



More trade stories than all the others put together

Issue 251 July 2017

EXCLUSIVE

AT LAST!



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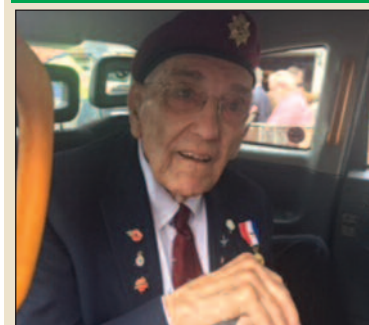
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The views expressed in this publication are not
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Contributions for publication are welcomed
 and should be sent to the Editor at the
 above address.

The London Cab Drivers' Club Ltd.

TXeCity LAUNCH

**Finally, after all that wait, it's
 officially here - the TXeCity
 has arrived.**

I attended the official launch this
 week on behalf of the Club and we
 were given a complete history of
 taxi design through the years. The
 main objective of the new taxi
 (given to the designers) was that it
 must retain the "instantly
 recognisable look of a London Taxi
 whilst at the same time
 incorporating as much modern
 design as can be blended."
 At the time of going to press we
 still have no idea of the cost of the
 vehicle.

One major concern we have is the
 lack of infrastructure to facilitate
 the ability of the drivers to use this
 vehicle on the streets of London.
 During the ULEZ consultation, we
 were told by TfL that there would
 be more than ample charge points
 installed pre-launch. Surprise,
 surprise, there is no physical sign
 of anything near the promises
 made to the trade yet put in place.

Once again, we have been misled
 by our Regulatory Authority who
 expect us to invest OUR money,
 whilst they have not kept their side
 of the bargain.

Sean Stockings v TfL

**As you can see from page 3
 the Club has lodged the
 application in the High Court
 against TfL in relation to the
 revocation of our member
 Sean Stockings' licence.**

Whilst many other trade Orgs
 constantly threaten to act against
 TfL, we at the LCDC back up our
 words with action. So much for
 having millions of pounds in war
 chests.

It now appears that other
 Organisations are taking credit for
 the GLA stance that the Mayor
 should not relitigate UBER, even
 though the LCDC was the only



trade Organisation that took part in
 the UKIP taxi trade Conference
 back in May, that led to David
 Kurten putting the proposal forward
 to the GLA members.

Grant Davis
LCDC Chairman



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**IN THE HIGH COURT
OF JUSTICE
QUEEN'S BENCH DIVISION
THE ADMINISTRATIVE
COURT**

BETWEEN:

THE QUEEN

on the application of

SEAN STOCKINGS

**Claimant
-and-**

**TRANSPORT FOR
LONDON
Defendant**

**GROUNDS AND
APPLICATION FOR
PERMISSION**

INTRODUCTION



LCDC V TfL IN HIGH COURT

This application arises from a decision of Transport for London (“TfL”) to revoke the Claimant’s taxi driver’s licence. Permission is not sought in respect of the revocation, but in respect of an ongoing and unlawful failure to provide reasons that TfL has adopted as policy.

The operation of that policy is continuing to frustrate the Claimant’s access to an available statutory remedy and prevents his participation in a process designed to protect his rights to engage in regulated work. The relief sought by the Claimant is directed at restraining the further implementation of that unlawful policy.

Three principle grounds are advanced on behalf of the claimant:

- 1) Procedural Impropriety – That the refusal to provide adequate reasons continues to prevent the claimant from receiving a fair hearing.
- 2) Breach of Article 6 of the European Convention on Human Rights – That the refusal to specify the reasons for revocation are designed to deny the claimant the basic minimum rights as specified in Article 6.3 (b) and (c).
- 3) Irrationality – It is irrational for TfL to suggest that the subject of a revocation should enter an appeals process without knowing the case he is required to meet.

3 July 2017

John Carl Townsend
Carmelite Chambers
London
EC4Y 0DR

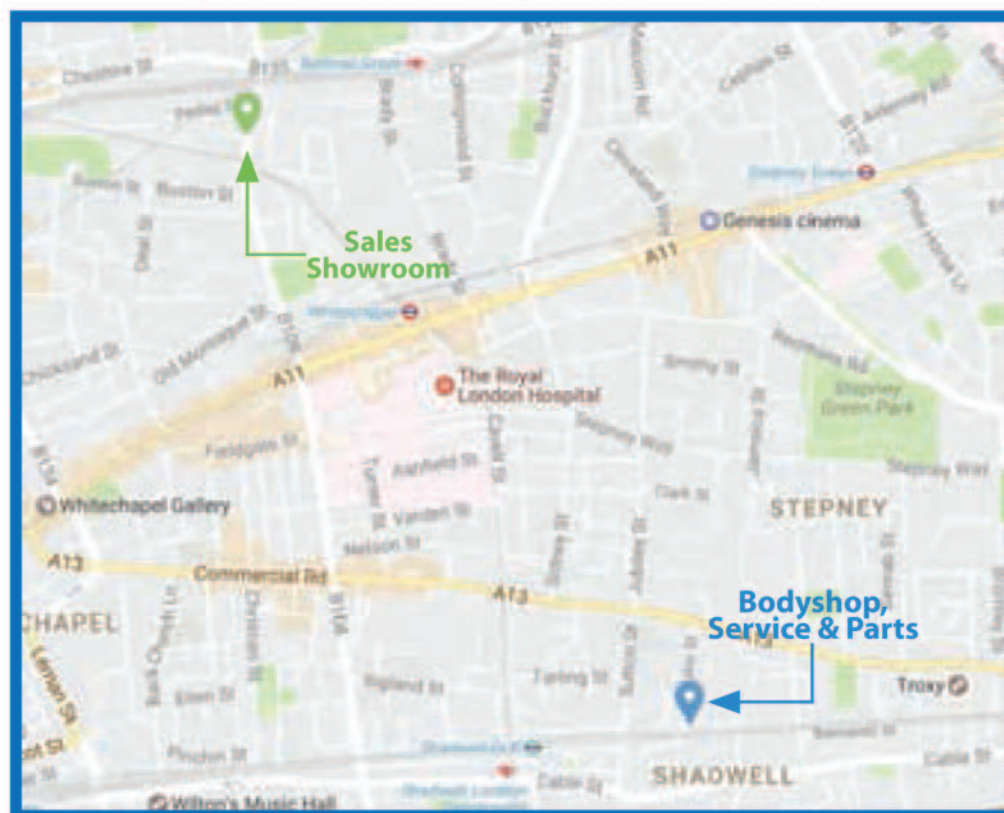


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MAYOR UNDER PRESSURE OVER RENEWING UBER'S LICENCE

The Mayor is facing calls to ensure the licence of car hailing app Uber is not renewed, unless the company improves its working practices.

