



More trade stories than all the others put together

Issue 259 May 2018

BRIGHTON ROCKS UBER



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*LCDC Chairman, Alan Fleming
leading the campaign for justice
for cab drivers*

Alan Fleming RIP

Last week, Alan Fleming, ex-Chairman of the LCDC sadly passed away.

There are many drivers out there today still working thanks to the demanding work undertaken by Alan in tackling the injustices against drivers by TfL.

Alan never shirked a battle and

will be remembered as one of the most passionate drivers I have ever come across in all my years driving a cab.

We would like to extend our deepest sympathies to his wife and family.

Brighton & UBER

As you can read on pages 4-5, John Streeter of Streamline taxis in Brighton presented the most articulate and powerful case to Councillors as to why UBER should not be licensed in Brighton.

This was most certainly a David and Goliath moment.

Au revoir Val

As you can see opposite, Val Shawcross has retired from the GLA.

When we first met Val she promised so much, but unfortunately failed to deliver. Did she give up, or did the system get the better of her?

Let us hope her successor will be more productive.

Grant Davis
LCDC Chairman



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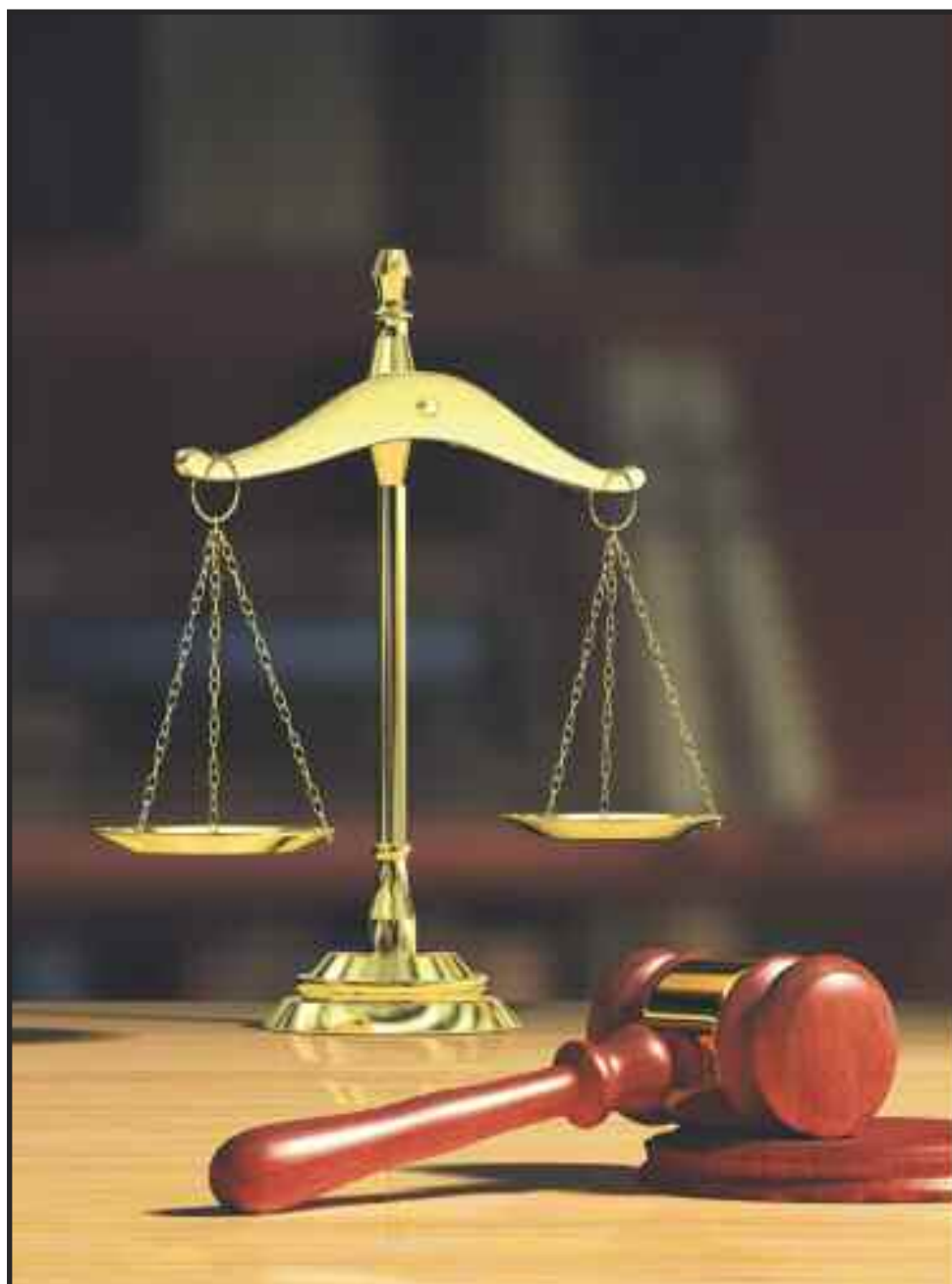
We at the LCDC don't often bang our own drum when it comes to helping our members with their legal troubles. A lot of the cases which come our way with members are quite sensitive and we respect their wishes to keep things in house and out of the paper which I can fully appreciate.

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.

Keima Payton has a fearsome reputation in court and should ever the need arise you will find no one better able to fight your corner and save your Badge than Keima.

- Grant Davis, LCDC Chairman

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WILL NEW TRANSPORT MAYOR DO ANY BETTER?

Labour MP Heidi Alexander will quit Parliament in order to become one of London Mayor Sadiq Khan's deputies.

The former Labour frontbencher will trigger a by-election in her Lewisham East seat, which she has represented since 2010, after being appointed deputy mayor for transport at the capital's City Hall. Ms Alexander will replace retiring deputy mayor Val Shawcross this summer and will stand down as an MP before taking up the role. The ex-councillor served as Jeremy Corbyn's shadow health secretary after he was elected Labour leader in 2015. However, she joined a mass resignation from Labour's

shadow cabinet less than a year later, claiming she "hated" being part of the party's "entirely dysfunctional" top team. Since the EU referendum, Ms Alexander has been a prominent pro-EU voice and called for Britain to remain in the bloc's single market and customs union, putting her at odds with Labour policy. She is co-chair of the Labour Campaign for the Single Market, with Mr Khan having also called for the UK to remain in closely tied to the EU. Ms Alexander has previously urged Mr Corbyn to condemn Momentum activists seeking to deselect Labour MPs not supportive of their party leader. She has faced her own battles as a result of

Momentum's presence in her constituency. Commenting on Ms Alexander's new role, Mr Corbyn said: "I would like to thank Heidi Alexander for her service to the people of Lewisham as their MP for the past eight years, and for her work as shadow health secretary. "I wish Heidi well in her new role as deputy mayor for London in Sadiq Khan's team, where I know she will put her talents and knowledge to great use for the people of London." Ms Alexander comfortably won her Lewisham East constituency at last year's snap general election, with a 21,000 majority, and Labour will be confident of retaining the seat at a by-election. She said: "After eight years



as the Member of Parliament for Lewisham East and six years as a local councillor, I know just how important it is we ensure everyone has access to a high-quality and affordable public transport network, with safe cycling routes across the capital. "London is a fantastic city. I know Sadiq wants its

transport system to be the envy of the world and I am looking forward to playing my part in making that happen."

Top: Val Shawcross and Caroline Pidgeon with Grant Davis at the LCDC AGM in 2015.

Above: The Mayor, Val Shawcross and Heidi Alexander

THE BATTLE FOR BRIGHTON



John Streeter, owner of Streamline Taxis, writes exclusively for The Badge

**Hi Grant,
To you, Mark, Chris and all your fellow members of the LCLD, many thanks for your continued support from all of us here in the licensed trade in Brighton. We all stand together.**

In 2015, Uber Britannia applied to Brighton and Hove Council for a private hire operator's licence. Although they did not need the licence at that time under current legislation to send private hire drivers and vehicles

licensed elsewhere to operate in Brighton, they obviously thought it would make them more legitimate in the eyes of the public. Our local licensed trade opposed their application, and we managed to get BHCC to hold a public hearing to discuss their application, and this was duly held at Brighton Town Hall in October 2015.

