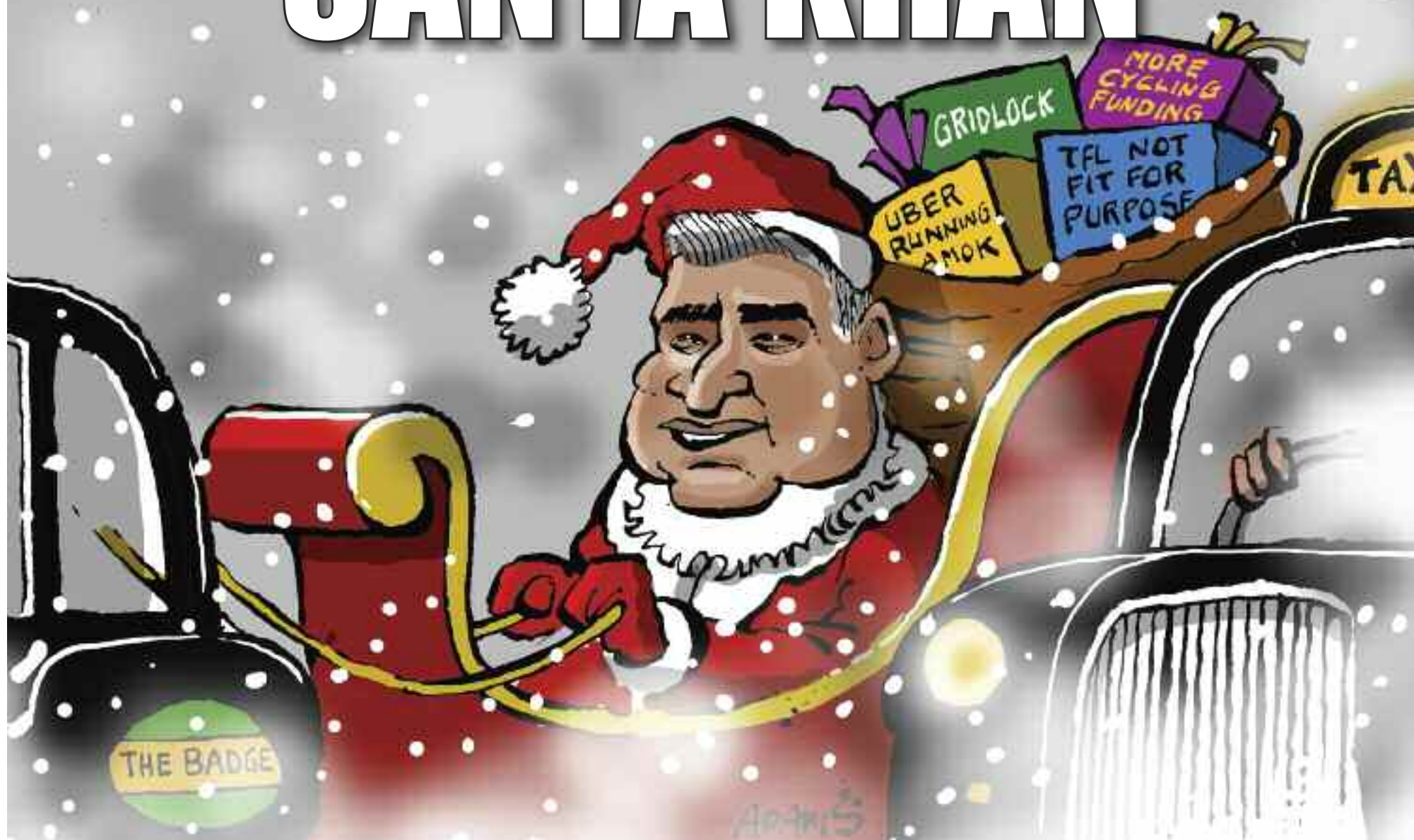




More trade stories than all the others put together

Issue 255 December 2017 / January 2018

GIVE TFL THE SACK SANTA KHAN



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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.

WHERE ARE OUR RAPID CHARGE POINTS?

Last month I wrote to Mayor
 Khan expressing our concern
 over the serious lack of rapid
 charging points currently
 available in London. I am
 somewhat disappointed that I
 am still waiting for a reply.

We are currently under three
 weeks away from the introduction
 of the TXe zero emission taxi
 hitting the streets which will be
 the only taxi we are able to buy.
 Despite many promises from TFL,
 there is still no concrete news on
 R.C.P being installed before the
 1st January 2018.

UBER LICENCE

**As nearly every taxi driver
 knows by now, UBER started
 the appeal process last Monday
 to get relicensed in the capital.
 They are back in court next
 April, although, this looks like
 being stretched out to the
 summer.**

As we know from the tribunal
 judgement, UBER's tried and
 tested method is to just keep
 appealing, using their venture
 capitalist's investment to pay the
 legal bill. It is the opinion of the
 Club that TfL has more than
 enough evidence to revoke their
 licence tomorrow if they so

wished, (see page 3).