The London Assembly is extremely concerned about the effects of these practices on other PHV operators, black cabs and even their own drivers.

A motion agreed today by the Assembly also calls for the Mayor to have the powers to cap the number of private hire licences.

David Kurten AM, who proposed the original motion said:

"The Mayor pledged in his election campaign to revoke Uber's licence if there was just case of poor practice as he would not compromise on Londoners' safety.

One year on from his election he has renewed Uber's operating licence despite grave concerns about Uber's working practices, driver safety, increased allegations of sexual assaults by Uber drivers, tax avoidance and the potential quagmire of alleged corruption between Uber's previous bosses and members of David

Cameron's administration. I believe there are now so many problems caused by Uber's practices that they do not deserve any more chances. It is time to pull the plug on Uber in London - unless it does something dramatic about its working practices."

Navin Shah AM, who proposed the amended motion said:

"To say Uber's working practices leave a lot to be desired is an understatement. We know this isn't just taking its toll on Uber drivers but on the wider private hire industry and on cabbies too.

Unless Uber begins to demonstrate better working practice, TfL shouldn't be renewing its licence in the Autumn. In the meantime, the government must respond to the Mayor's request for a cap on private hire vehicles so their increasing numbers on London's roads can be adequately managed."

The full text of the Motion is:

"This Assembly notes that TfL, of which the Mayor is chairman, has renewed Uber's Operating Licence in London for a period of four months from May 2017 to September 2017.

This Assembly is appalled at some of the work practices of



Uber and is extremely concerned about the effects of these practices on other PHV operators, black cabs and even their own drivers.

This Assembly supports the Mayor's request to Government that TfL be given the powers to

cap the number of PHV licences and calls on him, in his capacity as chairman of TfL, not to renew Uber's Operating Licence in London when it comes up for renewal in September 2017 unless it improves its working practices."

David Kurten and Peter Wittle, from UKIP, meet some of the LCDC Committee last October

Uber is not morally acceptable, Labour's shadow business secretary has said as a major review recommends that gig economy firms be allowed to pay less than the minimum wage in some circumstances.

Rebecca Long-Bailey rejected the proposal and revealed that she boycotts the ride-hailing firm because of its business practices.

"I don't personally use Uber because I don't feel that it's morally acceptable, but that's not to say that they can't reform their practices," Long-Bailey said.

"I don't like the way that they are exploiting their workers, and I think the recent case proved that in the courts; that suggested that the workers that were there were in fact workers, and they weren't flexible workers, and they needed to be given the adequate amount of protection and rights that workers enjoy," she told BBC Radio 4's Today programme.

Long-Bailey spoke after it emerged that a major review, drawn up by a former adviser to Tony Blair and published on Tuesday, had recommended

that firms such as Uber be allowed to pay a new category of worker – "dependent contractors" – less than the minimum wage when business is slow.

The review's author, Matthew Taylor, said the lower rates could be offered if a firm could prove that, "on average, the average worker easily clears the minimum wage – in fact, gets 1.2 times the minimum wage", as well as meeting other criteria.

He indicated that the idea was designed to avoid forcing firms into introducing shift working, which he said gig economy workers did not want.

"That's a challenge because, if people can work whenever they want to, we could be in a situation where lots of people choose to work at times of low demand and that makes that business model impossible, which means those businesses would have to have shifts. And the people I spoke to were pretty clear they didn't want shift work; they wanted to be able to choose when they worked," he told Today.

Long-Bailey criticised the proposal, saying: "We don't really need a new status ... the court victories that we've had so far have proved that many of



these so-called self-employed people that work for the likes of Uber, for example, are workers and should be given adequate protections."

She added her concern that if implemented, the recommendations would "undermine" court rulings giving workers the right to the minimum wage, holiday and sickness pay.

Taylor explained that dependent contractors should be barred from making a claim against gig economy firms for failure to pay the minimum wage if the company could demonstrate the necessary rate was being paid on average, people could

"genuinely choose whenever to work" and the firm was open with them about what they would earn at which times.

But Long-Bailey said some gig economy firms were already "exploiting their workers", adding: "If it looks like a job and it smells like a job, then it is a job and the worker should be employed."

An Uber spokesman said: "Millions of people rely on Uber to get around and tens of thousands of drivers use our app to make money on their own terms.

"Almost all taxi and private hire drivers have been self-employed for decades before

our app existed and with Uber they have more control. Drivers are totally free to choose if, when and where they drive, with no shifts or minimum hours. In fact, the main reason people say they sign up to drive with Uber is so they can be their own boss. "Drivers using Uber made average fares of £15 per hour last year after our service fee and, even after costs, the average driver took home well over the national living wage. We're also proud to have moved things on from this industry's cash-in-hand past since every fare is electronically recorded, traceable and transparent."

** courtesy of The Guardian*

LEVC LAUNCH TXeCity



London Taxi Company (LTC) has relaunched as LEVC, marking the next stage in the company's transformation. Underpinned by an investment totalling £325m, LEVC, a wholly-owned subsidiary of Geely, has the single-minded ambition to be the urban commercial vehicle provider of choice for cities around the world.

Chris Gubbey, CEO, LEVC said: "Today is an incredibly exciting day for the company, for the world's cities, for the air we breathe and for the drivers of commercial vehicles. The launch of LEVC marks Britain's leadership as a first mover in creating the world's only dedicated electric vehicle company for the urban commercial market." Alongside the unveiling of the new name and brand logo, LEVC also revealed the final version of the new London Taxi – the TX – and its eCity technology comprising of an advanced battery electric powertrain with a small petrol generator. Applied to the all-new electric TX, the technology allows for a range of over 400 miles including well over 70 miles range with zero emissions.