At this meeting, Uber's three man legal team gave a verbal commitment to the three licensing councillors on the panel that should our council issue them the licence, then Uber would



only use drivers and vehicles licensed by Brighton and Hove City County. This verbal commitment was recorded by the BBC at the hearing. Within a couple of days, BHCC issued Uber Britannia a one year licence to commence on a date of their own choosing – but they did not make it a condition of the licence that they must only use drivers and vehicles licensed by BHCC – and the panel trusted the verbal commitment given by Uber's legal team. The licensed trade here in Brighton has worked closely for over 20 years with BHCC to maintain high standards in the interests of public safety, even making CCTV compulsory in every licensed Hackney and Private Hire vehicle. Uber Britannia almost immediately started a recruitment drive in an attempt to get Brighton licensed drivers to join them, even offering them a £1k incentive plus extras, but they could not attract many drivers to join them. So for the first six months or so Uber were not operational (as such) in the city, but they informed BHCC that their official starting date would be late October, 2016. On the strength of this "starting date", Uber Britannia applied for, and were granted a 1 year P.H. Operator's licence with no questions asked by the officers of BHCC. This was when the fun started, because Uber – not being able to attract Brighton licensed vehicles and drivers – were sending drivers licensed elsewhere – to try to get a foothold in our city. Uber were not only using TFL Licensed drivers, but also drivers from Sefton, Wolverhampton, Reigate and Banstead, New Forest, Havant, Chichester and Portsmouth to name but a few. To be clear, apart from the questionable legality of the App and triple licence etc. it could be argued

that they were not breaking the law under current legislation, however given that Uber's three man legal team gave a verbal commitment at the original Public hearing in Brighton it was in fact a promise that they never kept to. Moving on, when they were issued the licence in November 2016, it was again for a 1 year probationary period and it soon became evident that they had no intention of keeping to their legal team's original promise. Now Brighton, having a strong, caring licensed trade, started sending proof immediately to BHCC of all out of town licensed vehicles "working" in our city mostly for Uber and mostly licensed by TFL at that time. Initially BHCC (particularly the Officers) were not very receptive, but we just persevered to such an extent that Councillors from all parties, all Licensing Councillors were receiving emails from all quarters of our taxi forum members 24/7 to such an extent that they had to start listening to our concerns. Now as you know, you poor guys in London come under TFL and the 1998 Private Hire Act, whereas us guys in Brighton come under the 1976, Miscellaneous Act, but when we started producing evidence to TFL of blatant abuse of TFL Licensed Private Hires "working in Brighton" – even occasionally picking up off our licensed ranks and not having their roundall on display anywhere in the vehicle – it soon became evident that TFL did not want to know. When they did eventually decide to visit Brighton, they did so mid morning on a Monday /Tuesday and surprise surprise there was only a handful of TFL licensed private hire logged on – you could not make it up – Sherlock Holmes would turn in his grave! Now if they came down on a



BRIGHTON RUMBLES ON



But when we started producing evidence to TFL of blatant abuse of TFL Licensed Private Hires “working in Brighton” – even occasionally picking up off our licensed ranks and not having their roundall on display anywhere in the vehicle – it soon became evident that TFL did not want to know.

John Streeter

Friday night round to Sunday evening then it would be a much different story but TFL were basically not interested. It appears they were happy to license any amount of Private Hire drivers and vehicles to raise money and happy for them to “work” elsewhere in the knowledge that their enforcement team would not have to “pick up the pieces”. In all our dealings and correspondence with TFL, we accept that they are not breaking the law in issuing any number of Private Hire licenses, but by their numerous responses it could be construed that TFL were seeing this as a way of raising money with no intentions of enforcement. We have established that Uber is not fit and proper to hold licences, and it makes you question if TFL also fall into this category? Now back to Brighton, in 2017, we upped our campaign in challenging licensing councils in other parts of the country to investigate why private hire vehicles and drivers (some licensed over 200 miles away) appeared to be “operating” in Brighton. Most licensing authorities basically did not want to know, but some like Wolverhampton took our complaints seriously and even sent their enforcement officer down on a Saturday night to investigate. If only all enforcement officers were like that! The Companies

and Forum groups in Brighton built up a heavy dossier to prove what exactly is going on here in the city, and eventually Councillors of all parties started to listen. When Uber Britannia’s licence came up for renewal again in November 2017, bearing in mind that Uber LL’s TFL licence was recently revoked, BHCC (or should I say their officers) decided in their wisdom to issue Uber Britannia with just a six month licence stating they were awaiting the result of Uber LL’s appeal against TFL’s decision. The Licensed trade here in Brighton and Hove were livid at this decision, and we started putting immediate pressure on BHCC to hold a public meeting prior to their next licence application and although initially our Council declined, but following constant pressure from all factions of our local trade – not to mention a well publicised “procession”, radio and T.V. interviews – BHCC eventually conceded and the date of the public hearing was eventually set for the 23rd April, 2018.

At the hearing the three large Brighton Companies namely Streamline (my association), Radio Cabs and City Cabs were represented by Gerald Gouriet Q.C. and two other Forum groups namely the Brighton

Sudanese Taxi Forum and the United Taxi Drivers’ Association (UTDA) were represented by Charles Holland. Needless to say Fred Jones from Uber was at the hearing, as was their Q.C. namely Philip Kolvin, but judging from both their body language particularly in the afternoon session they must have suspected they were going to lose. Both Gerald Gouriet and Charles Holland were absolutely superb and it took BHCC eight days to announce their decision. Although we were optimistic of the outcome here in the city, BHCC refused to license them on two main points (1) Uber’s data breach and (2) Uber Britannia Ltd.’s lack of commitment to use only Brighton and Hove licensed drivers in the city. This was a David v Goliath situation and proves that when everyone works together for the benefit of everyone else in the licensed trade in the U.K. then anything is possible. If any of you want the full report then please log on to brighton-hove.gov.uk; under Uber licence renewal turned down, and enjoy reading it.

As previously stated, even though TFL and Brighton and Hove come under different acts, we are proud to say that we have a very close working relationship with our friends in the LCDC, particularly with Grant, Mark and Chris Johnson and we will continue to work closely with you all in the future. Many thanks for supporting us down here at the Labour Party conference, drive past at Hove Town Hall and our subsequent meeting at the race-course, and even more

recently when Chris Johnson and Sean came down to do some filming with us and Latest TV regarding Lewes Council being inundated with applications for private hire drivers licences. The reason for this is that Uber officially declared that from the 12th March this year, they will no longer be issuing work in Brighton and Hove to TFL Licensed drivers and vehicles - Uber still don’t get it do they that Licensing Authorities lay down the law to them and it is not the other way round. They are now recommending that their TFL drivers get a licence in Lewes (a licensing authority just 8 miles out of Brighton), so our next line of attack is Lewes Council, so watch this space.

Finally for now, many thanks as always to Chris Johnson who attended a meeting with us in Parliament on the 10th. January, 2018, where we had a worthwhile meeting with two M.P.s, Liverpool Police, Wolverhampton Officers and Licensing Team, Richard Schaverien (Brighton’s Trade Solicitor), Martin Walker of Star Cars at Birmingham to name but a few, but it is evident that it will eventually require a change in current legislation to change existing taxi/private hire law, but if we work together on local licensing authorities – wherever they may be – then at least we can get some result.