GRIDLOCK LONDON

**We know traffic is always
 busier around this time of year,
 but the levels of congestion I
 have personally experienced in
 these last weeks has depressed
 me more than anything else.**

I think it was best summed up by
 the former Chancellor, Lord Nigel
 Lawson, who said:

"The introduction of the CSH has
 done more damage to London
 than was caused by the Luftwaffe
 in the 2nd World War".

What really concerns me is that I
 have spoken to several
 passengers in the back of my Cab
 and they are telling me they are
 seriously considering relocating
 their business outside of the
 capital since they cannot get
 around the city to carry out their
 business.

AGM

**I would like to inform all
 members that our AGM will be
 held on 22nd January at the
 Biscuit Factory @7pm. See
 page 12.**

Myself and the Committee of the
 LCDC wish you all a Very Happy
 Christmas & New Year

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.

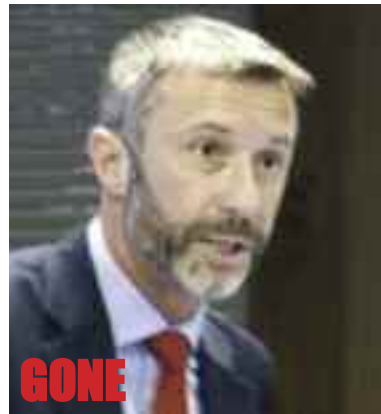
However, not only do Payton's Solicitors offer our members
 a 24 Hour Duty Solicitor 365 days a year, but since getting
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 distinction of having a 100% success rate in all her cases which
 she has handled on behalf of the Club's members.

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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SERVICE DISINTEGRATION PROGRAMME



WHO'S NEXT OUT THE TFL DOOR?

As you can see from the above, there appears to be a major reorganisation within TPH. Leon Daniels is the next in line and he is the next out the door following on from Garrett Emmerson, Silka Kennedy Todd, Peter Blake - and now Daniels, the Head of Surface Transport himself.

What has brought about this sudden cull of staff at TPH? Could it be the ramifications of the initial licensing of UBER?

As we know only too well from experience, these individuals have been responsible for protecting and promoting UBER. In May 2016 of the Badge we published emails linking the above to Government and UBER.

Unfortunately, this has continued and recently we have uncovered yet further email correspondence, with senior staff at TFL emailing UBER Management warning them that they had received an FOI request for emails between the Metropolitan Police and TFL over sexual assaults. Why?

See email below:

From: Chapman Helen (TPH)
Sent: 09 August 2017 13:27
To: Tom Elvidge; Jo Bertram
Cc: [REDACTED]
Subject: Re: Letter to Uber 28 July

Dear Tom

Thank you for your letter received on 8 August regarding concerns raised by the Metropolitan Police Service (MPS). We will review your letter and respond in due course.

For information, we have received a Freedom of Information ('FOI') Act request for emails between certain officials within the MPS and TfL. The letter from Neil Billany dated 12 April 2017 will be released as part of this FOI. We have previously provided you with a copy of this letter. It is intended that the information will be released on 10 August.

Regards
 Helen

Since Mike Brown's meeting with new UBER Boss, Dara Khosrowshahi, it has come to light that at that time of the talks, Khosrowshahi was aware that over 2.7 million UBER users and drivers in the UK had been hacked, but did not disclose this to the Commissioner... Fit and Proper? I don't think so. On top of that, it remains true that some 12,000 UBER drivers are still operating without a DBS check...Fit and Proper?... I don't think so.

When TFL decided not to relicence UBER (NOT REVOKE) one of the reasons they cited was
"TFLs regulation of London's Taxi and Private Hire trades is designed to ensure passenger safety"

Please see below the London Private Hire ACT 1998 which states:

If the [F1licensing authority] is of the opinion that the interests of public safety require the suspension or revocation of a licence to have immediate effect, and [F2the authority] includes a statement of that opinion and the reasons for it in the notice of suspension or revocation, the suspension or revocation takes effect when the notice is served on the licence holder or vehicle owner (as the case may be).

Transport for London DO have the power to revoke the licence of UBER if they wish. It is the view of the LCDc that they do so ASAP and let UBER take them to Court to have it reinstated - otherwise we will have to endure another year of playing fast and loose in court with UBER's lawyers.

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UBER IS DOOMED, BUT IT'S NOT FOR THE REASONS YOU THINK

Uber is doomed, but it's not for the reasons you think.

It looks like the company will fail because of a never-ending series of PR disasters, lapses in judgment and downright malicious behavior.

For example, last week's news that Uber had concealed a data breach — hackers stole 57 million riders' and drivers' names, email addresses and telephone numbers, and Uber paid a \$100,000 ransom but didn't tell anybody — is just the latest slap in the face for the troubled ride-hailing company.

