



More trade stories than all the others put together

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The London Cab Drivers' Club Ltd.
 Unit A 303.2,
 Tower Bridge Business Complex
 Tower Point, 100 Clements Road
 Southwark, London SE16 4DG

Telephone: 020 7232 0676

E-mail for membership enquiries:
E-mail: thelcdc@gmail.com
Web: www.lcdc.cab

Editor: Grant Davis

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 necessarily those of the Editor or of the
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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.

SEAN STOCKINGS UPDATE

You can read on page 3 that the
 Club has finally issued legal
 proceedings against TfL
 regarding the revocation of
 Sean's licence:

I cannot stress strongly enough
 how vital this is not only for Sean,
 but the future of every licensed taxi
 driver reading this. If we do not
 take this action, TfL will be able to
 do anything they like regarding
 your licence - they will be able to
 act as judge, jury and executioner
 when it seems fit to revoke a
 driver's licence.

Just to illustrate how serious the
 situation has become, I recently
 received a letter from a member
 who was contacted by TfL and told
 his licence was under review
 because he dared to tweet about
 "maybe" buying some tacks for the
 next month's cycle protest... so
 now, TfL are saying they can
 revoke your licence for just
 thinking or saying something on
 Twitter without you even doing
 anything!

We urge all drivers to join the
 Club and protect us from this
 dictatorship, which TfL has
 become.

UBER RE-LICENCE

As most of you know by now,
 UBER has been issued with a
 four-month licence.

It beggars belief that a Licence
 Authority could make such a weak
 and pathetic decision over
 something of such importance i.e.:
 safety of the public it professes to
 protect. Either they are run within
 the law or not.

There is no such thing as a halfway
 house on this issue - see pages 4-5
 to read more.

LONDON BRIDGE ATTACK

The events at London Bridge
 on June 3rd sickened us all.
 Once again the London Cab
 Trade (as always) rallied to the
 cause, helping to protect
 Londoners by taking them
 away from danger and home,
 for free, whilst others were
 surge pricing (£300 to
 Rickmansworth).

Most disconcerting of all, it has
 come to light that one of these
 Jihadists worked for TfL on the
 underground with access to the
 tunnels under Westminster. This,
 despite appearing in a Channel 4



Documentary espousing hatred and
 violence. One dreads to think who
 may have slipped through the net
 from the 120k PH with their letters of
 "Good Conduct".

Grant Davis
LCDC Chairman



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‘A GROSS ABUSE OF POWER’

On the 17th of November 2016, Sean Stockings saw Leon Daniels dining outside of the public restaurant Delfino, on Mount Street. He used that opportunity to challenge Leon Daniels regarding his role as Director for Surface Transport at TfL and his competency and fairness in that position. As a direct result of that challenge, Sean Stockings' licence was revoked and he is currently unable to ply for trade as a London Taxi driver.

The reasons provided by TfL include allegations of breach of the Data Protection Act and breach of privacy, but they have refused to detail the legal basis for those assertions. They assert that Sean Stockings is no longer a fit and proper person to hold a cab driver's licence.

The LCDC is understandably concerned that one of its members faces the loss of his livelihood in circumstances where clear and imprecise reasons are being provided by the regulator. They are also concerned that this action is so closely linked to criticism of a public figure

“It is an established principle that public bodies must provide reasons for their decisions and act in a way that is fair and rational if their decisions are to be lawful. Where there has been a failure to comply with those obligations, the decision is open to challenge by way of judicial review.”

such as Leon Daniels, because cab drivers have a right to voice their criticism of TfL vociferously and to challenge actions which may have a long term and irreversible impact on London's black cab trade.” Let us all be clear about this, this is just not about our member, Sean Stockings, this should concern every driver licenced by Transport for London.

Transport for London are not abiding by Public Law Principles, they seek (as in the case of Sean Stockings) to make Sean justify that he is fit and proper - he does not have to do so, it is up to TfL to prove otherwise. This whole JR if successful could open the floodgates for every driver who has had their licence revoked or even suspended for 3-6 -12 months to seek legal redress and seek loss of

earnings and take TfL to court over their policy and procedures.

This whole case has been brought about by what we believe to be a gross abuse of power by Leon Daniels. TfL pulled Sean's licence before Leon Daniels had even submitted his statement on 31st December and it was on this so called “evidence” that Peter Blake decided to revoke Sean's licence.

Once again, we at the LCDC feel we are the only organisation that is willing to stand up for the Trade and take TfL to the High Court.

If after reading this, you are concerned about the way TfL have treated us and want to make a difference, then I urge you all to join us and get involved.

Grant Davis
LCDC Chairman



Top: left to right: Leon Daniels and Peter Blake, from TfL

Left: John Townsend, of Carmelite Chambers, who specialises in regulatory and disciplinary proceedings, will be acting on behalf of the LCDC in the High Court

ONCE AGAIN, UBER GET THE NOD

By now, most of us are aware that Uber London Limited have been granted a four month operators' licence with a TFL explanation that, strangely, they have been deemed Fit and Proper yet are 'pursuing further enquiries'.

Rewind 5 years, in the spring of 2012, the American Minicab Company applied for a Private Hire Operators Licence after Uber's Ryan Graves (of Greyball fame) sought advice from a TFL employee named 'John'.

On the 28th May 2012, a

TfL licensing officer visited Uber's office as part of the pre-licensing procedure. It appears that Mr Graves became rather impatient with the process, firing off an email to TFL (maybe 'John' (?)). Lo and, behold, 48 hours later (31/05) they were granted an operator's licence yet astonishingly it seems the licensing process was still in full flow.

In Uber's Pre-Licence Inspection Report (date stamped 11/06), a licensing manager gives his recommendation on 07/06 to proceed after another operator

registered a complaint regarding Uber's booking process. It was then passed to Operator Licensing Department the following day. Proceed with what? Only TFL know as, I would imagine, the licence was already hanging on Uber's King's Cross wall.