Best Regards

John Streeter
Vice Chairman
Brighton & Hove Streamline



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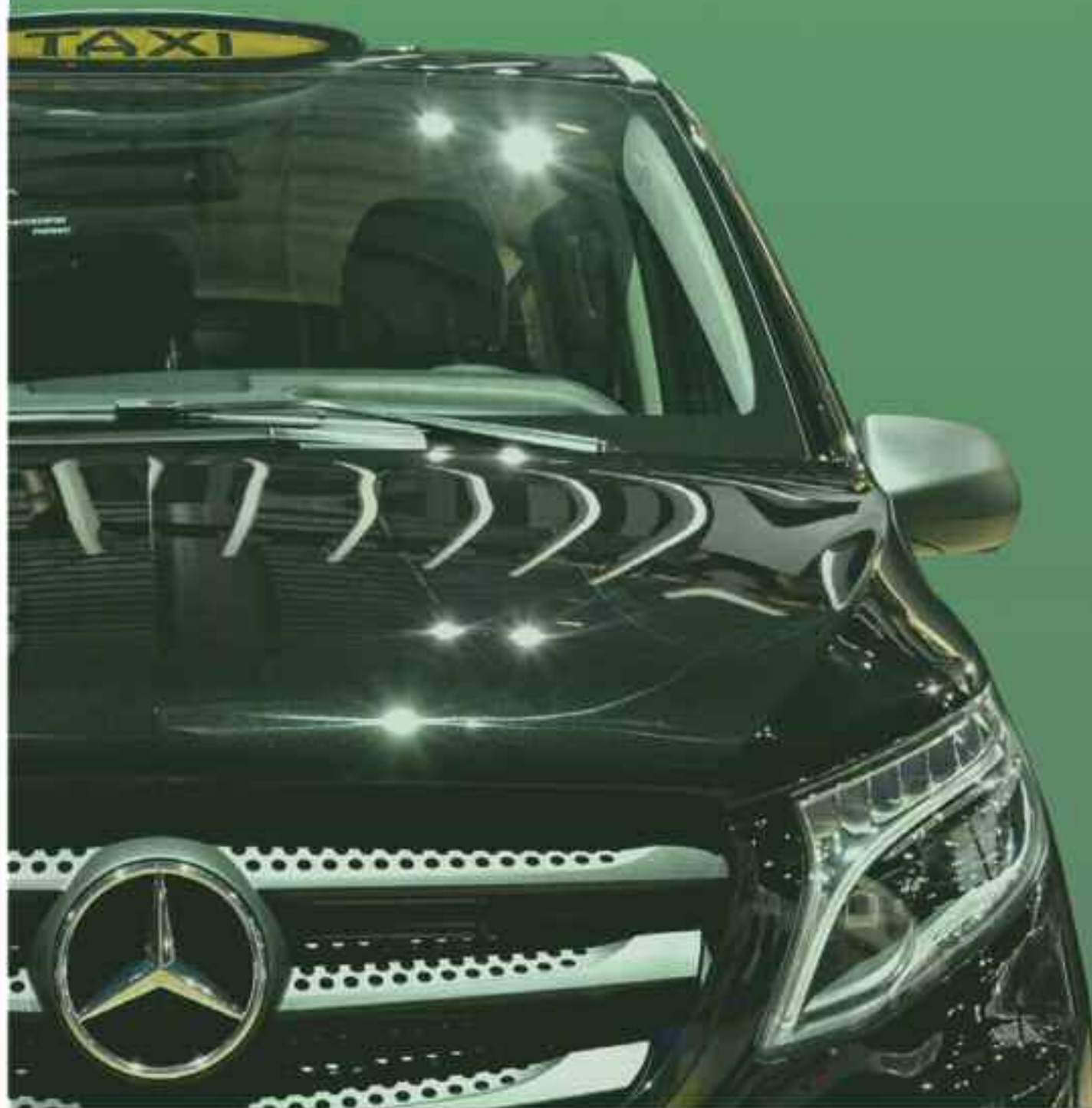
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KOL - WHERE ARE WE?

How is the knowledge doing? That's the question we are asked the most. What does the future hold and what can we do to stop the decline? I am not going to lie the last two years have been extremely hard. We saw the numbers of students applying and doing the knowledge take a drastic turn for the worse. We do however feel we are seeing signs of a recovery, even though it's slight.

As a school we think we are the barrier between success or the implosion of this industry. If the schools go the affect will be catastrophic. That's why the three schools have taken the initiative to co-operate and work together for the greater good of the group rather than the individuals. We meet regularly and openly share and discuss ideas and come to collective decisions on how best to improve our situations. It would certainly help if the trade organisations could also co-operate, collectively plan and as best as possible pool resources. If you can't agree that's OK but it's all about brain storming.

We are in many ways our own worst enemy. Amongst us are voices that shout loud and incoherent messages regarding Uber and our trade's actions and reactions to it. Ideas are not being discussed because those voices are using aggression rather than thoughtful and reasoned argument to address our trade's issues. Good ideas that have been put forward are shot down by attacking the person and not the idea.

A couple of points I personally have felt strongly about and have expressed before are

1) The need for positive protest.

What I once suggested was rather than bring London to a standstill, why not do the opposite? Why not every single cabbie do free fares for an hour or two? You would lose nothing more than the same couple of hours blocking up roads. It will create positive spin not negative. It will allow you the driver to have a small captive audience to proselytise to. When I suggested this there were good positive reactions which were great but what stood out was the stupidity of

the negative reactions. Not one single person put forward possible oversights in the strategy. All they had to offer was abuse. This is the part that must change. Ad hominem attacks need to be eradicated; they need to have their voice removed. They bring absolutely nothing to the table. If they are unable to point out any unforeseen issues nor contribute any refinements, then they should stay quiet or be blocked, silenced and banned from any public platform under any group's control. This is not a freedom of speech issue it is a PR issue. We do not need to just permit anything to be said on these platforms and some control is needed even if it means alienating some people.



For twenty years we have managed and policed our own message boards and every time we have blocked and banned people they always come back with a freedom of speech argument. This is not a freedom of speech issue; you have the freedom to say what you want. However all actions have consequences and you can be blocked, we have the freedom to block you. You then have the freedom to go elsewhere and voice your views to another audience.

2) Get rid of redlining.

This change is urgently needed either on some levels or for some circumstances or across the board. Redlining was not introduced as a character building exercise. I was there at

the time these ideas were being implemented some 17 years ago. All of you who have been out longer than that will have no real concept of what redlining is and how it creates a punishment for poor performance. Just imagine this for an example of getting a driving license

- 1 You pass a written exam
- 2 You pass a practical test
- 3 You pass a driving on motorways test.

Now imagine if you fail any of these exams twice you must now resit the previous stage exams that you have already successfully passed. There is no other examination system that compares to this.

Let's also look at the very unfair disadvantage this system is to the less talented amongst us. Passing any exam is difficult enough but adding an additional punishment for failure just adds to the difficulty of that day's exam.

You have managed to pass three exams and fail three exams. You are now in the precarious position of being redlined on your next exam. This means that the pressure to pass this particular exam has increased making it even more difficult than a normal exam. Now add in the luck factor. With some examiners you have only a 1 in 4 chance of scoring.

The stress of punishment (fail today and you go backwards) is quite simply unreasonable.

I have heard many a cabbie point out that this made them work harder, try harder and made them better people, that's all fine but we are training to be Taxi Drivers not members of an elite fighting force. Let alone getting into the debate of having the unlucky consequence of four straight impossible examiners giving impossible to pass appearances. I have seen many a high standard student get caught up in that run of luck

Redlining is massively contributing to the drop out rate and the take up rate.

There are many good ideas coming forward like the idea of scoring similar to a game in

tennis. If you reach 3-3 then rather than redlining you must score 2 clear appearances.

Redlining was introduced to weed out the wasters on the knowledge, the ones that signed up, didn't study and hoped to pass one day none the less. 20 years ago there were many, but now this is pretty much an irrelevance. Taking away the redline will not make the knowledge easier, and arguing that "I had to do it why shouldn't others" is not the basis for a decent counter argument.

Removing redlining may give the impression that the knowledge has become easier and may kick start more interest and reduce the terrible drop out rate as people find themselves



asking the question "why should I carry on doing this? Is it all worth it?" People have been saying this game has been dead for the whole time that I have been involved in it.

"You're saying all this because it's in your interest to do so" How many times have I heard that? Do you not see how stupid a response that is? Of course I have a vested interest. We all do, that's the point.

Wizann is investing constantly in the future of this trade. We are creating two brand new apps to replace two old ones and bring them to a wider audience for use on android devices. The three schools work tirelessly to maintain, improve and keep up to date all our information so that the students have the best tools available to them. The financial time and commitment to these advancements is huge. We are always working on a positive vibe and try always to speak our trade up.

It is no coincidence that the students that do best are the ones attending schools, this is bourn out by the the examiners as well. We must all be positive; we need to stop attacking Uber customers by verbally shouting at them in the street. We need to explain why Uber is wrong and point out all of the bad things without alienating more people.