Even months after the board forced out bad boy co-founder CEO Travis Kalanick the hits keep on coming. The new guy — Dara Khosrowshahi — can't catch a break as he tries to reform Uber's sexist bro culture, penchant for ignoring the law and lying about things like data breaches and knowingly leasing Hondas to drivers in Singapore that tend to catch on fire.

If you're a marketer, then this is a classic brand-in-peril story. Uber is losing ground to Lyft and other competitors because it is losing the enthusiastic fandom of riders everywhere. Khosrowshahi is bailing a sinking ship with a grapefruit spoon, and the Uber brand is unlikely to recover.

But the reality is that the data breach story is a gift from God for Uber because it's yet another jazz hands distraction from the company's fatally flawed business model.

Uber isn't doomed because the brand has taken a hit; it's doomed because the business cannot survive once its multi-billion dollar VC war chest starts to empty. (The company has burned through much of the \$15 billion it has raised, and it was down to \$7 billion by June).

Uber's ambition is to be a total replacement for the private car, and if it achieved that ambition the company might survive. However, our work on the Future of Transportation has shown that most people use Uber selectively — to get home from a bar when they've been drinking or to get home from an airport at the end of a trip. Indeed, only a very small percentage (2%) of people use

Uber and its competitors regularly.

Don't get me wrong: once people try Uber (or Lyft, et cetera) it has a transformative, asteroid-hitting-the-planet impact on how they think about transportation. Consideration for ditching the car in favor of Uber doubles from 20% to 40% for that thin slice of people who have use



Uber regularly (2%) or just sometimes (14%).

Even this happy story is a mirage because Uber massively subsidizes the cost of its rides in order to keep prices low and bribe riders into using its service instead of taxis or their own cars. As my friend Peter Horan quips, "Uber is the greatest ongoing transfer of wealth from investors to consumers ever — or at least since the first internet bubble of the 90s."

You don't have to take my word for this: transportation analyst Hubert Horan (no relation to Peter) has written a magisterial, devastating, ten-part analysis of Uber's flawed model called "Can Uber Ever Deliver?" for the economics blog Naked Capitalism. (The blog's navigation is, ahem, challenging, so Googling the series title is the fastest way to get there.) Horan convincingly shows that Uber subsidizes almost 60 percent of its average ride.

The math is eye-popping. A \$10 Uber ride actually costs the company \$25, so the price difference between taking Uber and a taxi is not due to the company's

efficiency or logistics — it's due to a liberal application of venture capital. Every time you take Uber you should silently multiply the fare by 250 percent, and then ask yourself, "would I pay that much?"

Uber has three constituencies — drivers, riders and investors — but only the riders get a good deal. I

chat with Uber drivers all over the world. The happiest ones do it part time to earn a little extra money. The people driving for Uber full time grumble as it gets harder and harder to find riders because Uber is flooding every market to keep supply higher than demand.

If drivers give up in disgust, then it's game over for Uber.

This leads me to self-driving cars, in which Uber has been investing frantically. Former CEO Kalanick described self-driving cars as an "existential" issue for Uber, but the idea that driverless cars will solve Uber's problems is just another mirage.

Right now, Uber pushes the cost of vehicles, gas, maintenance, and insurance onto the drivers, some of who have to work for a week or more each month to make their nut before they start earning a profit. Take out the driver and all those costs drop smack onto Uber's plate.

If Uber merely provides the software to power another company's self-driving fleet (the sort of thing suggested by Uber's relationship with Daimler), then the

slender revenue on a SaaS (software as a service) play is unlikely to make the company profitable or its investors happy.

It gets worse. Although Uber arguably has a superior routing algorithm, the riding experience is now a commodity. There is zero difference between Uber and Lyft, as evidenced by the fact that so many drivers work for both companies. A local knockoff can materialize overnight, powered by a smart phone app that connects to GPS, Google Maps and a credit card.

Uber expects loyalty from its riders but doesn't do anything to be loyal in return. It has no frequent rider program like what airlines do for frequent fliers, and the credit card that Uber announced in October is a way to compile more data about its riders rather than provide a service for them.

Right now, Softbank is jockeying to invest billions in Uber. If the deal goes through, then it will buy the Japanese company a substantial piece of a company doomed to fail. It will also buy new CEO Dara Khosrowshahi time, but it won't be enough.

With another several billion dollars of venture capital to burn through, Uber will continue expanding, subsidizing its rides, creating more jazz hands distractions for investors and the media like Uber Eats, and fruitlessly searching for a better business model that can juggle the needs of riders, drivers and investors.

It's useful to distinguish between Uber the company and uber the verb. The verb is here to stay: "let's uber to the bar; I don't want to drive." We'll never abandon frictionless ride hailing where you press a button on your smartphone, a driver magically appears to take you where you want to go, and you know the price ahead of time. For the noun, Uber the company, things are not so permanent.