So licensed, prior to check completion, sound familiar? !!!!

Uber The Saga Continues... Now fit and proper for only four months)

From Day one the legality of licencing UBER

has always been under scrutiny.

Below we set out the journey from the very beginning, ending with two Uber drivers being convicted last week in Reading for plying for hire in an area which they are NOT licenced for.

Every step of the Uber licencing process is questionable to whether they comply with the 1998 Private Hire Act. Everybody it seems agrees with this..... except our very own licencing Authority, who have, for reasons only known to themselves abdicated their

responsibility to the public.

"TfL's actions are nothing short of regulatory abdication and the explanation it has offered to its board simply doesn't stand up" - John Halford

From the initial licensing application to planning permission, land lines and CRB checks and medical certificates, plying for hire on the app, there is nothing in the Uber operation that we believe holds up to scrutiny.

TFL LICENCE UBER ON MAY 31ST...

From: [redacted]
Sent: 30 May 2012 08:32
To: [redacted]@uber.com
Cc: [redacted]@uber.com; [redacted]@uber.com
Subject: RE: Follow up

[redacted]

We are presently awaiting the inspection result and once that has been received and is satisfactory, we can proceed with issuing a licence. I will chase-up with the Compliance Team.

Regards
[redacted]

From: [redacted]
Sent: 30 May 2012 05:32
To: [redacted]@uber.com
Cc: [redacted]@uber.com; [redacted]@uber.com
Subject: Re: Follow up

Ryan

Sorry about the "lack of transparency", its something I get very frustrated about and we need to address.

Normally once a pre licensing inspection has taken place a report will be submitted to the licensing team who the progress with the license issue process. Timescales can depend on whether any follow ups are required.

[redacted] - anything we can advise?

[redacted] - can we pick up with [redacted] Would seem a simple "what happens next" factsheet might assis for new applicants for the Officers to give out.

[redacted]

From: Ryan Graves, Uber [mailto:[redacted]@uber.com]
Sent: Tuesday, May 29, 2012 11:19 PM
To: [redacted]
Cc: [redacted] Richard Howard <[redacted]@uber.com>; [redacted]@uber.com
Subject: Re: Follow up


[redacted]

I really appreciate your help thus far. We had our inspection on Monday and passed, but it doesn't sour like our team has much transparency into the process going forward.

Is there any way you could let us know what the next steps might be, or how we will know when the license has been issued?

COMPLIANCE CHECK SIGNED OFF ON JUNE 8TH!

Transport for London
London Taxi and Private Hire



Report Check List to be attached to all inspection reports

Licence No: 07979/01/
Operator's Name: Uber London Ltd
Trading Address:- Unit 205, Kings Cross Business Centre, 180-186 Kings Cross Road, Islington, WC1X 9DE

Type of inspection:
P = pre-licensing V = variation
C = Compliance R = Renewal

P

Primary use of premises: Office
(Delete as appropriate)

Inspection Result : Category 1 2 3 4 5 6 7 (Circle as appropriate)

MOST RECENT INSPECTION ON TOP

☐ Checklist ☐ Warning Letter
☐ Booking Record Checklist ☐ Final Warning Referral Letter
☐ Driver & Vehicle Checklist ☐ Other Evidential Material
☐ Reminder Letter
☐ Subsequent Inspection subject to Line Managers Authorisation

Licensing Officer's comments / observations including follow up action / TAPITS updates required

DVLA: [redacted]
Landline no: [redacted]
Mobile: [redacted]
Made aware of public and employer liability insurance
See Attached regarding planning
Trading names to add to licence (www.uber.com, uber)
Full set of templates given
All other systems in place

Officer's Signature [redacted] Print Name: Leo Athanasiou Date: 30/05/2012


Licensing Manager's comments / recommendation

An allegation was made by another operator to our Compliance RE: Booking Records. Can not record destinations at the time of the booking. The applicant has been advised and their system can record this correctly - N/A

Manager's Signature [redacted] Print Name: S. Hume Date: 2/6/12

Recommendation: Proceed

Passed to the Operator Licensing Department Date: 8.6.12



MAYOR OF LONDON

LTPH-RCL V10910

FROM TfL **BEFORE** COMPLYING...

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 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".




Reading shows TfL the way over Uber P4H

A TRANSPORT for London licensed Uber taxi driver has been hit with a £680 fine after illegally plying for hire in Reading.

Aldin Stefanov, age 46, of Kintbury Walk, Reading, was found guilty of illegally plying for hire on Sunday 27 August 2016 during the Reading Festival weekend.

Council licensing officers carried out a number of test purchases during the Reading Festival weekend, which resulted in the identification of a number of drivers working illegally, including Mr Stefanov.

At Reading Magistrates' Court on 3 February 2017, Mr Stefanov pleaded guilty and was



GMB Pro Drivers
@GMBProDrivers

Replying to @ReadingCouncil

Now the case begins for Uber aiding and abetting a criminal act.

fined a total of £680. He was found guilty of plying for hire illegally and fined £250, he was also ordered to pay legal costs of £400 and a victim surcharge of £30.

Cllr Paul Gittings, Reading's Lead Member for Consumer Services, said:

"This is a positive outcome which upholds regulations that are in place to protect the public. I hope cases such as this will serve as a deterrent to drivers who are tempted to work illegally in Reading.

"Reading's Licensing Committee took the decision to reject Uber's

application for a private hire operating licence in March 2016. It is unfortunate that some drivers continue to flout this decision. Hopefully this prosecution sends out the message that Reading will not tolerate illegal taxi activity."

Test purchases and spot checks are carried out to



Cllr Paul Gittings

protect the public by ensuring drivers and vehicles meet the standards set by Reading Borough Council and current taxi legislation.

Uber taxis are not permitted to ply for hire in Reading as they are not licensed by the Council.