Finally, you should all be members of an organisation, should all donate to TAXI PR and you should all be signed up to Taxi App. Some of you still refuse fares, and some still try for cash only. I recently used the app to call a cab, twice the job was accepted and I waited and watched the drivers get nearer and twice they cancelled. I can only presume they picked up on their way to me. We have made so much progress but we still need to realise more needs to



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MEET THE LONDON CAB DRIVER WHO TAKES INCREDIBLE PHOTOS OF THE CAPITAL'S LANDMARKS AT DAWN

It's on early morning drives before he starts his shift driving a black cab in London that Terry Gibbins sometimes spots the perfect photo opportunity – the still reflections on a stretch of water in the city, or a wisp of fog surrounding a London landmark.

Terry often does photo shoots before or after a long day at work, but the flexibility of driving his own taxi means he can also snap a stellar shot during the day, in between fares.

"If the conditions are right and I have a place in mind, then I'll stop what I'm doing and spend a couple of hours somewhere, like Hampstead or Battersea," he says. "If there's a shot I have in mind, I'll keep checking the weather – I can move around really easily in the taxi to get where I need to be."

Terry started out as a photographer, studying it in college and then working in a London photo lab in the days before digital photography, when chemicals were used to process photos.

READ MORE

The UK's most popular visitor attractions revealed When he saw that the digital revolution was coming – and that it might mean job losses – Terry started looking around for other opportunities, and decided to learn The Knowledge (the 320 routes taxi drivers need to know to become qualified). He drove the runs on his motorcycle before and after work. It took him three years and once he got his badge he started driving a black cab – a job he's now been doing for 24 years, starting at 6am and working long shifts of 10 or 12 hours.

All that time he never stopped taking photos, and in the early days of his cab driving he would drive anywhere and everywhere, even as far as Northumberland, to get the best pictures.

"My passion is away from London. I love to get up to Scotland or into the mountains or shoot seascapes," he says. "You'd often see a London taxi in

weekends," says Terry. "The taxi provides that sort of protection. With my knowledge of London I can get people in and out of locations that most people wouldn't know."

The pair teach photographers of all levels, and Terry says that traditional landscape techniques can be used in the city.

the frame of the camera, and that means including all the other buildings around it.

"It's quite an epic view. You can't get too close up to it, so we would shoot that probably from Old Billingsgate, on Lower Thames Street, so you have the water in front of you, and while you're there you can experiment with things like long exposures, slowing the shutter down.

Terry. "Not only can you photograph the whole thing as a vista, at an angle, but you can go beyond that and wander around and pick out wonderful water abstracts.

"It's somewhere I really enjoy. People often come away from that on a high because they've got stuff that they wouldn't have imagined," he says. "That is one of my favourite places to go."

Among Terry's top personal spots to photograph is Battersea Power Station. "It's been derelict for most of my cab-driving life. I found it on The Knowledge. It's an iconic building, and when you see it it's just so impressive.

"I have photographed it to death over the years," he says. "One of my favourite images is one that I wanted for ages – I wanted it in fog and mist, I wondered what it would look like. Then that day came.

"I spent the whole morning there photographing it, waiting for the mist to burn off. I was across the river and you could just about see it as a ghost, the mist would come and go and it would reveal itself in certain places. Gradually, the sun came up behind it and started to burn off the fog. I used low exposures, every method I could think of.

"That's one of my favourite images."

More information Terry Gibbins guides photography tours in London and other destinations for Light & Land, which is celebrating 25 years of Landscape Photography tours at the Oxo Gallery in Southbank from 18 to 22 July, featuring Terry's photographs.

Courtesy of The Independent



these famous landscape locations and it would be me."

A few years ago he started collaborating with professional photographer Doug Chinnery to give workshops on night photography in London, using his black cab.

"Often people that have an interest in night photography have expensive equipment and don't want to be going around on public transport in the early hours of the morning, especially at

"The disciplines that you need, you can apply to the urban landscape. You just replace the mountains with tall buildings," he says. "We also try to find things that are different. I like to shoot abstracts, whether it's glass reflections in the city or water abstracts in the docklands; I try and get people away from the conventional composition and get them thinking about more intimate things."

The Shard is a favourite subject, although it's so big you have to be quite a distance from it to get it into

"If the conditions are right you can get nice streaky clouds. It also has the ability to smooth out the water and make it all milky; it's just another creative approach to a large vista," he says.

He also loves taking people to shoot the Millwall Dock, an old basin on the Isle of Dogs. They spend an hour there – longer if the conditions are right. "If there's no wind, the basin becomes very still like a millpond and you get these amazing reflections," says

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<https://www.fca.org.uk/news/statements/alpha-insurance-as-declared-bankrupt>

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The official notice from the DFSA is linked below and we urge you to read it in full as it explains what will happen in respect of refunds and claims.

<https://www.finanstilsynet.dk/en/Nyheder-og-Presse/Pressemeddelelser/2018/Alpha-insurance->



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UBER DRIVER 'WHO PLOUGHED INTO 11 PEOPLE OUTSIDE THE NATURAL HISTORY MUSEUM USED A FAKE PASSPORT TO GET HIS PRIVATE HIRE LICENCE'

An Uber driver was allegedly using false documents in order to work when he 'ploughed into a group of people outside the Natural History museum', leaving 11 injured.

Juma Ali Omar allegedly mounted the busy pavement at around 2.20pm in the London tourist hotspot, colliding with two cars and then striking pedestrians.

The 47-year-old, who was working at the time of the collision, was charged with dangerous driving and having a fake passport, driving licence and private taxi hire licence.

Eleven people suffered non-life threatening injuries in

the collision, involving the Black Toyota Prius, in South Kensington, west London, on October 7 last year.

Nigerian-born Omar was previously charged with dangerous driving, using a motor vehicle without third party insurance and driving without a licence.

At Westminster Magistrates' Court today, another charge of possessing a false passport, driving licence and a Public Carriage Office licence to prove his identity in order to get a private hire licence was added to the rap sheet.

Omar appeared in the dock wearing a blue pinstripe suit and white shirt and was accompanied by his family who sat in the public gallery.

He did not enter any pleas to the four charges and spoke only to confirm his name, date of birth, address and nationality.

Deputy District Judge Margaret Dodd released him on bail ahead of his next court date.

She said: 'I understand from the documents that the manner of the driving is under dispute.'

'These matters cannot be dealt with by this court so it will be sent to crown court. 'I grant you bail but you must attend court when you are asked.'

Omar, of Barking, east London, will next appear at Isleworth Crown Court on June 1 to enter his pleas.

Courtesy of the Daily Mail



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Signed: Date:

DIAL-A-CAB UP FOR SALE FOR £1

Just eighteen months after voting for demutualisation Dial-a-Cab members (or should we say shareholders) are being asked to vote again to accept the sale of DAC to City Fleet Networks Ltd. (Com Cab) for £1.

Apparently, the Board Members think that this is a fair price as City Fleet will take over staff related liabilities in the region of £1.2m. This would leave DAC cash resources of £2.4m. However, this money will be needed to pay the members roller bonds approx. £775k, as well as existing creditors. Not only that but DAC will have pay the full costs of the winding up of DAC Ltd. and DAC Holdings Ltd.

These costs for winding up are apparently unknown. Also as part of the transaction DAC has had to give certain contractual assurances to City Fleet about the nature of the business it will be taking over. City Fleet will have a six-month window to bring any claim against DAC should the assurances given not be fulfilled. Should this be the case it would clearly affect the level of funds that will be available to shareholders after the deal is completed.