Discussing the benefits that the TX will bring to drivers, Gubbey commented:

"From our heritage as the manufacturer of the iconic London Taxi, we have unparalleled insight into the needs of commercial operators. Drawing on the best of British design and engineering as well

as technical expertise from our sister company Volvo, our products will help transform city living and provide taxi drivers with an average weekly fuel saving of £100 compared with our outgoing diesel model." Due to launch in London later this year, LEVC is finalising its quality and testing regime for the TX which has taken it to the extreme heat of the Arizona desert and freezing temperatures in the Arctic Circle. LEVC expects strong demand from its launch market in London once the order book opens on the 1st August 2017. Commenting on London's leadership in tackling poor air quality, Gubbey added: "London has led the way in setting out tough measures to reduce taxi and van emissions and in just a few short years we expect EVs for the commercial operator will not just become commonplace, but mandatory in cities around the world creating huge opportunities for LEVC globally."

A key consideration for the company's new name and brand positioning is its international strategy, which has been boosted by the news that LEVC has received its first major international order from RMC in the Netherlands for an initial 225 vehicles to be delivered in 2018. RMC, one of the Netherlands' largest taxi operators, has been appointed as the importer and operator. Chris Gubbey, commenting on the news, said: "Today's announcement that RMC will be our importer for the



Netherlands is great news for LEVC and demonstrates the need for EV urban commercial vehicles across Europe and the world. We have been extremely impressed with the vision and

business plan presented by the management team at RMC and we look forward to a long and fruitful relationship." From 1 August LEVC will be providing personalised

purchase propositions to drivers commencing with those that have registered an interest through

www.theelectrictaxi.co.uk

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All-Party Parliamentary Group on Taxis



I am delighted to introduce this first report of the All Party Parliamentary Group for Taxis.

The black Hackney carriage is one of the great icons of our capital city, the Knowledge of London produces the most qualified taxi drivers in the world, and the licensed taxi trade is a mainstay of public transport systems in towns and cities across the UK. Our challenge now is to make sure that the trade enjoys a bright future, as well as a proud history.

The debate about the future of the taxi trade has often been unfairly characterised as a debate between those who support competition and innovation versus those who want to cling to the past. This is a lazy analysis. The taxi drivers I represent are not afraid of innovation or competition. Increasing numbers of drivers are embracing new platforms like Gett and Mytaxi; many cab drivers have been accepted card payments long before it was mandatory; and a great many more are keen to get behind the wheel of the new generation of carbon-neutral electric capable taxis to play their part in improving air quality and protecting our environment. But taxi drivers are finding it increasingly difficult to compete in a changing market place with both hands tied behind their backs.

The taxi and private hire industry is, in many respects, at the cutting edge of an industrial revolution that is sweeping the world with an unprecedented scale and pace. Breakthroughs in technology offer unlimited potential to improve our quality of life and are revolutionising the way we travel. But, on the streets of London and other major cities around the world, we have also seen how advances in technology can be exploited by multinational companies that seek to drive their competitors off the road with a business model based on poor pay and conditions for drivers, the exploitation of regulatory loopholes, and predatory pricing made possible with huge venture capital and aggressive tax avoidance.

This report sets out a range of practical recommendations intended to put fair competition and the interests of passengers at the heart of the taxi and private hire industry. I'd like to thank all those who gave evidence to our inquiry and to the Members, secretariat and sponsors of the APPG for their assistance in producing this report.

Most importantly, I hope this report leads to action by ministers and regulators, which is long overdue.

Wes Streeting MP

Chair, All Party Parliamentary Group on Taxis
Member of Parliament for Ilford North



Alan's Angle

All change at Lambeth Bridge

Road consultations are like buses these day, don't see one for a while then 2 or 3 come along together.

So here is the latest offering from TFL on plans to redevelop the roads north and south of Lambeth Bridge.

We have developed proposals to transform the road layout at the northern and southern roundabouts at Lambeth Bridge to create a safer environment for cycling and walking. We would also make changes to some approach roads and to the bridge itself. Focussing on road safety, our proposals are designed to keep traffic moving along these key routes, whilst providing a better balance to the way that space on the road is allocated. Our proposals would require changes to the way general traffic moves through the area, including new left or right turn traffic restrictions on some roads at each end of the bridge.

What are we proposing?

We propose to convert both the northern and the southern roundabouts of Lambeth Bridge into crossroad junctions, with traffic signals and signalised pedestrian crossings. At each junction, dedicated space would be given for cyclists and new pedestrian areas would be created.

To support these transformational plans, changes to the road layout are also proposed on Lambeth Bridge itself, at the Millbank north junction with Great Peter Street and along Lambeth Palace Road. These layout changes include two general traffic lanes at each exit from the bridge, the introduction of a signalised pedestrian crossing at the Millbank

north junction with Great Peter Street, and the extension of the southbound bus lane on Lambeth Palace Road. We have also developed public realm improvements, sensitive to the heritage of the area. These designs propose to further enhance the look and feel of the area so that we can promote a real sense of place to Lambeth Bridge and its surrounds. The Metropolitan Police Service has installed barriers to increase security on London's busiest bridges. Our proposals will aim to ensure that the security of all road users is maintained in the future.

Why are we proposing these changes?

Safety

Our proposals are designed to improve safety at both northern and southern roundabouts by introducing dedicated facilities for vulnerable road users, such as signalised pedestrian crossings, new cycle lanes and separate cycle signals. The northern roundabout in particular has a high proportion of collisions involving cyclists, and is one of the locations we are prioritising as part of our Safer Junctions programme. Healthy Streets to encourage walking and cycling.

The proposals form part of the Mayor of London's long-term vision to encourage more Londoners to walk and cycle by making London's streets healthier, safer and more welcoming. Both roundabouts and Lambeth Bridge are currently dominated by motor traffic and can be intimidating and unpleasant places to walk and cycle. By giving cyclists space and time to pass through the junction



Artist impressions of north side of Lambeth bridge

more easily, and by providing new signalised crossings and clearer footways for pedestrians, we can encourage more people to use these healthy and sustainable forms of transport, whilst keeping other traffic moving. Building a local cycle network Lambeth Bridge and its roundabouts lie on busy cycle commuter routes. Making the area safer and more welcoming for cyclists would help build connections to existing infrastructure, such as Cycle Superhighway Route 8 on Millbank, and planned improvements, such as Westminster Bridge and Central London Grid routes. The following map shows how our proposals would build on cycling connectivity in the area.