ELECTRIC TAXI TAKES ARIZONA HEAT TEST

As Summer Arrives In The UK, London Taxi Company's Range-Extended Electric Black Cab Shines In Extreme Arizona Desert Heat

Thursday 1st June 2017, Coventry, England: London Taxi Company (LTC)'s strenuous testing regime for its range extended electric vehicle has taken the cab to the extreme desert heat of Arizona in the U.S.

A critical part of the development programme of the vehicle, extreme climate testing not just proves the considerable distances the vehicle can cover whilst the atmospheric controls are running at full power, but also that the new cab is a vehicle suitable for the world, not just for London.

On sale in the final quarter of 2017, LTC's new electric taxi will be the most comprehensively tested product in the company's

history, all to ensure that it meets not just the high regulatory standards of London but the requirements and climates of cities all around the world.

Chris Gubbey, CEO of the London Taxi Company said: "Since announcing this project we have had considerable interest not just from European cities but hot weather cities around the world. To convert this interest into sales we must prove TX5 can perform as well in the 45 °C heat of Dubai as it can in the sub-zero temperatures of the Arctic, and as it does in the changeable conditions of London."

On these trials, the vehicle successfully undertook daily of journeys of 300 miles, the equivalent of driving from Heathrow to central London some 20 times. This is roughly triple the average daily mileage of the typical London cab, reassuring cab drivers that there are plenty of extra-miles

in the tank if they're sharing the vehicle with another driver, or, should they land a popular "roader" (London cabbie parlance for a long-distance fare).

This shows that despite additional pressure of extreme heat on the battery, the cab can still cover considerable distances. So, regardless of the conditions outside, both driver and passenger will be able to travel in comfort without worrying about the range of the vehicle.

Leaving the passenger free to enjoy the sights of the city through the panoramic roof, and the driver to experience long range, zero emissions driving in maximum comfort. Dr Wolfram Liedtke, Head of Quality at LTC said: "Testing in these extremes provides us with a huge amount of data, helping us to understand how the performance of the batteries changes at high temperatures, and how can get the most

charge out of them.

"In the next few weeks, our equipment testing will also take us to extremely humid environments, as well as some more mountainous terrain. This is all preparation for one of the most challenging environments for vehicles – everyday use on the streets of London." LTC is due to start its vehicle demonstration programme in London this summer and, thanks to this testing in Arizona, the cab's first customers will keep cool during what has started off as a sweltering summer in the capital.

Frequently asked questions

Why is LTC in Arizona, shouldn't you be testing in London?

The UK's famously unreliable weather means we simply don't get enough days at high enough temperatures to do the extensive validation testing we are looking to do on the new

taxi. Also, testing in Arizona means we can test the impact of dust – critical for cities in the Middle East – but not possible in London.

We will also be testing how the taxi performs in extreme urban conditions in London later this year.

How does this benefit drivers and passengers in the UK? This benefits drivers and passengers in the UK, as we learn huge amounts about the black cab's performance by testing in these environments. We can also ensure that whatever the weather in London, this is a cab that will transport passengers in comfort, leaving them free to enjoy the views from the cabs' panoramic roof.

When are these cabs set to be launched?

LTC's electric cabs will start the final phase of their testing programme in London this summer, the vehicle will go on sale in the Autumn.



L.C.D.C LEADERS NOT FOLLOWERS



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LCDC PROUDLY SUPPORTED TAXI

This year the Taxi Charity for Military Veterans embarked on one of its most ambitious projects: to take up to 150 World War 2 veterans over to Normandy from 4th-8th June for D Day.

Given the great age of these survivors this was likely to be the last opportunity for such a large-scale trip with survivors of this particular conflict. The charity contacted all kinds of organisations in order to reach as many veterans as possible, and in the end we had responses from all over the UK.

Finding the necessary funding to make this trip was challenging but it came from an extraordinarily wide range of sources. Our loyal collectors stepped up to the plate as always, standing tirelessly at underground and mainline stations with collection buckets and the Soldiers' Charity (ABF) and Libor gave us substantial grants. All the orgs and main taxi-related businesses played their part in sponsoring cabs and we had an eclectic mix



of other supporters – Mayfair art galleries, violin dealers, including one from Boston USA and another from New York, antique dealers and even a fashionable hairdresser. This generosity not only underlines the respect held for our veterans, but also the admiration so many hold for the black cab trade. And it was the cab drivers themselves who also shone, offering to sponsor cabs and backing

me when I did a tandem jump for the charity with the Red Devils. You are all absolute stars.

And so to the trip itself. The appalling events at London Bridge cast a shadow over our departure, and it was a testament to the reputation of the cab trade that we were still permitted to have about 20 cabs leaving London from Horseguards the following morning. The police and the military

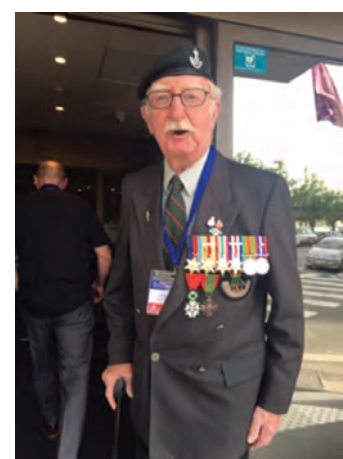
could not have been more helpful and we were allowed to leave through the arch, an honour normally reserved for the Royal family.

At Portsmouth we were seen off by the Lord Mayor and accompanied out of the harbour by tugs spraying their hoses in V formation and the crews of the warships saluted us as we passed. There was a small service and wreath

laying in memory of those that lost their lives at sea. On arrival in Normandy our impressive convoy of nearly one hundred vehicles was escorted by motorbike outriders who did a terrific job throughout the entire visit, holding up the traffic as we whizzed through red lights.

The next morning we set off to Memorial Pegasus and Pegasus Bridge in Benouville. There was another service and wreath laying at the museum and four of our veterans received their Legions d'Honneur after the service. At Ranville we were given lunch in the presence of the Mayor and the British Military Attache Col. Chris Borneman. Unfortunately the weather was so wild that evening that it was deemed unwise for the veterans to attend the midnight celebrations at Pegasus Bridge.