It may come as no surprise after



reading the above that City Fleet has already decided to dispense with the

services of the current DAC Board members. If the deal should go

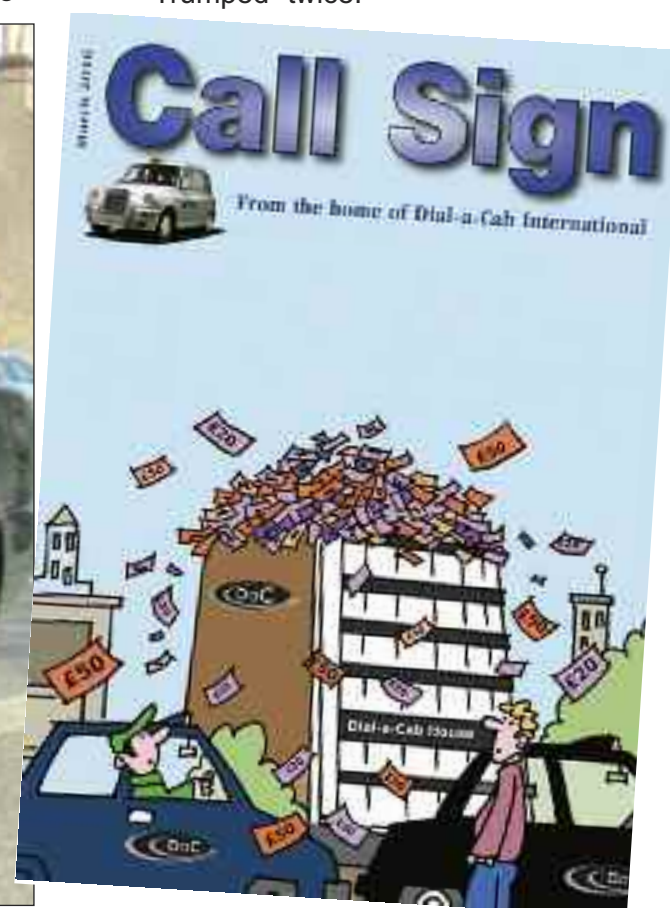
ahead Brian Rice has agreed to act as a consultant for the transitional period. It remains unclear at this moment in time as to what the future holds for staff from both companies. Members/Shareholders were expecting a final payment last month for their share in the sale of DAC House, however this was not forthcoming. DAC Holdings has been renamed 39-47 East Road Holdings Ltd and are now in voluntary liquidation. As of September 2017 it held shares to the value of £112,000.

DAC House Ltd, now renamed 39-47 East Road Ltd, held shares in May 2017 to the value of £19,522,800. However the value of shares held in July 2017 was £10,000.

Members/Shareholders have so far received £12,500 (approx. £14m). In his latest letter Rice states that a further payment (not specified) is expected later in the 2018/2019 tax year.

It is imperative that drivers make sure that the funds are in place to pay them their full share of the building that was supposedly sold for £23m and ask where the other £9m is.

The drivers have been "Trumped" once... let's hope they don't get "Trumped" twice.





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FOOD DELIVERIES ON THE CHEAP?

The parcel and food delivery industries are being transformed by the gig economy. Anyone with a valid driving licence may find it an appealing way to earn more money, working as and when they want to. However, many car owners might not be aware of the limitations of the cover on their motor insurance. Standard social domestic policies definitely won't provide protection for delivering Big Macs for UberEats, or ferrying Amazon grocery bags around.

Cover for this use isn't even included on most taxi and private hire policies. A courier policy is needed for takeaway deliveries. It's an important point to make because courier insurance is significantly more expensive. The challenge of fulfilling multiple, time

critical deliveries in high pressure environments results in couriers having more accidents than non-commercial drivers.

So it could be that standard motorists are supplementing the insurance costs of a number of emerging tech companies, allowing these firms to increase their margins unfairly. It would be good to have some clarity from the leading players regarding the processes they have in place to check that their contractors insurance cover is compliant.



Daniel Severin,
Head of Sales &
Schemes,
Plan Insurance
Brokers

UK'S ELECTRIC CHARGE POINTS LAGGING BEHIND

With ULEZ requirements increasingly at the forefront of many cabbies' minds, the number of charge points being installed is a crucial statistic for the trade.

Worryingly, it appears that as electric vehicles become more and more popular with the general public, the UK's charging infrastructure isn't keeping pace.

The Times reported last month that nearly 47,000 electric plug-in cars were registered in 2017 but only 173 publicly-funded charging stations became available. As a country, we installed 2,833 new charging points last year but that equated to just 24% of the amount France introduced.

It's vital that as TfL mandate the use of 0 emission capable vehicles, they ensure that the Capital's charge point set-up keeps pace. The regulator is installing 150 rapid chargers over 2018 for taxis and commercial vehicles. However a network of additional charge points will be necessary to keep your cabs on the road and it's vital that TfL deliver on this front.

Daniel Severin, Head of Sales & Schemes,
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ARNHEM TRIP - THE TAXI CHARITY IN THE NETHERLANDS

From 2nd to 6th May the Taxi Charity took veterans in 22 cabs to Holland to be part of the Dutch Liberation commemorations. Every part of this visit was impressive and very very moving.

On our arrival at the Hook of Holland, we were honoured to be met by Colonel James Phillips, Defence Attaché from the British Embassy, who greeted every veteran and driver personally. We were then escorted by the Dutch police to our first venue, Amersfoort, where we received a warm welcome at the Dutch Cavalry Museum. This fascinating collection covers over 400 years of the history of the Dutch cavalry, but that morning our vets were the main attraction.

We were then given lunch at the adjoining barracks museum and were very cordially greeted by Colonel Houwman. He received a presentation from Dennis Brooker, RAFC, who had been part of the humanitarian food drops Operation Manna in 1945 when the Dutch people were starving to death. This was a particularly poignant moment.

The next day we visited the Dutch equivalent of the Royal Hospital, Chelsea, Bronbeek Military Hospital. What a fantastic place this is. It was originally a royal summer palace and now celebrates its 155th anniversary as a military hospital. We were proud to be presented with a commemorative coin by Colonel Karel van Dreumel.

The grounds are full of outstanding memorials to the multitude of Dutch personnel who lost their lives in South East Asia and the Far East. Their dining-room reflects the strong links with that part of the world and served our veterans and drivers with an Indonesian feast.

The afternoon was spent in contemplation at the Oosterbeek cemetery where another wreath was laid: the glorious weather, the



beauty of the rhododendrons and azaleas and the sound of birdsong made a fitting backdrop for this melancholy but immaculately kept final resting place.

That evening the veterans went to a small service at the local cemetery at Heteren, where they met local schoolchildren all of whom are taught about the events of the Second World War.

The final day was the main event



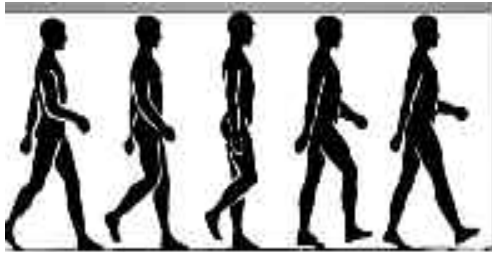
when the veterans and one cab became the focal part of the Dutch Liberation parade around the streets of Wageningen. The roads were closed and around 136,000 people lined the streets to applaud their liberators and celebrate freedom.

That evening the charity gave a celebratory dinner for the drivers, veterans, the Dutch organisers. Colonel James Phillips was again in attendance. Music was

provided by the Band of Brothers and 96 year-old glider pilot, Ron Johnson gave his heartfelt thanks to the cab trade for everything they do for the veterans. Hear hear.

On the return journey there was a small wreath-laying ceremony performed by Ernie Davies, Arctic Convoy. Members of the Stena staff joined us to show their respects which was an appropriate finale to a wonderful trip.

Frances Wyhowska



TAXIS AND S – CARTS

I've been driving cabs going back to the old FX4s. They have varied from bad to awful. More importantly, some incarnations of the London Taxi have not even been fit for purpose as a London taxi.

My current cab is a prime example. I have one of the last Euro 4 TX4s and it is just out of warranty at 2.5 years old (it's doubled).

Within a week of driving it out of the showroom, it needed a new steering box. However, that's just bad luck in getting a wonky box but it doesn't make the cab not fit for purpose and to be fair, not much else has gone wrong with it except for.....

For as long as I can remember, we've had trouble with the particulate filter. It doesn't regenerate and has to go into the garage about every 6 weeks or so. The garage clean it but there is nothing they can do to prevent it happening.

The first time it goes in out of warranty, lo and behold, it's no longer a simple job. The catalytic converter needs to be removed to allow some fiddling about that could result in a bill towards £1000. Maybe I have a suspicious nature, but it seems unlikely that the first time it goes in out of warranty is the first time a serious repair is required.

Anyway, there's good and bad news. The good news is that the repair was made under warranty, after an argument. The bad news is that the same repair is going to be needed in the future.

This is because, I am informed, the filter system will not regenerate itself under London working conditions for a taxi; too much idle time and not enough motorway driving. Apparently, this is a common problem.

