When he brings another 20,000 supporters to save the Taxi Industry (and the way you make a daily living) then perhaps those doubts will be proven wrong.

Pointcab.co.uk



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ABOUT US

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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...

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