On D Day itself one small group of veterans attended the Royal British Legion service at Bayeux Cathedral while most of us joined the Legion's Remembrance Service at the Bayeux Commonwealth



CHARITY BACK TO THE BEACHES



War Graves Commission Cemetery. This was a particularly moving service as we watched these frail and very elderly people struggle determinedly to their feet for the National Anthem and make it bravely up to the monument to lay their wreaths. They all looked so dignified with their medals, and the drivers of course were very smartly turned out to show their respects: it made me terribly proud to be part of it.

The nuns at the Convent of la Joie Saint Benoit (where the injured during the Normandy landings were tended) gave us all a splendid lunch and we finished the day at a Mayoral reception at the Caen Town Hall where three more of our veterans received the Legion d'Honneur. The Union and French flags were flown at half mast as a mark of respect to the London Bridge and Manchester victims.

The trip to the Merville Battery the next day had been keenly anticipated as the Red Devils were expected

to do a display. Sadly the weather let us down, but at the very end of the day the winds dropped sufficiently to allow four French parachutists to jump in our honour. We had a wonderful time there, joining the Commando Service, exploring the bunkers and letting our imaginations attempt to picture the incredible achievement of 150 paratroopers in 1944.

Back at the hotel for a celebratory dinner in the presence of the Mayor of Ouistreham, it seemed incredible that the trip was drawing to a close. However even the final day was eventful. First the convoy headed to the Caen Memorial Museum where some of the veterans answered students' questions. The others were mobbed by schoolchildren and adults alike. The Museum has the most beautiful gardens of remembrance for each of the Normandy landings nations that are well worth a visit. Following a light lunch we made for Sword Beach, which was a fitting end to a

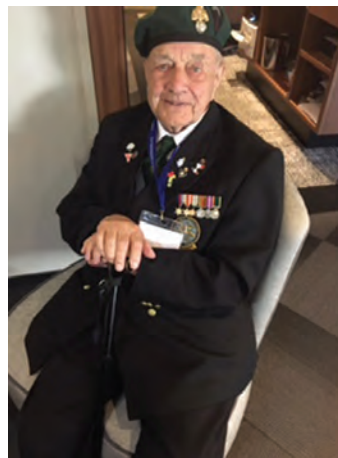
marvellous trip. It was a very contented group that headed back to the ferry.

It is impossible to describe the welcome we received wherever we went. The esteem in which our veterans are held by Normandy's residents was breathtaking. Everyone from schoolchildren to the elderly wanted to talk to them, take photographs and shake their hands. It was incredibly moving. The cabs were cheered and applauded as was and is their due. The press coverage in Britain was fantastic. To all those involved, in whatever way, I thank you from the bottom of my heart.

*Frances Luczyc Wyhowska
Vice-President
Taxi Charity for Military Veterans*

*To donate visit
taxicharity.org*

**There will be a white collar boxing match by drivers in aid of the charity on 17 October, and details will be available soon*



Matt rushed to scene to rescue wife and strangers

A TAXI driver who rushed into the scene of the Borough terror attack to rescue his wife and two strangers has likened it to the 7/7 bombings.

Matt Newell, 44, was working in Park Lane on Saturday night when he received a frantic phone call from his wife Laura.

The 41-year-old mother had been out with two friends in Waterloo and called Matt at about 10pm to tell him she was walking towards London Bridge to head home.

But just five minutes later the taxi driver received another call from his wife who said there had been a terrorist attack.

"There was a different tone to her voice and she said 'I think there's some sort of terrorist attack here'," said Matt, who lives in Surrey and has worked as a taxi driver for sixteen years.

"She said she was at Borough High Street and that a taxi driver had just come up to her and said 'you've got to get out of here fast, you need to run, there's been a terrorist attack and a policeman has been stabbed' so they started to panic then and so did other people.

"They started running and I was on the phone to her and then she said she had to run and the police were there and she'd phone me back."

The next time Laura called, she said she could hear shooting.

"I could hear police officers in the background shouting as well giving them directions, it was a bit crazy to be honest," said Matt.

"By the second phone call I was at Waterloo and I could see police and ambulances coming from everywhere.

"There were normal vehicles with sirens on top and I knew then it was serious so I started heading towards Borough and roads were beginning to be blocked off.

"I noticed police just jumping out of a van and

going to a back street bar and clearing everyone out of there within seconds.

"I could see people wandering around and the fear in their faces. People didn't know what was really happening because you didn't know where you could encounter them [the attackers] and they were blocking off streets in the residential areas as well so you just had the feeling that these lunatics could be anywhere."

Matt directed his wife and her friends to his taxi parked on the outside of the cordon after they reached Borough Station.

But just as they were pulling away, the taxi driver spotted a couple and told them to get in.

"As we were driving away a couple were near me and the woman didn't have any shoes on," said Matt.

"She had fear in her face and I told them to get in the cab and drove them away from any sort of danger.

"The lady couldn't speak, she was so shocked. Her husband was explaining

that they were staying at London Bridge at a hotel and they saw the van running over people and they just ran and left whatever they had.

"We dropped them a few miles down the road for some safety and I dropped my wife and her friends home.

"I think the couple lived in Wandsworth but were staying in [central] London for an anniversary or something."

Matt said he had worked in 2005 during the 7/7 bombings and that the London Bridge attack felt similar.

"It [the London Bridge attack] was scary and worrying because my wife was within the area where it was all happening so from a personal view it was particularly scary although 2005 was a surreal day," he said.

"We've got a nine-year-old son who was with my brother and his wife at the time [on Saturday] and we just played it down that she [Laura] wasn't that near."



Matt, pictured with the Green Party's Jenny Jones

Cabbie praised for rescue journeys

A BERMONDSEY-born "hero" cab driver who ferried people to safety from the London Bridge attack has described that night as "a scene out of Godzilla".