The impacts of our proposals

Journey times

Our proposals have been designed to not

have a disproportionate impact on other road users. However we expect there would be changes, both positive and negative, to journey times for motorists, bus passengers and cyclists. Should these proposals go ahead, we would take a number of steps to ensure that the changes made along the route are balanced. We are investing in advanced traffic signal technology to allow us to better manage traffic depending on differing conditions at any given time.

Turning restrictions

Our proposals include a number of restrictions to turning movements:

- 'Straight-ahead only' for traffic

exiting Millbank north

- A time-of-day banned right-turn from Millbank south onto Lambeth Bridge during the evening peak
- A banned left-turn for northbound traffic from Millbank south into Horseferry Road
- 'Straight-ahead only' for traffic exiting Horseferry Road
- A banned left-turn from Lambeth Palace Road onto Lambeth Road.
- A banned right-turn from Lambeth Road onto Lambeth Palace Road.

We do not develop proposals to introduce traffic restrictions without carefully considering the potential impacts and exploring alternative solutions. The restrictions are proposed either to address a safety issue or to help the signalised junction operate more efficiently, minimising potential journey time delays to road users.

... and at Waterloo!

Next of the rank of for making London's street more congested is this new scheme for Waterloo, this is what TFL will be consulting on.

Our proposals aim to create a healthier and safer environment for people to walk and cycle and use public transport as well as support the regeneration and growth of Waterloo. These proposals aim to improve the quality of life in the area by reducing the dominance of traffic, allowing people to better enjoy the area and creating a healthier and safer environment. We will also be planting more trees to replace the removal of trees which will have the potential to benefit biodiversity, landscaping and wildlife and

creating a sense of place with the proposed new public square. Our aim is also to keep buses and traffic moving through the area.

The proposals form part of the Mayor of London's plan for Healthy Streets - a long-term vision to encourage more Londoners to walk and cycle and use public transport by making London's streets healthier, safer and more welcoming.

Our proposals would: Create a new tree-filled public square supporting civic and cultural life of the area by moving the existing bus stops from Tenison Way to an improved bus station on Waterloo Road, closing the south-west arm of the roundabout and changing the remaining carriageway to two-way traffic.

Introduce segregated cycle lanes making cycling around Waterloo roundabout safer.

Create new pedestrian routes and permanently remove some subways (but keep others) to help create more direct walking routes towards the river Thames. The subways can be unpleasant and divisive, inaccessible to large sections of the community.

Widen the footways on Waterloo Road to give more space to pedestrians and waiting bus passengers by narrowing the carriageway through removing a section of bus lane.

Relocate northbound and southbound bus stops to keep traffic moving on Waterloo Road.



View from Waterloo Bridge of changes

Ban the right turns from Waterloo Road into Stamford Street and from Concert Hall

Approach (except for buses) to keep traffic moving.

Same old story: political interference in Chicago favours Uber over cab trade

In addition to repaying loans on their medallions, taxi operators also have to pay thousands of dollars each year in city expenses, like the ground transportation tax and medallion license renewal fee—expenses that rideshare drivers are not subject to. (Cab Drivers United/ Twitter)

Ghana-born John Aikins has been a cab driver in Chicago for two decades. About 15 years ago, he decided to go into business for himself by taking out a loan with his wife to purchase a medallion—a city-issued license to operate a taxi—for \$70,000. Paying it off within a few years thanks to a steady stream of passengers, they took out loan for a second medallion five years ago, using the first as collateral.

Watching his medallions appreciate in value over the years, Aikins planned to eventually sell or lease them to other drivers, a common practice in the industry. “I hoped it would be my retirement investment, and I had planned to retire this year,” Aikins told *In These Times*.

But with the introduction of Uber and other rideshare companies to the city—which can operate without the expensive, city-issued medallions—Aikins has seen his clientele plummet over the past three years, making it increasingly hard to keep up with his medallion loan payments.

Across the city, the number of taxi rides dropped from 2.29 million in January 2014 to 1.1 million in January 2017, according to a report released recently by Cab Drivers United, AFSCME Local 2500 (CDU). As a result, the average monthly income per medallion has fallen by \$2,000 during the same time.

“Getting to the end of last year, things had changed so drastically,” Aikins said. “We just couldn’t make it.” After recently receiving a notice of foreclosure on his medallions,

his retirement plans are now on hold.

Aikins is hardly alone. In the past three years, more than 1,300 taxi medallions in the city have either been surrendered to the city or put into foreclosure status, while another 100 or so are facing repossession through lawsuits by lenders, according to the CDU report.

This foreclosure crisis is hurting small family businesses most of all, CDU contends. Of the 6,999 taxi medallions in the city, 39 percent belong to small owner/operators, like Aikins,



who own four or fewer medallions.

“Because of the misconception that the taxi industry is just big fleets, the fact that thousands of small businesses are disproportionately being hurt by this crisis is too often overlooked,” said Tracey Abman, associate director of AFSCME Council 31. “The taxi industry is really about providing decent, full-time jobs—or was—for drivers.”

In addition to repaying loans on their medallions, taxi operators also have to pay thousands of dollars each year in city expenses, like the ground transportation tax and medallion license renewal fee—expenses that rideshare drivers are not subject to.

CDU says the number of

rideshare vehicles in Chicago now exceeds 227,000, while 42 percent of the city’s taxis didn’t pick up a single passenger this March. The union stresses that the decline of the taxi industry is a loss for the broader public. Unlike most rideshare vehicles, taxis serve people without bank accounts by accepting cash, and they also have more stringent requirements on providing access to people with disabilities.

Aikins says he doesn’t fault the rideshare industry for his current predicament, but instead blames the city.

was passed that removed the original provisions on fingerprinting and wheelchair accessibility. While the final version requires rideshare drivers to obtain special chauffeur licenses, it allows them to complete the necessary training online instead of through the expensive in-person classes taxi drivers must attend.

Critics have accused Emanuel of being biased in favor of rideshare companies, particularly Uber. His brother Ari—a Hollywood agent and the inspiration for Jeremy Piven’s character on HBO’s

thousands of activists, CDU provides educational workshops for drivers, connects them to legal services and organizes them to pressure lawmakers for fairer treatment.