For the cab to regenerate the system itself requires driving steadily at 2,000 revs or more for 20 minutes. However, because of the working conditions in London, I'm informed that this regeneration process needs to be carried out not every 3 months; not every month but – every other day in order to avoid the problems we have been experiencing.

Thus, in my humble opinion, yet again we have been sold a vehicle that is not fit for purpose.

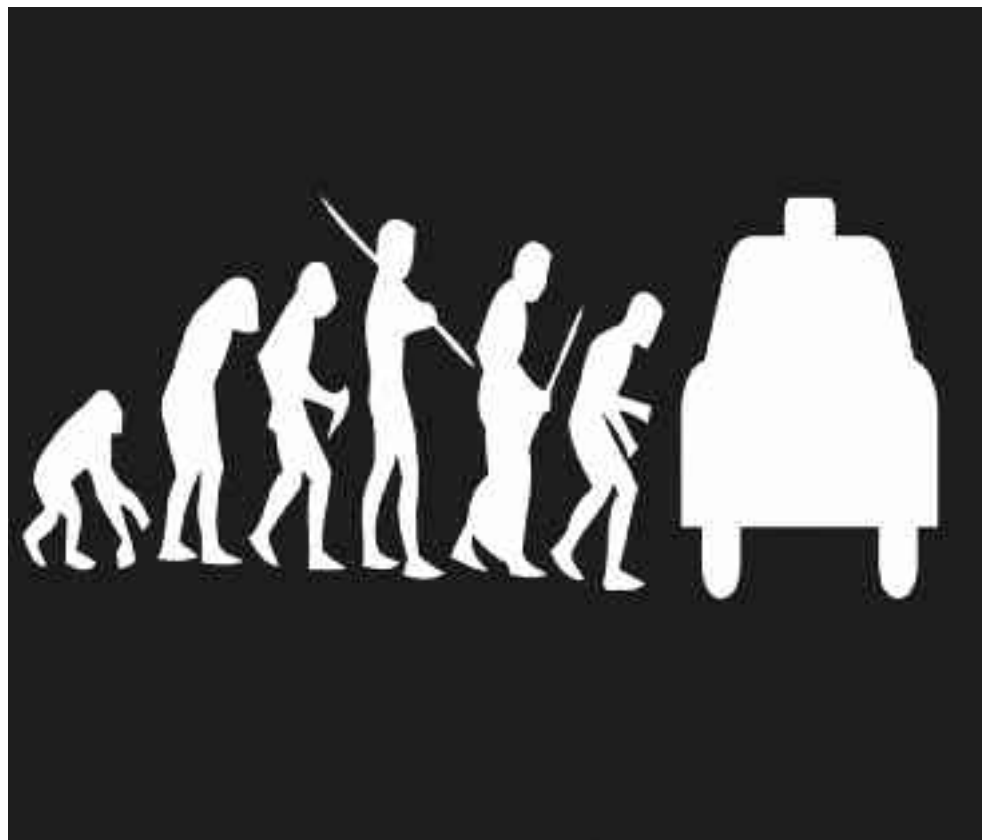
THE TX2

Notice we slipped from TX2 to TX4, with no TX3. For those that don't know, just before the TX4 was introduced, LTI with loads of TX2s to unload, refuted trade rumours that a

THE TX1

I don't know if this was commonplace but my TX1 certainly was not fit for purpose as a London cab.

There was a minor irritant of the



TX3 was imminent to replace the TX2. The only way they could get out of this blatant misdirection was to call it the TX4. Hence, they were right in saying there was no TX3 on the way.

Although the early TX2 was fit for purpose, it was a dog. For the uninitiated, every time you drove the damn thing you wondered if this was the day the timing chain would snap.

I singled my TX2 and I manage to get about 70,000 miles out of it before the chain snapped. Repair under guarantee created a problem because it was cheaper for LTI to ream out the old camshaft than put a new one in. The problem was that it was always likely to go again at some point.

I had less than 1000 miles left on the warranty when the belt went the second time and this time it wrecked the engine. LTI wanted to replace the belt and ream the camshaft again but an independent engineer reported to me that it needed a new camshaft and belt, new piston rods and a top half of an engine.

LTI initially refused to agree to this and the upshot was that I had to hire a cab for more than two months for work that would take 3 days to complete. I was on the point of going to court when LTI agreed to make the repair and reimburse me for cab rental.

immobiliser shutting the cab down in The City due to signal interference. However, this simply required pulling out the glove box and re-setting the immobiliser manually.

My real problem was the battery. This was much smaller than what we had in the Fairway. Sitting on ranks, I never knew if the cab would start or not when I moved up the rank. At least a couple of times a week, and often more, I would have to get a jump start off another cab or call out the RAC.

M&O would test the battery and tell me there was nothing wrong. Eventually, an engineer was sent down from Coventry to inspect it. Out came his testing kit and I told him not to bother as it would say the battery was perfect.

He asked me to explain how I worked and I explained that I would put on a rank with my hire light, meter, work and music radio turned on. Every now and then I would re-start the engine, move up the rank and switch off again.

He told me that I shouldn't expect the battery to stand up to that sort of treatment. I asked if he was saying that I should leave the engine running while I could be stationary for up to 30 minutes? He said no. I said then in that case, he was saying that I should not use my TX2 as a London taxi as this was how it worked.

He wouldn't authorise a new battery under warranty. A week or so later the cab had to go into M&Os overnight. They couldn't start it in the morning so proudly announced that they had given me a new battery

free of charge.

I think they expected a round of applause. What they got was being told to do one, a cancellation of my service contract and a promise that I would never use them again for repairs.

THE FAIRWAY

The best cab that was ever made for London, in my opinion. I loved mine. It was two years old when the TX1 came out and I foolishly part-exchanged it at three years old. Hindsight says I should have kept it for another 12 years and save the heartache of the TX1 and 2s.

THE FX4R

Another cab not fit for purpose. However, it was exciting to drive because the power brakes were driven by a belt that you knew would snap but you didn't know when. How we all laughed – driver and passengers – when the driver found himself literally standing up out of his seat to stamp on the brake pedal, while pulling up the hand-brake at the same time and usually having to steer into a kerb to stop.

If that was the exciting bit, the aggravation came from the totally unsuitable lack of power. I am not exaggerating when I say you would not get up Highgate Hill with four up unless you got a good, clear run at it

THE FX4

This cab went on forever. It had its faults and many they were. The driver froze in winter and cooked in summer. The noise of it rattled your teeth. There was no music radio allowed in it. In winter it was a pig to start and most became addicted to "easy-start" that you'd squirt up the air filter to turn the engine over.

In really cold weather we had to go to extremes. I lived on a slight hill and I remember one day lighting a proper fire in the air filter pan and while I was waiting I'd forgotten to put the hand-brake on and had to chase the cab down the hill. Fortunately, I caught it before it hit anything.

The beauty of it though was that a dope could keep it running with a couple of screwdrivers, spanners and a hammer. It was like "Trigger's Broom". Every moving part would be changed at least once but it was nothing for the FX4 to knock up 500,000 miles.

THE TXe

I may be being a little unfair but I really don't fancy the new ZEC taxi. I've never kept a cab more than 4.5 years from new but I suspect I may be keeping my current one for its entire life.

COUNCILLOR GIFT SCANDAL

The Westminster City councillor Robert Davis received gifts or hospitality from property firms involved in half of the planning applications his committee ruled on in 2016, an investigation reveals.

Davis stood aside from his council roles on Wednesday night after the that he had been entertained or received gifts almost 900 times, often from property industry figures, between 2012 and 2017 while in charge of planning in the London borough.

The Conservative councillor chaired the planning committee for 17 years but a detailed analysis of the 120 planning applications he considered in 2016 showed he was entertained by the applicant or their agents in 63 cases, and his committee granted permission on all but five of those occasions.

Gifts included a silver trowel from a developer whom the committee later awarded planning consent for 650 mostly luxury apartments and meals in the south of France and at many of London's finest restaurants, including at the Ivy paid for by developers and their planning

consultants.

In one case Davis met Robert De Niro, in New York, and was entertained by the actor's development partner and the firm's planning consultant.