During the heyday of Myspace, nobody could have predicted Facebook. Likewise, nobody knows what will come after Uber.

It just won't be Uber.

Courtesy of www.thedrum.com

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The Black Cab App



Poppy Cabs do services proud



From very small beginnings in 2009 when, as part of their ongoing tube maintenance, TfL decided that, on Remembrance Sunday, they were going to shut down some tube lines and stations, what is now known as Poppy Cabs has expanded from just 3 pickup points to cover all main line stations, Victory Services Club, Union Jack Club and Victoria Coach Station.

There are also a number of 'special' pickups. Dealing with 'the authorities' sounds simple but, in the early days we were an unknown quantity. We had to fight hard to establish our credentials as a credible, important part of the annual Remembrance Sunday events. Fortunately, over the subsequent 8 years Poppy Cabs have shown that we are not only credible but, for many of the veterans, the only way they can get to and from the annual service and parade without considerable inconvenience and discomfort – even more so in the case of those who are wheelchair bound. There is now a core of ever more experienced helpers who turn out every year to help make the whole experience for the veterans as smooth as possible. Many of these marshals have their own hi-vis clothing, but for those who do not it has been the custom to provide hi-vis



vests which are given to the helpers. This year our usual supplier was unable to provide these vests. Within 1 hour of putting out a Twitter message asking for help I am pleased to say that there was an offer from the LCDC who supplied this year's vests. Thank you. Poppy Cabs have always looked to help get as many veterans involved as we can. From just 2 in 2014 (one of whom was my uncle) we now provide taxis to take those Chelsea Pensioners who are unable to march, but are too

proud to be pushed in a wheelchair, to Westminster Bridge where they are able to mark the 11th hour in honour of their fallen comrades. They also add a colourful spectacle to the day's events, happily posing for photos with visitors from all parts of the globe, although they are very good at 'encouraging' people to make a donation to the Poppy Appeal before doing so.

*Mike Hughes
Poppy Cabs Independent
Taxi Coordinator,
November 2017*



Veterans at Millwall FC

The committee of the Taxi Charity for Military Veterans enjoyed an extremely happy Christmas lunch at Millwall FC on 1st December, and it got all who attended in the mood for the festive season. 270 guests including veterans, cab drivers, sponsors and representatives of a variety of organisations ate, drank and made merry.

It was a really fun-packed event. In addition to a three-course lunch the guests were entertained by the tenor Shaun Chambers, who sang many favourites including Danny Boy. The children of St. Jude's Church of England School performed carols beautifully and added greatly to the Christmas spirit.

No charity event is complete without a raffle, and this year was no exception. The prizes naturally included a variety of tempting drinks and we were absolutely delighted to find that we had made £3000. Our bank HSBC has offered to match the raffle amount so this is a wonderful result for us. Many of our guests have supported our charity in a variety of ways and I was delighted to have some of those supporters on my table including Mickey Calvey who is an indefatigable campaigner for the charity. We value highly the backing that we get from the trade orgs, and I was proud to be host to Grant Davis of the LCDC, Trevor Merrells of the UCG and Brian Hefferman representing the Mayfair Mob. All these organisations are sponsoring our trip to Normandy next year.

The charity's committee members were also overwhelmed when the

insurance company P.J. Hayman of Rowland's Castle in Hampshire told us that they would donate the insurance cover for Back to the Beaches 2017. It is always dangerous to single out specific donors but this marvellous offer is more than worthy of special mention.

So many people are generous to the charity, not just in monetary terms, but also with their time. The key component to our endeavours is of course the wonderful London Black Cab trade. We simply could not exist without the seemingly limitless number of drivers who volunteer their time so selflessly. On behalf of the charity I would like to thank you all, and on a personal note I would like to add that my admiration for the members of this trade continues unabated. Many of your readers will know that we are already heavily involved in planning to revisit Normandy for D Day next year, taking as many WW2 veterans as we can. This is a major undertaking and we really need all the help we can get. I will write more about the itinerary next year, but in the meantime, if you know anyone whose New Year's resolution is to do something crazy in aid of a charity, please recommend us.

Our website is constantly being updated so do have a look if you have not visited it for a while: taxicharity.org

In the meantime I wish all members of the LCDC, their families, and all the London cab drivers a Happy Christmas and a more positive 2018.

Frances Wyhowska



Working with the GLA



It has been 4 years since the LCDC approached the GLA about our concerns with how TFL were regulating our trade to near ruin.

This was not long after Leon Daniels joined TFL. LTPH had just licensed UBER, beginning their underhand “cosy” relationship, leading to them having market domination. Many in the trade thought our biggest competitor was still Addison Lee, who was courting publicity to gain access to the bus lanes. The trade had no political friends or allies, which needed to change (particularly with UBER expanding rapidly), we had to aim to get some onside and educate them on the backdoor deregulation imposed by LTPH.