Furqan Mohammed, a private attorney whose firm partners with CDU, said he has talked with over 100 owner/operators like Aikins facing foreclosure in recent months.

“Some of these drivers will owe upwards of \$250,000 on these medallions, yet the underlying asset is worth maybe \$50,000 if you can even find a willing buyer,” he said.

With CDU’s help, Aikins contacted an attorney who recently helped him file for Chapter 13 bankruptcy in an effort to save his livelihood. Mohammed said his law firm is assisting many owner/operators to restructure their medallion loans, but he called it only a “temporary solution.”

Longer-term, CDU is calling on the city to ease the financial burdens of taxi drivers, including eliminating the medallion license renewal fee and waiving the ground transportation tax for struggling owner/operators.

The ground transportation tax—paid once every two years—is due at the end of June. Aikins said the tax for two years is about \$2,000.

“It doesn’t make sense,” he said. “The city knows we don’t have the money.”

“If the city were to create a hardship waiver for the ground transportation tax literally in the next few weeks, that would send a signal to these small owner/operators that the city does care about them and is prepared to work on a more comprehensive package for reform,” AFSCME’s Abman said.

“If relief is not provided [in the coming weeks] we will see much more decimation of the industry,” she warned. “Time is of the essence.”

Entourage—is an Uber investor. Also, the mayor’s former chief of staff became an Uber executive not long after passage of last year’s ordinance. Earlier this year, Emanuel’s Obama administration colleague and former Uber executive David Plouffe was fined \$90,000 by the Chicago Board of Ethics after it was revealed he illegally lobbied the mayor on behalf of the rideshare giant in 2015.

With no help from the city, Aikins turned to Cab Drivers United for assistance after receiving his foreclosure notice. Formed in 2014, CDU is a non-traditional union in that it does not bargain contracts, since labor laws classify taxi drivers as “independent contractors” rather than “employees.” Made up of hundreds of dues-paying members and a network of

“We are so saddled with rules and taxes and renewal fees, and the city hasn’t done anything to relieve us,” he said. “It looks like they are just waiting for us to die off.”

Last summer, the City Council was poised to pass new regulations on rideshare companies, which CDU hoped would help create fairer competition. The original ordinance would have required fingerprint background checks on rideshare drivers and would have mandated that at least 5 percent of all rideshare vehicles be wheelchair-accessible—rules comparable to those imposed on the taxi industry.

After the last-minute intervention of Mayor Rahm Emanuel, however, a watered-down version of the ordinance

Report into 'gig economy' proposes closure of legal loophole for staff

Author of the report, Matthew Taylor



A nine-month review into the modern British workplace will propose a range of action to improve the lives of those in the underbelly of the jobs market, including roughly 865,000 agency staff.

Matthew Taylor, who was Tony Blair's former policy chief, will anger companies by calling for the government to close a legal loophole that allows temporary staff from agencies to be paid less than direct employees doing the same jobs. The closing of this loophole, known as the "Swedish derogation", is one of dozens of tweaks to laws and regulations that seek to build on the UK's existing regulations, rather than sweeping them away in favour of a French or German approach. The review calls this "the British way". Nevertheless, it hopes that key recommendations such as extending holiday and sick pay to "gig economy" workers, and an announcement from the government on giving paternity and maternity pay to the self-employed, will cumulatively trigger a step-change in the quality of work for low paid and precarious workers. Business groups

reserved judgment on Monday until the full report was published. But Neil Carberry at the CBI employers' lobby said businesses would be "deeply concerned" by any move to scrap the Swedish derogation, adding it was a fundamental part of the original agreement between employers and unions on how to implement agency worker protections in the UK.

The trade unions condemned the report as a "wasted opportunity". The review does not recommend other policies that unions wanted, such as banning zero-hours contracts or scrapping fees that workers pay to challenge employers in tribunals. "There will be nuggets in there that we'll welcome and push for but the overall feeling is this isn't the game-changer we needed," said Kate Bell, head of policy at the Trades Union Congress, the umbrella body for UK unions. Len McCluskey, the leader of Britain's biggest union, Unite, was less polite. "It has spectacularly failed [to tackle] the scourge of insecure working in this country," he said. Meanwhile the IWGB, a union that represents some Uber and Deliveroo workers, complained that it was a "massive step backwards" for the review to suggest that gig

economy workers earn the minimum wage on a "piece rate" basis, which means they might not earn the hourly rate at times of low demand. The review comes at a critical time for the economy. On paper, the UK labour market should be the envy of many industrial countries: employment is at record highs and, unlike in the US, the UK does not have a problem with people dropping out of the labour force. Meanwhile, the minimum wage is successfully pushing up pay at the bottom, with earnings rising at the fastest rate in almost 20 years for the 5 per cent of workers on the lowest rungs of the ladder. But there are persistent problems under the surface: productivity has stagnated since the financial crisis; real wages are still lower than before the crash; the number of people on zero-hours contracts, which do not guarantee any work, has grown to almost 1m. The labour market remains relatively "bottom-heavy" compared with other countries. As the minimum wage floor has risen, more workers have become clustered on top of it. In 1999, just 3.4 per cent of jobs were paid the minimum wage; by 2016 it was 7.1 per cent. On

current projections, it will reach 12.1 per cent by 2020. Meanwhile, the number of self-employed people, to whom the minimum wage does not apply, is rising. The Taylor review will recommend that the Low Pay Commission focus on how to improve quality and progression routes for people at the bottom; part of an overall push for "good work" to be a national priority. It is not yet clear how many of the recommendations the government will choose to adopt. Theresa May, prime minister, will speak at the launch of the review on Tuesday but stop short of promising to implement it fully. "Our task, informed by the work of Matthew and his team, is to make sure that the high standards of our best employers become the benchmark against which all employers are judged," the prime minister will say. "And as the world of work changes, our practices and laws can properly reflect and accommodate those changes." On one key policy area, the government is highly unlikely to follow Mr Taylor's recommendations. The review will call for the government to address the fact that self-

employment is taxed much more lightly than employment. The review will warn that employers are incentivised to classify workers as "self-employed" when they are not because it saves tax. But Philip Hammond, the chancellor, has concluded it would be too risky to revisit his abortive plan to raise national insurance contributions on the self-employed, inflicting another blow on the public finances. The 2017 Conservative manifesto left open the possibility of Mr Hammond reviving the policy — dropped in humiliating fashion after the spring Budget — in conjunction with possible new rights for the self-employed linked to the Taylor report. But Damian Green, first secretary of state and, in effect, Mrs May's deputy, announced on Monday that the policy, which would have raised £500m a year, would not be revived. "The House of Commons has already spoken on that," he said. Mrs May's failure to win a big Commons majority in the June election meant the policy would be unlikely to survive a second outing.