Davis's committee later granted De Niro's company approval for a 83-room boutique hotel in Covent Garden, London. Davis then lauded it as "one of the finest schemes we have considered for Covent Garden in years".

A spokeswoman for Capital and Counties Properties, the developer working with De Niro, said "we regularly engage with all stakeholders to ensure they understand our strategy" and that "all such work is conducted through appropriate professional engagement". She said the consent was granted unanimously by a cross-party planning committee and following "due process".

Davis has strongly denied any wrongdoing. He said: "Any suggestion or implication that I have done anything other than to further the interests of the city and its residents, are baseless and strenuously denied."

Davis, who was the deputy leader of the council, had held



meetings prior to planning committee hearings with 74 applicants in 120 cases that the committee considered in 2016. As he stepped down, he said he had acted at all times with "independence and probity". Westminster City council leader, Nickie Allen, announced an investigation into the council's planning system saying: "Our residents need reassurance that the planning process is not only impartial, but is seen to be impartial."

The borough's legal director is also seeing if Davis breached the council's code of conduct. The council has appointed James Goudie QC, an independent barrister, to assist the investigation.

A You Gov poll last month put Labour on course to take Westminster City council in May's local elections, after 54 years of Tory control.

The Guardian's analysis shows that in 2016 Davis granted approval to Berkeley Homes for 652 apartments after he had been entertained three times by Turley's, a consultancy hired by Berkeley to help it get consent, and once by Four Communications, a public relations firm hired by Berkeley. The entertainment took place at the Cinnamon Club restaurant, the Ivy, and in Cannes, in the south of France.

Davis had also been entertained by Berkeley Group directors at a charity gala dinner, receiving a silver trowel from the company whose directors also bid for prizes at an auction arranged by Davis to benefit a charity that he founded in the name of his late partner, Sir Simon Milton. Berkeley's chairman, Tony Pidgley, is also a trustee of the charity and built a statue of Milton in his memory at another one of Berkeley's developments.

The consent included a demand that 19% of the new homes should be affordable, which was

short of Westminster City council's target of 35%. Berkeley declined to comment.

Davis declined to answer a series of detailed questions from the Guardian on the overlap between his dealings with people in the property industry and his work as planning committee chairman. The Guardian asked for comment on its finding that he held meetings prior to planning committee hearings with 74 applicants out of 120 in 2016 and granted consent in all but five of these cases.

He was asked to comment on an internal memo, released under the Freedom of Information Act, suggesting he personally selected the cases his particular planning sub-committee would hear. He also declined to comment on whether the hospitality from companies who stood to benefit financially from his decisions, risked corrupting his independence as the planning chairman and meant he was less likely to act in the interests of Westminster's residents. He replied there had been "wrongful assertions regarding my time as chairman of planning".

Courtesy of The Guardian

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Airport matters... by Dave Bower

Feeder Park News

Let me introduce myself, I'm David Bower, been a green badge holder for 11 years. Prior to that I served in the military for 22 years.

I am the rep for LCDC (London Cab Drivers Club) and the representative involved with Charity Collections here at Heathrow. As many of you will know, there are many collections throughout the year here at the feeder park, for genuine recognised charities and fellow Black Cab Drivers who are regular Airport workers and hold a tag when they have fallen on hard times due to sickness (a copy of Doctor's certificate and six weeks off to qualify). We also organise collections when a fellow Black Cab driver passes away to help try and relieve some of the financial costs faced by their families at such a hard time.

The Charities Committee is made up of 4 people each one representing a recognised trade organisation here at Heathrow, namely LCDC, LTDA and UNITE and one independent person. By having these representatives it helps to make sure a fair distribution of collection time is allocated to different charities. To apply for a charity collection day you will need to submit a written application from a registered Black Cab Tag holder - this needs to be given to your trade rep who will forward it to your charity rep.

This will then be discussed at the next quarterly meeting, it's recommended to get your request in as soon as possible to get the



allocation date requested or as close to your event date to avoid disappointment of not getting an allocation as there are only 20

collection days a year! To be eligible to secure a collection date there are a few rules to be adhered to... There is a maximum limit

of 6 collections to one field eg (Cancer) No Political Religious or Animal related charities will be accepted. There must be agreement from all four reps for the charity to be given collection allocation. The main collector (must be a London Black Cab driver and hold a Heathrow tag) must have written confirmation from the charity that you are the official collector for the chosen charity. You must collect for a minimum of EIGHT hours (it's worth taking advice from previous drivers of the best times to gain maximum benefit from you collection opportunity! You must be the person taking part in events such as Cycling, Running, Parachute jumps and Walking etc NO COLLECTIONS FOR THIRD PARTIES WILL BE GRANTED.

The committee must receive a letter of acknowledgment from the Charity confirming receipt of the money collected and the total amount raised, within FOUR Weeks from the date of collection. The committee's decision is final in all cases. When making decisions to allocate collecting days, recognised Taxi trade charities will always get priority but where over subscribed will be given priority in the following calendar year. Additional Collections may take place or be granted when there has been a national Disaster, and the committee agree.

I hope this information has been helpful and on behalf of the committee look forward to receiving your applications to raise money for some worthy charities out there.

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Zelo Street

The world viewed through the Crewe end of the telescope

After the news emerged yesterday that driver and rider matching service Uber had been refused an extension to its operating licence by Brighton and Hove City Council, the media had to digest the fact that, as Zelo Street has been pointing out for some time now, what has been sold to the public and reality are two very different things. It also gave an excellent opportunity to expose the fake news merchants.

And when it comes to lying and fake news, there is no more practiced combination of the two than that offered by the perpetually thirsty Paul Staines and his rabble at the Guido Fawkes blog, who duly posted on Uber's misfortune. This gave a timely opportunity to point out to all those in the media who take the Fawkes "brand" as a reliable source that it is nothing of the sort. This post is aimed at those people.

Such as? Large numbers of (mainly) Tory MPs, pundits, mostly those out on the right, and broadcast media have been only too ready to bleat "but it was on Guido". Fawkes posts get used to generate talking points. They are considered with suitable gravitas. But what The Great Guido posted about Uber in Brighton shows they should not be.

Milk, no sugar, hold the smears Here's why. Under the banner headline "LABOUR", readers are told "Labour Revoke Uber's Licence In Brighton". The photo is captioned "Uber Faces Brighton Ban". The post explains "The Labour administration that runs Brighton and Hove City council has revoked Uber's licence to operate in the city. They are citing a 2016 data breach by American hackers to declare that Uber do not meet the fit and proper persons test. Uber will appeal, if they lose Brighton residents will no longer be able to use the taxi app. Socialism isn't cool, kids". You believed that? Here's why you shouldn't. "Labour Revoke Uber's Licence In Brighton": NOT TRUE. Uber has not had its licence revoked. The company applied for a licence extension; the

application was declined. There was no revocation. Basic factual error.

"The Labour administration that runs Brighton and Hove City council". MISLEADING. As the BBC reported after the last local elections in the city, Labour was "now the largest party, gaining minority control with 23 seats, five short of an overall majority. The Conservatives have 20 seats while the Greens, who lost nine seats, now have 11".

DOUBLY MISLEADING is that the refusal to grant Uber a licence (still not a revocation) was upheld - unanimously - by the council's licensing panel. Far from being some kind of Labour stitch-up, as the Fawkes blog infers, it is made up as follows: Jackie O'Quinn (Chair) - Labour and Co-Operative Lizzie Deane - Green Lynda Hyde - Conservative. So the comment "Socialism isn't cool, kids" is based on a FALSE PREMISE.

"They are citing a 2016 data breach by American hackers to declare that Uber do not meet the fit and proper persons test". MISLEADING. And two things here. One, the data breach affected 57 million riders and drivers. 600,000 drivers had their licence details exposed. And worse of all, former CEO Travis Kalanick knew about it over a year before the story broke. It's not some one-line throw-away "Oh, it happened in the USA so it's not important" event.

And two, the Fawkes post OMITTED Uber's "lack of commitment to use only Brighton & Hove licensed drivers in the city". This is very important: vehicles licensed in the city have to comply with the "Blue Book" regulations, including the fitment of sealed unit CCTV. The information was freely available. The Great Guido ignored it.