Millwall fan Darren Kenny, 45, was driving his black cab to London Bridge Station when the terrorists' van began ploughing into people.

The quick-thinking father-of-two sprang into action and began pulling people into the back of his cab and racing them away to safety.

"I was literally on my way to London Bridge Station taxi rank when it all kicked off," Darren, who now lives in Rochester, told the News.

"It just happened to be an automatic reaction to grab people as the van crashed into the wall on the way down. I was just shouting and swearing at people to get them in the back of the cab.

"I cleared the bridge the first time I drove across towards the city and U-turned back and by then the bridge was at a standstill but there's a little cut through you can cut under to come back towards Southwark Bridge."

The first people to be pulled into the cab by Darren were two young female American tourists who had only arrived in the city two hours earlier and needed to get back to their hotel. "We were sitting in the traffic and all of a sudden it was like a scene out of a film," said Darren.

"There were so many people just running around the corner where the Southwark Rooms is with the police and they were just shouting 'f***** get out of here, run for your f***** lives'.

"The fear was in everybody's faces and the police's. I'm sure people had seen the vests. It would be fear enough seeing someone with a knife but the way they ran was like more than that. It was sheer panic. I had people jumping over the bonnet of the cab. It was like a scene from Godzilla."

Darren said at that point his instinct as a father kicked in. "I had the two girls in the back and it transpired they had no parents with them so I said 'right girls, I've locked the doors, put your seatbelts on, I'm going to get you out of here'," he said.

"I dropped them at their hotel and U-turned round. People by



then were making their way towards Westminster so I kept the light on and drove straight back into the middle as close as I could get, throwing people in the cab. I did about four or five trips.

"My phone was going mental – I had my mum and everyone ringing me. But I was trying to calm the public down – they were crying and all sorts in the back of the cab."

Among the last group to be rescued by Darren was Sam Baggley, from Lincoln, who took to Facebook after the attack to search for his "hero" – who had refused to let anyone pay for their trip.

"He and the people he was with were right in the middle and saw a young girl who had been stabbed several times, a blond-haired girl," said Darren.

"I believe they were in the Boro Bistro underneath the Barrowboy and Banker and had been moved from there to near the Wheatsheaf and that's where they saw the blond girl.

"They [the attackers] tried to get into the bar where they were. They told me they were wearing suicide vests as well – but that didn't come out for a few hours after."

Darren said he felt humbled by the response he had received for his actions – but that he didn't consider himself a hero.

"The response was mental," he said. "I feel like I've done a good deed but I don't really feel like that much of a hero compared to Roy."

**Stories courtesy of Southwark News*

MATT ASKS TFL: WHAT ARE YOU GOING TO DO NEXT?

On the 26th of May, Reading Magistrates' Court prosecuted two PH drivers for illegally plying for hire. Reading Council's PH and Taxi licensing team and legal department brought these successful prosecutions to court.

It will come as no surprise to London taxi drivers that our regulator, TFL, licensed both of these drivers. More importantly, they were working on behalf of UBER, also licensed by TFL.

The two drivers were caught illegally plying for hire, responding to UBER's incentive scheme called "Reading Reward Zone". The initiative guaranteed that the first 150 drivers to log on in the Reading Reward Zone would be guaranteed between £15 and £25 per hour, depending on which hours they worked.

This encouraged UBER drivers to ply for hire in Reading where the company was refused a PH Operators licence early last year.

Both drivers admitted in court to the offences, were fined a total of £475 and ordered to pay costs of £700.

The LCDC have written to TFL on this matter. We have asked LTPH if these two drivers have had their licences revoked. We have questioned LTPH if they understood the seriousness of this prosecution, particularly the role played by UBER. Incentivising and encouraging (aiding and abetting) drivers to break the law is beyond contempt, worse even than the offence and deserves the strictest of disciplinary action. We have demanded that TFL (for once?) carry out the duties of a responsible, nonpartisan regulator and revoke UBER's licence with immediate effect. At least not renew their licence after the so-called "consideration period" has expired in 4 months' time. The action taken by Reading Council should be highly commended, especially their meticulous, due diligent report of UBER's original submission for an operator's licence. This was back in March 2016, when their licensing Sub-Committee carried out a 64-page dossier on UBER's application, which concluded they were not fit and proper to be a licensee. Below are the other

issues why their application was declined:

Using the UBER app is the equivalent of "hailing" a cab in the street, possible breach of PH law.

Insufficient evidence of demand:

No clear evidence about the number of vehicles that would be operating in Reading. Where would they park, when they did not have a fare?

Public Safety: No clear indication of by whom or how the UBER office would be manned. Why would their offices only

open 9am until 6pm, when they operate a 24-hour service?

Why didn't TFL follow similar protocol, professionalism and attention to detail as their counterparts in Reading, when licensing UBER back in 2012? They have failed their stakeholders, the licensed taxi trade, legitimate PH and the public's safety allowing UBER to be operate outside of the PH regulations that were in place. It was not until two years later that TFL carried out "their" legal position of UBER's operational

model. This was done verbally by a TFL nominated QC, not by one chosen independently for impartiality. No notes, minutes or transcripts of this were made. Why did TFL NOT carry out a comprehensive report like Reading Council to consider UBER's licensing? All over the country particularly within the Home Counties, there is illegal touting by TFL licensed drivers working for UBER. Working in areas where they are not licensed, therefore not insured, it is rife and increasing. It is apparent to many that TFL have taken no serious steps to prevent this or accepted their lax licensing is the root cause. I hope that other Licensing authorities will follow Reading's lead, implement the same practices, and follow up with prosecutions.

Unfortunately the prosecution by Reading Magistrates' Court does not conclusively confirm by law that UBER are plying for hire, because the drivers pleaded guilty, therefore avoiding a judgement. It seems the drivers only received fines, nothing more. It is feasible that if the drivers challenged the charges, it would have focused attention on a case study of plying for hire, something UBER were maybe keen to avoid? Thus, did UBER advise their drivers to plead guilty and pay the drivers' fines? Is it in the interests of UBER to simply pay the fines in jurisdictions they are not licensed, if their drivers are charged for illegal touting offences? Is the aim to operate illegally to put pressure on councils to eventually give in to them and issue them a licence?