At the beginning, we received some criticism from less proactive trade organisations, with their “eyes of the ball”, that we were wasting our time working the GLA, as they have no power to change things. Ironically, some of these orgs have since followed our lead, showing up at Mayor’s Question Time and trying to establish contact with Assembly Members.

The LCDC were instrumental in the GLA “Future Proof Report” being commissioned 3 years ago. LCDC Rep, Mark White, worked closely with Caroline Pidgeon on this. The report made 19 recommendations to the Mayor and TFL to improve the Taxi and PH industry and develop a long-term strategy for the development of both industries. Some of these initiatives came into effect; many were included in the new PH Regulations Consultation in 2015, but never saw the light of day. As we are fully aware now, this was due to the odious George Osborne, (intervening



at the last minute on behalf of UBER) unscrupulously, instructing Boris Johnson and TFL not to put the recommendations forward. We are currently revisiting the report and intend to press the Mayor and TFL in the New Year to implement the proposals.

In 2015, we had the infamous Transport Committee meeting at City Hall attended by Leon Daniels and Garrett Emmerson, misleading the Mayor, GLA and the public. Daniels arrogantly read out UBER’s landline number (they do not have one as we all know) a requirement for an operator’s license, and it turned out to be UBER’s Jo Bertram’s number. We heard more cock and bull from Daniels regarding UBER’s mythical hire and reward insurance where he said a driver could simply switch on or off, depending if he or she is working.

New assembly members were elected in May 2016 (same time Sadiq Khan was voted Mayor) and the LCDC quickly made contact with them. We soon established good working relations with many of them who sit on the Transport Committee, such as David Kurten (UKIP), Caroline Russell (Green Party) and

Keith Prince (Conservative).

Back in January the GLA published a report on the London’s chronic congestion, called “London Stalling: Reducing Traffic Congestion in London”. We spoke to Assembly member’s, gave them our opinion that TFL incompetent policies were the main reason for mass congestion causing dangerous toxic air quality. The Assembly agreed with us that the congestion charge is not fit for purpose and PH Vehicles should be no longer be exempt from the charge. We believe there is a consultation in the New Year on the congestion charge reform. Will the Mayor have the backbone and courage to ensure PH vehicles will no longer qualify for exemption, or will he give in to lobbying from the PH industry?

In July, the London Assembly voted unanimously for the Mayor not to renew UBER’s licence. This was due in part to the lobbying we did to assembly members. We supplied them our evidence of corruption between, government, TFL and UBER that we got into the mainstream media. We provided them with facts of sexual assaults, RTA’s and proliferation of licences. We believe that the Assembly

publicly coming out against relicensing had influence on the Mayor not to renew their licence. Again, does this Mayor have the “mettle” and “nerve” to fight UBER all the way in the courts, or is it just “smoke and mirrors”? Is he just playing to the gallery, to appear tough but in the reality a “sweetheart” deal will be cooked up with TFL and UBER?

This year the LCDC have submitted approximately 200 hundred taxi and PH related questions to MQT. We have done this as we have experienced LTPH in meetings and by email to be extremely cagey, defensive and evasive. By asking questions of LTPH via MQT, we are guaranteed a response as the Mayor is obliged to answer all questions. In addition, all answers are documented and be used to cross-examine them at a later stage. LCDC reps have put considerable time and thought to each question. Due to the high volume and complex questioning, TFL Officers are struggling to reply on behalf of the mayor in sufficient time frames.

The vast majority of questions forwarded on our behalf are from UKIP’s David Kurten. I would like to pay a huge thanks

to David for his support, a true advocate of the trade.

UKIP and the LCDC have plans in place next year for an open event at City Hall, discussing the Knowledge of London’s Future in a Modern London. David will also be our guest at our AGM in January 22nd. He will be speaking and taking questions from members.

As you can see the GLA have done some good work with the intention to improve the trade and hold TFL to task. Unfortunately, they have no mandate or magic wand to change things. In an ideal world, they would have more authority and have greater effectiveness, but we can only work in the world we are in and make the most of it. If the LCDC had more members and had millions in the bank (we would not have just bragged about it on the front page of our paper and done nothing), we would have challenged TFL legally. The questions we have posed to TFL would have cost a fortune by legal presentation. We will continue to submit questions and contact with the GLA in the New Year and endeavour to keep fighting on all fronts, to shape policy and the injustices that TFL have inflicted on our proud trade.

THE TRUTH IS OUT THERE...



The Freedom of Information Act 2000 provides public access to information held by Public Authorities.

It does this in two ways: Public authorities are obliged to publish certain information about their activities; and members of the public are entitled to request information from public

authorities.

The Club, with the help of our members, has used this tool very effectively during the last year. Not only has it provided information not readily available regarding the current state of the trade but, as we have seen with the help of national media, it has been instrumental in publicising serious safety issues and underhand dealings; from Daniel Korski's attempt to influence TFL's new Private Hire Regulations to the astonishing and disturbing increase in sexual assaults reported in Uber PHVs.