** courtesy of the Financial Times*

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WORTHING TRIP 2017



July 4th is the day when the US celebrates independence. Over here the Taxi Charity for Military Veterans celebrated that day by taking more than 200 of our independently spirited WWII and other veterans to Worthing for the annual pilgrimage to the seaside.

The cabs convened as usual at South Holmwood in Surrey from 9.30 onwards... The extraordinary hospitality of the villagers never fails to impress. Not only do they have to cope with the cabs (90 this year) taking every available bit of parking in their small community, but they produce an enormous feast for everyone. This kindness is especially appreciated by the veterans, many of whom leave home at 6.30am. Then on we went to Worthing where the D Day Darlings and Shaun Chambers provided entertainment in the Pavilion on Worthing pier while the veterans and drivers tucked in to fish and chips. Afterwards the

only possible choice was to head outside for ice-creams on the promenade in the beautiful sunshine. The Mayor and people of Worthing gave everyone a fine welcome, and we were really delighted that our patron Vice-Admiral Sir Adrian Johns was also able to attend.

Those with some stamina after a long and highly enjoyable day went home via South Holmwood where the reception was just as warm as the weather..

As always heartfelt thanks must go to the drivers who so willingly and cheerfully give up their time for the charity. We can never express adequately our gratitude, not only to those who have given their support for many years, but also to the new drivers, some of whom were on their first ever trip. Thank you all.

PS: Don't forget that next year is the charity's 70th anniversary, so watch this space...

Frances Luczyc Wyhowska
Vice-President
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■ **CAB TRADE ADVICE**
All members can call the office for any information or up to the date news on any trade related subject.

■ **TRADE'S FUTURE**
The Club worked tirelessly in bringing in the green & yellow identifiers to the taxi trade.
And are always working hard to protect our future.

■ **CAB TRADE REPRESENTATION**
We are working hard to work with members of the GLA and also politicians to fight our corner against TFL and was a major influence in the recent "future proof" document.

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We at the LCDC don't often bang our own drum when it comes to helping our members with their legal troubles. A lot of the cases which come our way with members are quite sensitive and we respect their wishes to keep things in house and out of the paper which I can fully appreciate.

However, not only do Payton's Solicitors offer our members a 24 Hour Duty Solicitor 365 days a year, but since getting involved with the Club, our solicitor Keima Payton has the distinction of having a 100% success rate in all her cases which she has handled on behalf of the Club's members.

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- Grant Davis, LCDC Chairman

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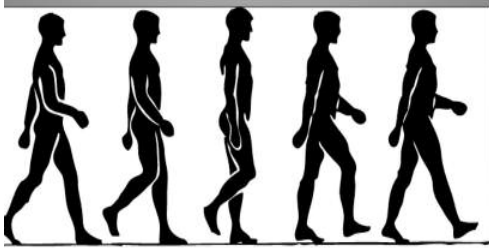
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Walker on the March...

THE GAME'S FINISHED SON

I did the KOL during 1977-79. Even back then, if I rode my C90 alongside a cab, I would often be told to give it up because the game was dead.

Sadly, I think that phrase now has a ring of truth to it.

FUTURE PROOF

At the end of 2014 the GLA transport committee produced the "Future Proof" report, designed to ensure the continuation of both taxi and PH trades.

That was 2.5 years ago and they made 19 recommendations. Of these, only six have progressed in any way and the other 13, as far as I can tell, have been forgotten about.

One of these recommendations –

look at the age demographic.

One in every five drivers is above the state pension age of 65 years old. Nearly two thirds of drivers are 50 years or older. Conversely, only 10% of drivers are younger than 40 years old.

This trade is dying of old age and due to the way TFL enforce their rules, not likely to get any better. KOL schools are closing. Why would anybody with any sense put in 3-4 years graft on the KOL, unpaid, for a job that no longer pays any sort of premium?

Why not simply obtain a PH licence and go and work as a taxi driver for a PH App outfit? Weigh the cost of doing the KOL, against how much you'd earn as a PH App driver over 3 or 4 years. It will probably take between 10-15 years to break even, if you include in-work benefits.

become the major provider of private transport hire.

The rot doesn't stop there. PH operations are consolidating and the industry is becoming internally less competitive, while becoming increasingly competitive with the taxi trade.

PH OPERATORS

In six years PH operator numbers have reduced by a quarter, while the number of drivers has increased by 84% and the number of PHVs has increased by 62%. What does that tell us?

Market power within the PH industry is being concentrated into a few large players that dominate and distort the market. Drivers increasingly have less choice about who they work for, or how

of the way, they will be able to raise fares to a sustainable level.

To do this, they have to wipe out not only most of the other PH operators but also the taxi trade.

TAXI V PH: DIRECT COMPETITION

The taxi trade was never in direct competition with PH trade until it was licenced.

Licensing put PH operators in direct competition with the established radio circuits of DAC, RT and Comcab who couldn't live with this competition.

RT sold out in 2004 and never made a penny profit before it was taken over by Gett. DAC struggled on for the last 8 years, largely due to having £7 million in the bank that helped sustain their continued losses and are in the process of dissolving the business. Comcab have managed to survive and make some reduced profits but the future isn't rosy.

The reason they couldn't survive PH competition is because PH faced much lower costs and so could undercut them.

Anybody that doesn't think we have the same problem on the street is kidding themselves. We are now competing for street hail work, soon to be using an electric vehicle that costs three times the cost of our competitors' electric vehicle.

How will we survive that as long as TFL continue to allow the barriers between taxi and PH work to be dismantled by electronic means?

CAN WE SURVIVE?

I don't want to be completely all doom and gloom but we are unlikely to survive if nothing changes, as the last six years have indicated.

We have to have a level playing field in order to compete directly with PH or we have to get back to the situation that the PH Act intended – taxis and PH playing on different fields.