TFL's licensing of UBER has gone way beyond control, by either fault or design or perhaps both. It is not just London taxi drivers affected by TFL's actions and policies but drivers throughout the country. We need the Mayor to step up, take charge, and hold TFL to account and ensure that UBER's licence is not renewed in a few months' time.

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UBER VAT COURT CASE UPDATE...

With the help of members of the London Cab Drivers' Club, and others, we were able to raise the money we needed to issue proceedings against Uber late last month.

We were also buoyed by a recent Opinion of an Advocate General in the Court of Justice who found that "the service offered by the Uber platform must be classified as a 'service in the field of transport'." If his Opinion is followed in a VAT

context then, going forward, Uber will be forced to charge VAT on fares. And, looking backwards, Uber will owe HMRC a very substantial sum of money in back tax and interest – likely to be around £1 billion.

So what happens next?

I have already received several letters from Uber's lawyers threatening me with costs if the case fail. And it is very possible that the costs bill could amount to £1m or more – even ignoring any appeals. However confident you are of success, this is not the type of threat you can simply ignore. So we will make an application to the High Court for costs protection. And we have taken advice from a QC who specialises in costs who will conduct the application for us. It is possible a court will be more ready to give costs protection to a claimant who

has modest assets. If that's you – and you'd like to lead the charge against Uber - then do get in touch via the LCDC. It would be good to have someone in hand to be able to offer to the court.

Once this application is determined we should be able to progress towards a full hearing in 2018. I know many readers will want faster action – and I do too – but we have to remember that this is something of a David and Goliath battle and one of the ways this shows is in timing. When the professionals are working for you at below market rates you have to expect that things are just going to take a bit longer.

At the end of the day, the result's the thing. And we're in good shape to get the result we want.

Jo Maugham QC







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ENGINE SIZE: 1,968 cc
TRANSMISSION: Manual
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BODY TYPE: Hatchback



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MILEAGE: 6,816 miles
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REGISTRATION: YH65JXM
ENGINE SIZE: 1,395 cc
TRANSMISSION: Manual
FUEL TYPE: Petrol
BODY TYPE: Hatchback



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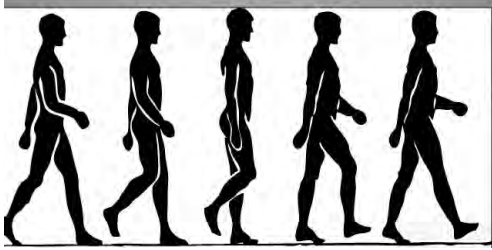
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Walker on the March....

NOT A TAXI ?

My son and I share a cab that's just come up to 18 months old.

Since new, we have had trouble with the handbrake. We service the cab and the brake works perfectly – for about a week. After that, I have to knock it out of gear, that causes the cab to jerk, or else it keeps moving.

I thought I drove like most

tested the battery and said there was nothing wrong with it. I argued that there must be something wrong if it failed to start so regularly. So eventually, they called down an engineer from Coventry to investigate.

When he produced his battery testing gear I told him not to bother as it would show the battery was perfect. It did. I explained the problem and he

PH ON/OFF INSURANCE

Looks like I got it wrong a couple of issues back about this type of insurance. I thought it meant they could have a single policy and use it as "domestic" when not using it for "hire and reward". Last month's issue of the Badge put me right.

It turns out that that is not the case but PH drivers can buy a monthly insurance. In theory, this means that a driver can cancel a H&R policy if he stops using his vehicle as a PHV. However, we all know that the reality is that many of these scoundrels will buy a H&R policy to get their PHV licence and then switch to a much cheaper, but useless to the passenger, domestic policy the month after.

Two things here. Back in the days of the PCO I had to hand in my licence on health grounds. I could have carried on driving a cab but only on a part-time basis, working for only a few hours at a time, until I fully recovered.

My licence was rightfully taken away by the PCO because they said they didn't licence drivers for part-time working and they could be potentially putting the public at risk if I were to push it too far and drive for longer than I should. I accepted that argument as right.

However, on that basis, should TFL not be checking insurance on a monthly basis unless the driver produced a receipt for the full payment of an annual H&R insurance? If the driver produces proof of a full annual payment, no probs. If he's paying monthly, then surely, producing a monthly certificate is part of the price he must pay for doing so.

The second thing that occurs to me is the PHV licence. If a driver takes out H&R and then a month later, changes that to a domestic policy, then he is no longer using the vehicle as a PHV and should surely hand back the vehicle licence.

Otherwise, this is a great little wheeze. I have personally seen an ad in a car window offering 10 months free congestion charge as part of the sale.

If I wanted to drive my car into the congestion charge area, the way it currently stands is that I could take out H&R insurance for a month, buy a PHV licence from TFL and then next month cancel the H&R and switch to domestic insurance.

That's £100 for the vehicle licence and about £200 for the extra cost of H&R insurance for a month, totalling £300. The

Congestion Charge is £11.50 per day. What a touch! If I'm bringing my car in five days a week, 46 weeks a year, the C charge would cost £2645 a year.

So, if I licence my car as a PHV and pay the extra insurance, I'm going to save £2,345. That would pay for a nice little holiday on the Costa Brava for two weeks summer holiday.

DIGITAX – THE NEXT INSTALMENT

Last month I wrote about a little spat I was having with Digitax meters. The club have since heard from other drivers who are having the same problem.

Digitax came after me for a missing meter, 16 months after the event. They wanted £750 from me. They tried to rely on the terms of the hire contract I signed. This says that only their employees could remove or install their meter.

Under their advice, I left both my old cab at M&O's for the meter removal and Digitax installed the new one at the same place.