More recently, LCDC FOI requests discovered inadequate DBS disclosures; a recent TFLTPH post confirmed: All London PH drivers must complete an enhanced DBS check. After reviewing the 13,000 records, we



identified, and contacted, 2,600 drivers who needed to request a new enhanced DBS check with our approved provider. We have suspended 875 licences of drivers who have yet to redo the enhanced DBS and, of course, there have been the revelations from Inspector

Billany's emails to TFL, highlighting the failure of Uber to report sexual assaults to the police. Undoubtedly these have been a contributing factor in TFL's licence refusal. Members can be assured the Club will continue to expose such practices, not

only through Freedom of Information requests, but also the questioning of the Mayor through continued support of London Assembly Members.

May I take this opportunity to wish you all a merry Christmas and a very prosperous New Year.

Are apps P4H or pre-book?



What is an instant app job, understood by most as the "ping"?

The answer is, don't ask the app companies because you'll be suspended.

A couple of weeks ago, prior to setting out to go to work, I carried out the usual setup, making sure the card terminal was working and switching "My Taxi" app on amongst other things, and off I go, the 20 plus mile trip to London where I'm licensed to ply for hire.

Passing Hertford North Station & I get the "ping" Bianca - Hertford North, Hertfordshire to Stansted Airport, Essex.

Can I accept the instant hail "ping" as I'm outside of my licensed area?

The answer is I don't know.

What I do know is, if the "ping" or "instant hail" as My Taxi call it, is classed as a plying for hire job then the answer is no, as TFL licensed drivers can only ply for hire in London, but if the "ping" is classed as a pre-booking then the answer is yes, as there is case law that allows a taxi driver to accept a pre-booking anywhere in England & Wales.

Helen Chapman, TFL's taxi & private hire supremo was asked the question 6 months ago - I'm still waiting for an acknowledgement, let alone an answer.

In trying to seek an answer, I telephoned "My Taxi's" driver liaison officer after sending him the question via an e-mail, only to be told in a 20-second phone call where he slammed the phone down, that I've scrubbed 15 jobs, I'm the reason people use Uber and I'm now banned from using the app, was the "scrubs" [cancellations due to traffic] the real reason I was banned, or did he just not want to explain whether an instant "ping" is a plying job



or a pre-booking, I suggest the latter.

So, why do I want to know this?

1. If the instant "ping" is a pre-booking, it'd suggest that TFL & the government haven't learned anything from the Rotherham child sexual exploitation case where drivers were operating in an area that they weren't licensed.

2. If the instant "ping" is a plying job then taxi drivers are potentially illegally plying for hire outside of their licenced area & it could also be argued that My Taxi is facilitating this illegality and benefiting financially from it, with a complete disregard for the livelihood of drivers.

This isn't just about My Taxi, Gett is no different, and nobody needs to explain

Uber's operation, they all want to operate in the shadows and away from scrutiny and lodge all risk with the driver.

When My Taxi's driver liaison officer claimed that I'm the reason that people use Uber, I think he was wrong, in fact, I'd go further and suggest the reason Uber is in existence is because My Taxi & Gett won't identify whether they are a plying app or a pre-booking app, if our own apps won't give us clarity, how on earth can we challenge TFL over Uber or any new entrant into the market operating in the same way as a plying app?

The corporate app companies need to take responsibility and declare their identity, should "My Taxi" declare theirs as a plying app then TFL need to explain how Uber is any different, moreover, If our own apps won't take responsibility and answer, then I'm afraid that Lyft, Taxify & Citymapper will steamroller us with more plying for hire apps.

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York kick out Uber

Members of the gambling, licensing & regulatory committee of City of York Council voted by seven to three – with two abstentions – to deny Uber a renewed licence.

A huge cheer went up from taxi drivers gathered at the meeting as committee chair Helen Douglas said: "The licence stands refused."

Council chiefs have refused to renew the Minicab-hailing company Uber's licence to operate in York. Members of York Council's Gambling, Licensing and Regulatory Committee tonight debated for more than two hours over Uber Britannia Limited's application.

The company's current 12-month licence is due to expire on Christmas Eve.

Councillors concluded that the

Minicab firm are not a fit and proper person - a required condition to refuse an application of its kind. A spokesperson for York Council said: "The application by Uber Britannia Ltd to renew its private hire operator's licence in York has been considered by City of York Council's Gambling, Licensing and Regulatory Committee tonight.

"Applying the legislation, the committee has decided to refuse the application having concerns about a data breach currently under investigation and the number of complaints received."

Speaking after the meeting Neil McGonigle, general manager for Uber in York, said the company would now review the details of the decision.