The only way we get this is by persuading TFL, Mayor and politicians that this is the right thing to do. This is where YOU come in. The LCDC works hard to do this work and certainly punch above our weight.

If you are a member, that's great. If you aren't a member, we need you to join us. If you are in another organisation and they are working hard for you, that's fine; stay there. If you aren't in any trade organisation or your organisation isn't working hard for you, we need you to join us.

The bottom line is that we can only do as much as our income allows. That income comes from driver subs. The more drivers, the more income, the more effective work we can do.

Surely, £15 per month, even if it's not to the LCDC, isn't too much to ask to protect your living for hopefully the rest of your working life?



engagement policy with the trade – has actually gone backwards. Although Boris didn't really have a clue about how the trades operated or the rules they operated within, at least he met the trade on a regular basis. It appears to be beneath Mayor Khan to meet with the trade and the "cabbies cabinet" is no more.

Mayor Khan has delegate trade engagement to Mike Brown. Albeit a snub to the trade, it may still have worked if Mr Brown had not continually deferred meeting with the trade.

It doesn't help that Val Shawcross has turned from poacher to gamekeeper; from being a vociferous critic of the Mayor to being his transport chief.

TAXI DRIVER NUMBERS

In total, taxi driver numbers have fallen by 3.5% over the last six years with all-London numbers reducing by 2% and suburban numbers reduced by 12%.

That may not seem much but it is very important. It's a steady trend that suggests driver numbers will continue to decline. This is especially so when we

So, you start the KOL when you are 21 instead of getting a PH licence and if you are lucky, you will break even by the time you are 35-40 years old. That's if there is still a cab trade in 20 years time.

If we look at PH numbers over the period in question it bears out this problem.

PH DRIVER NUMBERS

In the same six year period, PH driver numbers have increased by a whopping 84%. I'll repeat that – an increase of 84%. Their numbers have gone from 64,063 to 117,712 in just six years.

This coincides with the advent of Apps that allows PH to get around the law and operate as taxis, plying for hire electronically.

This is hard to take in. Six years ago, taxi drivers represented almost a third of the combined taxi/PH fleet. Today, it is well under 20%.

If this continues in this way for another six years, there will be nine PHVs for every taxi. At that point, the taxi trade will have become an insignificant part of London's transport strategy and PH will

they work.

If this trend continues, all the power within the PH trade will be held by just a few players who will be able to tell drivers how they will work, when they will work and for how much they will work. PH drivers will have no resistance to having their fares and commissions slashed.

These players will be able to use this power to decimate the taxi industry if they continue to be allowed to operate "e" hailing.

THE KING'S NEW CLOTHES

This is central to Uber becoming profitable. They like to pretend they are using innovative technology to reduce fares but this is a sham.

The reason they have been able to reduce fares is because they have the ability to withstand the billions of losses. They cannot make a profit on their current fare/ commission rates.

To make a profit, their business plan is to wipe out all or most of the competition and leave them with a monopoly or near monopoly. Once the competition is out

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Sound of the Suburbs



Rob Cardwell

Another busy month for the LCDC in the Suburbs with more members joining the club - thank you for your support. I'll work my hardest to try and improve our situation in the suburbs.
All Ranks that have been requested are still with TfL at the moment, an ongoing problem with members of the public parking on working ranks in sector 3, namely the New Cross Road rank outside the venue and Greenwich Church Street rank. Regarding the venue rank I've forwarded pictures on to the red routes team. The one on Greenwich Church Street is a bit more difficult, but I shall continue to work on the problem. We have suburban workshops coming up in the



next few months - July 27th 2017 Sectors 1 & 2 will be held at London Underground skills training centre Stratford Market depot, Burford Road E15 2SB. I'll be in attendance having members in sector 2 the next one is on 3rd October. Sectors 3 4 and 5 is being held at 15 West Ferry Circus Canary Wharf London E14 4HD. I will be in attendance as I have members in all 3 of these sectors. And 21st of November 2017 Sectors 6 & 7 at Palestra. I will not be attending this one, because as much as I would like to, I have no members in either of these sectors but if any of you Suburban drivers can get anyone to join the LCDC between now and then I will be there to represent you. And lastly 26th January 2018 Sectors 8 and 9 will also be held at Palestra and again I

have no members in these two sectors so I will not be attending but if that changes, again, I'll be there on this date.
With regards to these workshops I encourage all suburban drivers to attend. I know they're viewed as a waste of time by a lot of you and the locations where these years ones are being held are crazy (and not even in any of the sectors apart from 1 & 2) but it's the only time you get to meet with TfL and voice your concerns over your sector, so please make sure your voice is heard. The other project I'm now involved in is Sector magazine. Sector is the first Magazine that will be aimed at the suburbs and will highlight suburb issues along with a few other trade issues and it is totally independent from any trade organisation. It will be published once a month and will also be available in Digital format, from www.sectormagazine.co.uk to register and receive this on a monthly basis no fuss no hassle. The first issue will be out the start of August, just so people know I will state this is not an LCDC publication it's independent and my work as suburban rep will have no



bearing on Sector magazine. The only reason you're hearing about it in The Badge is we have Grant Davis' full support as he thinks suburban drivers having their own magazine is an excellent idea. So until next month... you all be lucky out there.



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#TeamWilkey make their return



TeamWilkey fighters make their return later this month after an unusual couple of months of injuries.


Johnny Coyle suffered a bad hand injury which caused him to pull out of an IBF Intercontinental title fight

against Josh Leather. Johnny, managed by MTK, is fighting on their show at Brentwood Centre on 22nd July. Also appearing on the MTK show is ID Hill, now fully recovered from a bad cut sustained in his last fight against Sohail Ahmad, which

resulted in a technical draw. On Sunday of the same weekend we have Arthur Hermann who tops the bill on the Tommy Dove's show at the York Hall. Hermann sustained a nasty cut earlier this year while challenging Stepan Horvath for the

vacant WBO European super welterweight title. On this show Hermann takes on the tough and experienced Ryan Toms. With both men being former area champions this will make an interesting fight. Also appearing on the same bill on Sunday is Mitchums,

Cheznie Hawkins, fighting his first 6 rounder after injuring his thumb in his last contest. Alec, an LCDC member, told The Badge "it's going to be a busy weekend, but it's good to have the boy's back out working".