Since writing in The Badge, I received a letter from Digitax, informing me that if I hadn't paid by the end of May, they would be taking the matter further. I responded to this intimidation by writing to them and explaining that their contract couldn't be relied on because it did not state where the meter had to be taken out but only that it had to be done by Digitax staff. I claimed it was taken out by them and that I had received and paid an invoice for the work. I finished that I was happy to take the matter to court if they wished to do so.

On the morning I was writing my page, I had to visit Ascotts. While there one of the Digitax blokes came over to me and apologised for the dispute. The guv'nor had seen my letter and agreed that I should never have been asked for the money after such a long time (16 months).

Apparently, they have a new guy dealing with this stuff and he has been brilliant in recovering lost meters but in my case, he was a little over-zealous. They were very sorry and were giving me a year's free meter rental as compensation.

As I said last month, if you or anybody you know is getting this sort of intimidation, phone the Club office before you speak to them.

We'll sort it for you.



cabbies but maybe not. At lights and stuff I just keep my foot on the brake pedal but when I set down, my MO is to stop, apply the handbrake and take my foot off the pedal to allow the passenger to open the doors. I never bothered with knocking it out of gear.

Is it just me or do you work like this as well? Well anyway, I can't do it any longer. After moaning about it yet again and going into one this time, my garage told me nothing could be done about it.

According to them, the handbrake on the new TXs are rubbish and the engine torque is too powerful for the handbrake to hold the cab stationary while in gear. In my book that means I cannot use the vehicle as a cab should be used.

This reminded me of my first TX1, bought new. Two or three times a week the cab would fail to start for no reason while moving up a rank and a quick jump start would get it going again and it would run OK.

I took it back to M&O's on a number of occasions but they

asked me to explain what led to the flat battery. I told him that I would put on a rank, leaving on my hire light, music and work radios. Every time a cab got off, I would move my cab up a taxi length like everybody else.

I was gob-smacked by his response. He told me I should not expect a battery to stand that sort of treatment. I said he was telling me I couldn't use LTI's taxi as a taxi. He said he was doing no such thing. I pointed out that that was how London taxis waited on ranks and he was telling me I shouldn't use the cab that way.

The upshot was that the problem remained unresolved until I had to leave the cab at M&O's overnight for some repairs. When I returned, the fella on reception gave me a beaming smile and told me they were unable to start my cab so had given me a nice shiny new battery, gratis.

The silly sod was expecting gratitude. I cannot repeat what he got instead but suffice to say it was a very long time before I used M&O's again for repairs and servicing.

BT Sport

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after that it will be £15 per month or £3.75 per week even a suburban driver can afford that and obviously you must think it's worth it or you wouldn't be contacting me in the first place. So join today.

In the past month I have visited Sectors 2,3,4,5 and 6 speaking to the drivers

Sector 5 (lack of rank space). I'm working tirelessly on all these matters and will inform my members when I have more information. Also talking to drivers, a lot of you have expressed that a desire for extensions and I have listened and I will say personally I don't think extensions are going to solve our problems. However the LCDC in 2017 are in the business of battling our competitors and unravelling corruption, so if you have an idea for an island rank or extension come and talk to me. No promises but I'll always take a look. Example - Rye Lane Peckham, a hotbed of night life over the weekends filled with Prius's and not a black cab in sight.

So as your suburban rep I will do everything in my power to try and get an island rank in Rye Lane for Sector 3 drivers as it's just outside our sector and I'll let you know if I am successful and lastly I say once again I'm working hard for you but I need your support so please support me and join the LCDC today! Thank you.



Frank's Cafe, Peckham

about all sorts of problems. Sector 2 (airport charge) Sector 3 (o2's partnership with Uber) Sector 4 (repeated abuse of taxi ranks in the Bromley area)



Rob Cardwell

The last month has been both hard work but at the same time I've made a lot of progress. I'd first of all like to thank Grant, Alan and Aimee for all their help this month working with the ranks committee.

I applied for new ranks in London Road, Croydon outside Croydon University Hospital and Farnborough Hospital in Kent. I look forward to working with the ranks committee in the future. I have also been in touch with Silka Kennedy-Todd and I've arranged that I can attend all 4 suburban workshops in the coming year. However as it stands at the moment



two of the workshops I will have no members attending so I don't see any point in me attending those particular workshops as it stands, however if the situation changes and I get members of course I will be there. On the subject of members I have had a lot of drivers from all sectors asking me to look into getting them ranks also problems with touting while still being members of other trade orgs. When I've challenged these drivers they have told me the reason they have contacted me is because their orgs are useless, they don't do anything etc... If you want me to work for you then you have to meet me in the middle and join the LCDC. The first month is free, then



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The subscription rate is £170 per annum. If you are unable to pay in a single payment please make one cheque payable to "The London Cab Drivers' Club Ltd," with today's date, for £56.67, and two post-dated cheques one month apart for £56.67.

Send the completed form to: **THE MEMBERSHIP SECRETARY, The London Cab Drivers' Club Ltd, UNIT A 303.2 Tower Bridge Business Complex, Tower Point, 100 Clements Road, Southwark, London SE16 4DG**

Mr/Mrs/Miss/Ms:..... Surname:

First Names:.....

Address:

..... Post Code:

Badge No: Email:

Telephone No: (with full STC code):.....

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:

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COMING SOON

CABVISION WILL BE OPENING AN OPERATIONS CENTRE AT HEATHROW AIRPORT VERY SOON

SIGN UP, TRAINING AND INSTALLATION WHILE YOU WAIT AND IF YOU ARE BEING INSTALLED, LUNCH IN THE CANTEN IS ON US

020 7655 6970
www.cabvision.com



COMING SOON



HEATHROW

@cabvisiontaxi

INSTALLATION

WHILE YOU WAIT





Opening at Heathrow!

For Customers who find our London E1 facility inconvenient, Cabvision are pleased to announce the opening of an installation and support facility in August, just one mile away from the Heathrow Feeder Park.