It comes after Transport for London

refused to renew Uber's licence on the grounds of "public safety and security implications" in September. The firm's appeal against that decision in London will be heard by Westminster Magistrates' Court in Spring next year. Uber Britannia Limited can lodge an appeal with the Magistrates' Court over the latest decision by York Council. Cllr Sonja Crisp tabled a motion to refuse the application on the basis of the data breach that affected the 57 million customers and drivers in 2016.

The second reason for refusal related to complaints made against the firm in York.

The decision is the latest blow to hit the taxi-hailing company, after Uber had its licence suspended in Sheffield this week.

The move came after the firm failed to respond to requests for information about its management. Over half of all complaints to York Council regarding Taxi and Private Hire were against Uber Drivers! Since December 2016, 296 complaints were made relating to hackney carriage and private hire vehicles or drivers in York up to November 22.

York Council said 155 of these complaints related to Uber vehicles or drivers.

But only four related to an Uber vehicle or driver licensed by the council - and 151 were made against those licensed by other local authorities, leading to councillors raising questions about the number of Uber drivers coming from outside York to work in the city.

LONDON CAB DRIVERS' CLUB AGM: JAN 22ND



FEBRUARY



MARCH



APRIL




MAY



JUNE





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JANUARY
22ND AT THE
BISCUIT
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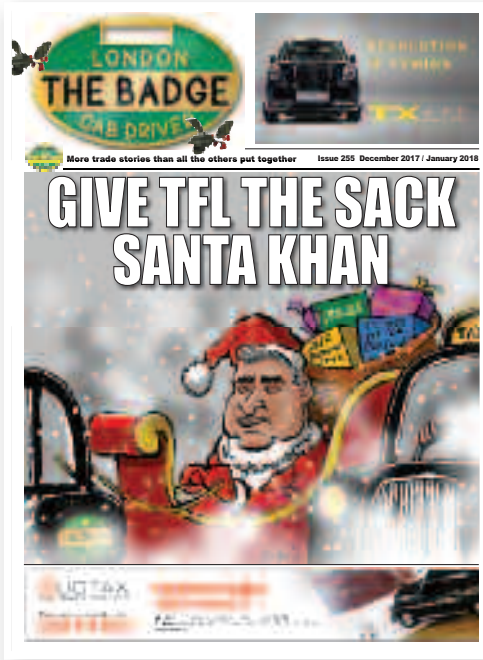
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hard on the trade's behalf for a fairer, and more safer future at Heathrow.

■ RANKS AND HIGHWAYS

The LCDC attend the Joint Ranks committee, working hard for more ranks and more access for the taxi trade in London.

■ CAB TRADE ADVICE

All members can call the office for any information or up to the date news on any trade related subject.

■ TRADE'S FUTURE

The Club worked tirelessly in bringing in the green & yellow identifiers to the taxi trade.
And are always working hard to protect our future.

■ CAB TRADE REPRESENTATION

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

■ VEHICLE MANUFACTURERS

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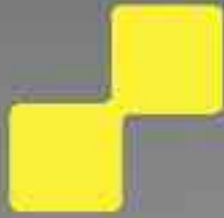
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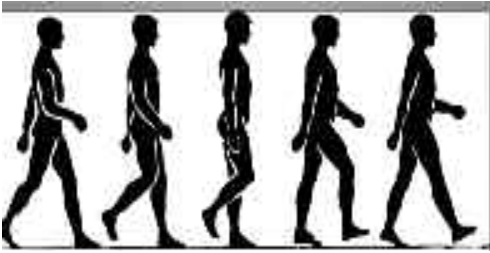
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Walker on the March...

UBER: THE TAXI HAILING APP
Do those words wind you up when you see them in the media? If so, that's understandable. Despite that, we should embrace that phrase, rather than complain to the deaf ears of LTPH, media, et al.

The problem is not the phrase but the factual reality of the statement.

TFL deny that "pre-booked" means "advanced booked". They can claim a smart phone isn't a meter but they cannot deny that in practise, Uber calculate fares by the ect same formula that taxi fares are calculated. The truth is that Uber do not run a PH operation in practice, but rather a taxi app.

ON-DEMAND HIRING

As we all know, there is no hard and fast definition of plying for hire.

Perhaps the best explanation of this is "on demand" hiring. Surely, this is not difficult to understand, even for TFL. This is where a customer does not wish to order a cab/car by phone or internet and then expect it at an agreed time.

The customer wants to visibly look for the cab, hail it and embark on their journey immediately. This is the difference between taxi and PH services that justified the different licensing criteria, whereby it takes four years and £55,000 to become a taxi driver or three weeks and £20,000 to become a PH driver.

Simon Buggie, the man that drafted the PH Act, intended "pre-booked" to mean "advance booked". Not only has he stated this, but his justification for the two tier system of licensing was based on the concept of having enough time between order and supply of a PHV to allow a driver to calculate a route in advance.

Later, Jeroen Weimar of TFL produced a PH strategy paper and para3.1 again backs up Buggie's vision of pre-booked intending to mean advance booked. It read, and I quote... "The primary structural difference between taxis and PH is that all PH journeys must be booked IN ADVANCE via an operating centre."