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Airport matters... by Alex White

Out west (Heathrow)



LPG taxis

I used to have a BMW 523i that I had converted to LPG this was a long time ago but even back then I could see the benefits of LPG, so I am very pro LPG.

We have had a few LPG taxis in the feeders, the perfect time to convert is in the 14th year of your taxi, it gives you another 5 years, costs range from £8k, up to £12k depending on what you have done, but done properly you will have a new engine as well as the LPG conversion. Recently Vehicle Repowering Solutions <http://www.vehiclepowering.com> brought down a couple of taxis that have been converted to the feeders, these guys know what they are doing, very knowledgeable, their solution is a new petrol engine plus all the LPG work and with VAT its a £12k cost, this can be done to any TX from my understanding. There is also conversions to LPG happening at Richmond Road in Hackney.

LPG is arguably cleaner than electric, the pure electric solution from Nissan just does not have the range required to do our jobs, figures up to 100 miles per charge are not going to happen round town, put the air-con on and see that figure reduce even more. The range extended electric taxis will be running on their petrol engines for considerable amounts of time during a shift so will be burning petrol, LPG is cleaner than petrol by a considerable margin and up to 20 times cleaner than diesel.

I have to wonder why we have not got a full fleet of LPG taxis, the only conclusion I have drawn is its commercial suicide for the manufacturers to back LPG it will slow the sale of new taxis and more drivers

will opt for conversions rather than new taxis, maybe I am being harsh on LTC who knows, maybe they want to comment.

If you work Heathrow and run an LPG taxi you are entitled to 50% off your TAG fees, so £3.50 would then be £1.75 per TAG fee, another good reason to convert to LPG.

The trade representatives recently had a compliance meeting and others in attendance were TFL, Heathrow Airport Limited (HAL) and the police, unlike the previous compliance meeting I felt things were improving, TFL compliance officers are being given more powers at the airport, this is a good thing, it is inappropriate to discuss some of these new powers as it would lessen their ability to do their jobs properly but all we need to know is this is all good news for us, things like out of town private hire is something they will be able to do checks on, which currently is outside of their jurisdiction.

We want to liaise better with TFL when it comes to intelligence gathering, this will be improved in the near future, personally I want all touts banned from the airport via ANPR blocking in the car parks, this is something that should be achievable if all the agencies and us work closer together.

As some of you know I was a North Park Warden, I have given up this role for a number of reasons, the main one being I have a new role which I will come to in a bit, but back to the role of North Park Warden, I enjoyed this role, but if I am honest the role should not exist, taxi drivers should know how to park properly but clearly think its someone else's problem and not something they need to do. This

Monday the park was closed by the police for a significant amount of time because we were out on the road, not only was it closed to taxi drivers ranking up, but trade reps, marshals and wardens were not allowed in. I must say this was very shortsighted of the police to not allow wardens in as they are the people that can manage the problem of too many taxis.

So onto my new role, one surrounded in a bit mystery, Taxi Marshals is the official name, these are drivers that have signed up to go into the terminals and marshal, their role is varied, detect and deter touts, help customers with queries (excluding where is the Uber pickup point), keeping the dropoffs clear of both



taxis and private hire. I will write a bigger article about this in the future once I have a bit more experience in the role.

i

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
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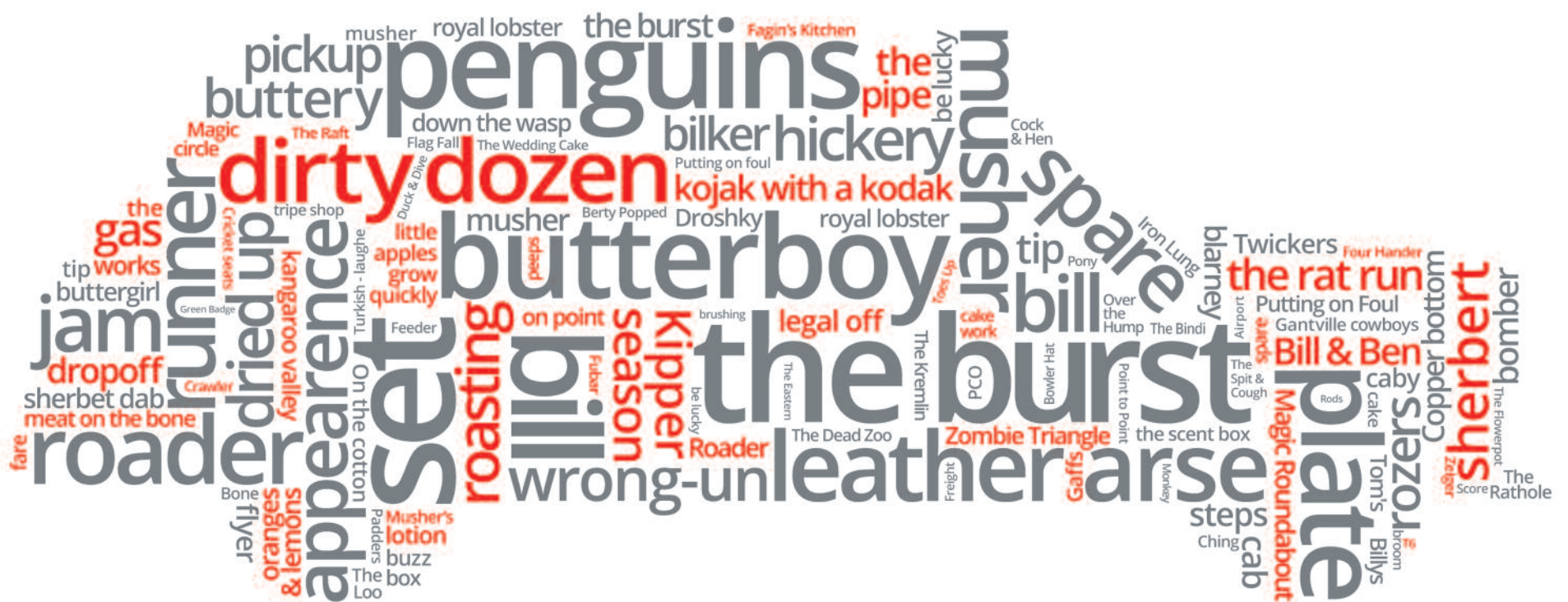
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