Many Customers are unaware that Cabvision own Global Meters, one of the largest Taxi Meter businesses in London. With Taxi Payment Systems and Meters at the forefront of our business, not only are we on hand to directly support our credit card customers, we are able to install or overhaul a meter, saving Customers time and money. Our industry leading service will now be available to Heathrow Drivers.

Our payment options have been well received by Heathrow Drivers; the most popular feature being that we pay the money processed via our terminal, the very next day, six-days per week, with no additional charge!

When TfL introduced the payment mandate, abolishing the customer surcharge, Cabvision were aware that Heathrow Drivers would be financially worse off when accepting card payments. Our two payment options were created with Heathrow Drivers in mind, making us cheaper than our competitors for the majority of journeys commencing from Heathrow. *Please take a moment to review the table below:*



@cabvisiontaxi

<i>FARE</i> _{eg.}	VERIFONE	CMT	Cabvision
£40	£1.58	£1.70	£1.34
£75	£2.96	£3.01	£2.37
£100	£3.95	£3.95	£3.11
£140.00	£5.53	£5.45	£4.29

Based on Cabvision Option 2 : 2.95% + 16p*

Taking 1 Fare of £75.00 each day, working 23 days per calendar month, the **Cabvision Driver will save over £160.00 per year** compared to anyone else.

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Airport matters... by Alex White

Out west (Heathrow)



Volume of jobs is still up since the credit card mandate, this is great news, but we need to keep on looking for different ways to increase the number of jobs as competition for the work is increasing at Heathrow.

The HUTG is currently reviewing the price list, there will be small changes in the shorter jobs just to make pricing more consistent. Long term I feel that we should have a good look at the pricing of the longer jobs. How many of you have done jobs over 100 miles on the meter recently? I see a lot of these jobs being negotiated on the rank, I would like to see an open discussion about these jobs and the pricing of them - I want to see more passengers use us.

Please make your thoughts and feelings known about pricing, the more drivers that contribute to the discussion the better. We all have opinions and I am more than happy putting your thoughts into any discussions the HUTG have about this.

Please if you don't want a job (that is not compellable), don't let it walk off the rank - please pass it back and let other drivers try to win that work. What does not suit you may be the perfect

job for someone else.

Please when you're the point cab in any line in both the north or south park pull to the very front of the line. With the new Vitos they are slightly longer than the previous models, so we are struggling to fill the lines properly as more and more of these arrive.

The electric Nissan turned up last week - in my opinion it's not going to work for drivers working Heathrow, the range of the battery and the space inside just means its not going to work for the types of work we get, having changed from a Euro6 TX4 taxi to a new Vito taxi I can now see the importance of being able to take a considerable amount of luggage.

This week we should see some converted LPG taxis turn up at the feeder park - for drivers that have taxis nearing the end of their 15 year lifespan this is a good option to get converted rather than take your taxi off the road.

Parking on the fence is reserved for drivers that are either marshalling or representatives of orgs. These spaces are not for drivers waiting for jobs on apps, if we cannot control this

we will end up with permits and anyone without a permit may potentially get towed away.

We are working on a sensible policy to deal with abandoned taxis in the south park, this causes significant issues, this can in extreme situations leave the terminal ranks without cabs and subsequently people walking off the ranks finding alternative forms of transport, please be back to your taxi in plenty of time before your group goes out.



Important Notice Heathrow

New Driver Policy

- Commencing 1st March 2017 a new procedure will be in place for all new drivers wishing to register to work at Heathrow Airport
- The process will require all new drivers to undergo a Heathrow Induction on working practices and procedures which will be hosted by the collective trade groups and bodies from the Taxi Trade.
- The purpose of the induction is to provide information in relation to the working practices that are in place at Heathrow, the bye laws that cover the use of the ranks and feeder parks and the roles and responsibilities of APCOA who manage the Taxi Operations on behalf of Heathrow Airport
- Unless a driver has attended an induction course they cannot be issued with a Tag and Booster which is a requirement to access the feeder park and ranks at Heathrow Airport.
- In addition new drivers will be required to pay for the Tag and Booster from that date and will need to sign the terms and conditions and provide a copy of their bill before the Tag and Booster will be issued. A refund will be issued to drivers who leave Heathrow against the return of the Tag and Booster pro rata to the time spent working at the Airport. (this will be set by Heathrow Airport limited and provided upon issue)
- Please Note this fee will only apply to new drivers and will not be set retrospectively to any drivers currently working at Heathrow.
- The issue of any new tags and boosters is suspended until that date. (please note this does not apply to replacement of damage or non functioning tags)
- Please note Heathrow Airport Limited reserves the right to refuse the issue of a Tag and Booster to any driver who does not comply with the process or suspend the Tag and Booster of any driver who fails to comply with the byelaws or terms and conditions set for working at Heathrow.

Roy Tucker Operational Delivery Manager Customer Relations and Services
Team - Landside Operations
Landside Operations - 31/01/2017 - Do not remove

Heathrow
Making every journey better

Dynamo taxi visits feeder park

Driver Facts

- All electric drivetrain proven over 2.5bn miles of use around the world
- Nimble size of vehicle, ideal for urban motoring
- Instant and powerful acceleration from it's 109PS drivetrain
- Over 100 miles per charge
- Multiple charging options
- Climate controlled cabin ergonomically designed to eliminate physical aches

Passenger Facts

- Superior London based cab interior with comfortable seating for 5 people
- 3 forwards, 2 rear facing seats – all with ample leg room
- Quality soft touch materials
- Panoramic glass roof
- Easy access doors
- Low electric step
- Luggage space
- Opening rear windows

Business Facts

- Launch price £39,995.00 inc VAT on the road (valid until 31st of July)
- Government subsidy £4,500.00 included
- 'Fuel' costs of only 3p per mile estimated based on charging at home
- Service costs reduced by 30% (source Lex Auto)
- No emission zone charges, anywhere
- Lowest possible down time, very reliable



Adam D. Elliott

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