"Uber will appeal, if they lose Brighton residents will no longer be able to use the taxi app". NOT TRUE. As Councillor O'Quinn has admitted, vehicles from outside Brighton and Hove can still service pre-booked trips. The crucial difference is that those taking the trips will know that the vehicles in which they are travelling do not meet the

The truth about Brighton

Blue Book standards. Punters are free to choose a less safe alternative to locally licensed vehicles.

So, all you mainstream newspaper and broadcast media people out there, how does that stack up as a credible news source? It's not as if the Fawkes post was cobbled together by an intern; it is the work of teaboy Alex "Billy Liar" Wickham, described by his boss as a "fine young journalist", although none of that is true, either.

Wickham is effectively running the Fawkes show when Staines is not around, taking over in 2015 from the previous head

for London to grant them a licence renewal has not been helped by a series of revelations here on Zelo Street about how their London operation was illegal, and known to be so, and now comes news that one of their favourite UK locations has also refused their advances.

Last week, the Brighton and Hove independent told its readers "Taxi app Uber will learn whether its licence to operate in Brighton and Hove has been granted later this week. Anger over the fact Uber drivers licensed in other areas were able to operate in the city were expressed at Hove Town Hall today (April 23)". There was

Brighton, and clearly not just for a day by the seaside. This was important: vehicles licensed in Brighton and Hove must comply with the "Blue book", which, for instance, mandates sealed unit CCTV for all taxis and private hire vehicles.

Uber has recently said it will stop vehicles from London having days out in Brighton, but has not prevented their drivers licensed in nearby areas from doing jobs there. So the problem of having vehicles out there which do not comply with the Blue Book has not been solved - Uber is getting good PR, while still sneaking around the law.

No wonder, then, that last year Uber secured a license renewal for just six months. And now has come much worse news: Uber has been refused a renewal altogether.

This from the Brighton and Hove City Council press release: "Following the hearing on Monday 23 April, Brighton & Hove City Council's licensing panel has decided against renewing Uber Britannia Ltd's Private Hire Operator Licence in the city. The unanimous decision was taken as the members of the panel were not satisfied that UBL are a 'fit and proper person' to hold an operator's licence under the terms of Local Government (Miscellaneous Provisions) Act 1976 and the council's licensing objectives".

There was more: "the panel did have significant concerns about the company's data breach and UBL's lack of commitment to use only Brighton & Hove licensed drivers in the city. These formed the basis of the decision to not renew the licence". Uber must notify any decision to appeal within 21 days of receiving the council's notification.

Other local authorities will have been looking on. So will TfL. The powers that be are gradually seeing through the fog of soundbites and lobbying. The time of Uber on the south coast was for a time, but not for all time.



gofer, the odious flannelled fool Master Harry Cole, who has now gone on to peddle highly creative copy for the Murdoch Sun.

The Guido Fawkes blog is not a credible news source. If you balk at citing New Left Media sites like Skwawkbox, The Canary, Evolve Politics, Novara Media or Another Angry Voice, then you should not even be going near The Great Guido. Full stop, end of story.

Uber REFUSED Brighton Licence Renewal

These are difficult times for driver and rider matching service Uber: their appeal against the refusal by Transport

more.

"Brighton and Hove City Council's licensing panel met to discuss the company's operators licence in the city, after it renewed it for just six months in October last year. This comes after the company was refused a licence to operate in London, which will go to appeal in June. The company launched in Brighton and Hove in October 2016, but has come in for criticism after drivers licensed with Transport for London were operating in the city through the app". It wasn't just drivers from London, though. Vehicles registered in areas as far away as Manchester and Liverpool were arriving in



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Role models needed to help bring down violent crime

I keep hearing people/officials talk about knife crime and it all just sounds like white noise to me....It's because of a lack of youth clubs, fathers and role models.

It's because of computer games, music videos and peer pressure. Everybody seems to know why children carry knives but nobody seems to have a solution. Well how about the fact that children are a product of a society we (as adults) create? How about the rise in violent crime in society more generally? How about the fact that we already have a model for crime reduction. We have seen crime go down in New York where they flooded the City with police and dealt seriously with low level crimes too. We are seeing it work in Scotland where they have adopted a multi agency approach. Everyone pulling together in a fully funded 10 year plan. Until that happens it seems that violent crime amongst our children will continue to rise. By the way if you're wondering

what you can do? Help one kid, just one. We all know a kid who has a good heart but hasn't been dealt the best hand. Take them to lunch, watch a film or catch a game. It's NOT about money, it's about time. If WE all helped one kid then...

BE CAREFUL WHAT YOU WISH FOR

In Hackney, where I am from, we have a saying: Be careful what you wish for. We are about to see just how much Arsene Wenger was holding Arsenal up. How much his outdated and regimented style stopped them from becoming one of Europe's elite.

I am not a Gunners fan but I had come to admire his staying power. I so wanted the fairytale.

When I hear the sentimental and false gumph coming from the same fans who wanted him out, it makes me want to vomit.

I can't wait for next season. Talking about next season, the Spurs manager doesn't seem too certain does he?

"The project will continue, with or without me"

Real Madrid might be looking for a new manager...just saying.

Something is about to give at West Ham and I'm not quite sure what. Though, they're safe, the current manager has lots of fires to put out. Can't put my finger on it but something just isn't right.

I'm guessing that even if they win the FA cup, Conte won't be at Chelsea next season. I know, that makes me a genius right? Whether he stays or not, surely somebody has to take a look at their recruitment, transfers and loans. Lukaku, Salah and De Bruyne: That's not an accident, that is criminal. How many goals? How many assists?

Special mention for the Bees, Millwall and Fulham too.



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BELLEW BLASTS HAYE IN FIFTH

David Haye was blasted into an unknown future almost certainly bereft of boxing as Tony Bellew rose to the sweetest and most savage glory of his fighting life.

Haye's promise from Anthony Joshua of bonanza night at Wembley Stadium was blown into the yonder in five stunning rounds. The Hayemaker's ring career was probably ended by a thunderstorm of massive punches from the Bomber who had described himself as 'this little fat Scouser'.

Well, it was one huge-hearted Liverpoolian who left an indelible mark on British prize-fighting with this remarkable second crushing of Haye, once the unified cruiserweight champion who went on to wear the world heavyweight crown. Bellew, having sent him reeling up

and down like a yo-yo, generously reminded the roaring 20,000 in the 02 that Haye had been a great champion 'who is a better boxer than me'.

But he added: 'Boxing is about styles and I've always known I had David's number.' The number that counted on Bellew's valedictory night was three – the times he sent the man who believed he had the biggest punch of the world crashing to the canvas. Where he had limped like Quasimodo with his ruptured Achilles tendon 14 months ago, this Saturday night he was repeatedly sent staggering and stumbling but Bellew's supposedly sub-heavyweight blows Haye, at 37, hedged on his vow to retire if he did not beat Bellew



comprehensively. After being obliterated by his nemesis, he demurred: 'We'll see. I actually

enjoyed the battle in there, even though I got beat by the better man on the night.'

GOOD SHOWING FOR TEAM WILKEY

On the Mo Prior Show at the York Hall Teamwilkey had their very talented Chavez Campbell appearing.

Chavez has had an excellent amateur career, culminating boxing for England. His appearance on Saturday was his 2nd Pro fight against an experienced Spanish Geiboord Omier.

Chavez used his experience and his long jab to keep Omier at bay, he went on to win the fight with a unanimous 60-54 points win.

Brentwood Leisure Centre was the venue on Saturday for MTK's Battleground Show.

Club member, Alec Wilkey had 2 fighters appearing on the show, I.D Hill and Jack Healy.

Welterweight Jack Healy was the first out and up against a very tough Konstantin Alexandrov, this was Jack's first fight for

Teamwilkey since being out of the ring for 18 months due to becoming a Dad and work commitments.

Jack got the win with a 39-37 points victory.

Alec said "This was a good fight to shake off the ring rust and am pleased with his performance, he produced some good work to keep control of the experienced Alexandrov".

I.D Hill was the top of the bill in an 8 rounder for a Challenge Belt against Sean Creagh hailing from Dublin. This was a good 50/50 fight which ended up with a draw.

Alec said "It was a fair result with Creagh taking the early rounds but I.D showed great spirit to take the later rounds. It was a very entertaining fight with 2 evenly matched boys, we'll defiantly go for a rematch later on in the year".





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