Yet, for all this evidence, our current boss at TFL, Mike Brown, denies there needs to be a significant time lapse between the order and delivery of a PHV. He carefully avoids the use of "on demand" but admits that new technology has enabled a PH App to supply a vehicle "almost straightaway".

If that doesn't equate to on demand then I think either Brown or I need a refresher to learn to speak English.

Now Mr Brown may think he has

wriggled out of answering difficult questions by this lingual sleight of hand but if so, he should be reminded of another part of Jeroen Weimar's strategy plan. Section 3.4 is very important to this use of technology by shady PH operators like Uber. It says "Any changes to the operating conditions of the PH industry need to be considered in the context of the impact on the taxi market."



HELLO MR BROWN. CAN YOU HEAR ME?

If the use of GPS technology linked to an App does not constitute a change in PH operations, then what the hell does, Mr Brown?

We've gone from a situation where a customer contacts the PH operator who then creates a booking, usually with a pre-agreed price, before allocating the booking to a driver who then calculates a route and eventually sets off to fulfil the booking, to a situation where the passenger books the car immediately, usually after establishing the car's location before booking.

The App operator now performs a merely passive function of acting as a conduit between the two. The price is not usually calculated until journey's end, rather than the start of the journey – just like a taxi but with an operator conduit.

Call it what you like Mr Brown, but the reality is that Uber are working in the market that has always been deemed the preserve of taxis until five years ago.

Remember Mr Weimar? Do you honestly think 40,000 cars (Uber's figure, not mine) moving into a taxi

market of 25,000 taxis is NOT going to impact on the taxi market?

Nah, not possible. You don't secure a job with a salary between £300,000 to £500,000 by being unable to see the bigger picture... do you?

UNFAIR COMPETITION

I'm not exactly sure what Mr Brown's job is but I'm fairly sure it isn't to promote unfair competition

in the taxi market. That though, is exactly what he, and Mayor Khan for that matter, is doing, surely?

Please Mr Brown, we need straight talking, instead of stretching meanings and intentions of the law. This is a moral issue, every bit as much as a legal one.

The taxi trade have tried to persuade you, your predecessors, The Mayors, local and national governments to force PH to stop operating as taxis. We've worked hard but bitter as the truth is, we've failed. We can have all the truth of the situation but if those that can make the changes do nothing more than put their fingers in their lug'oles and sing "la, la, la", we cannot win.

HAPPY NEW YEAR MR BROWN AND MAYOR KHAN

I'm not asking you to stop PH working as taxis any longer. The deal's done. The public want to book a car from on- street and PH is willing to provide what they want. You work primarily for the public and not the taxi or PH trade and so your primary function, within limits, must be to give the public what they want.

So legalise the PH Apps to work in

the taxi market and then let's have no more arguments over what is plying for hire or on demand hiring, almost straightaway hiring or pre booking. Let's have a free for all.

I only ask that you be honest about this situation because currently you are destroying the London taxi trade.

There are two things the taxi trade need from you and need it now.

We are forced to drive a £63,000 vehicle in 2018. We have no choice because it is the only vehicle that meets the conditions of fitness to operate as a taxi. The main reason for this is due to the "turning circle"(TC).

The second thing is that the "wheelchair" accessibility (WA) we have to have is very costly (I believe around £9,000).

As I understand it, a taxi needs to be able to make a U turn sometimes or would otherwise inconvenience the passenger or make the fare higher. We need the WA because it is only right that a disabled customer on the street should enjoy the same access to London's taxis as abled passengers.

Here's the thing though, Mr Brown. If 40,000 Uber cars are effectively plying for hire on the streets and are using their phones to calculate fares in exactly the same way as a taximeter, then either they need the TC or taxis never needed it in the first place.

As Uber customers are booking PHVs from the street, using their phones, is it not discriminatory if the disabled passenger does not have the same choice as an abled passenger? I mean, 50 WA vehicles out of 40,000 (00.0125% of the fleet) is hardly equal treatment. Imagine two separate Uber customers together on the street, with one in a wheelchair. The disabled customer has an 800 to 1 chance of getting an Uber car in the same time as the abled passenger. Hardly fair?

Meanwhile, Mr Brown and Mayor Khan, you have forced the taxi service to compete in the same market as a PH service that enjoys only half the costs, thank to your skewed and inappropriate licensing regime.

Quid pro quo. We'll accept the way Apps like Uber work if you will make the vehicle rules equal. At the very least, on grounds of discrimination against the disabled, compel Apped PHVs to have a wheelchair facility.

Mr Weimar has shown you the way. Technology has changed the way PH operate and it HAS impacted adversely on the taxi service.

Put things right or resign – both of you!

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Sound of the Suburbs



Rob Cardwell



Sector 2

The rank at Stratford station – Meridian Square has now been moved to Station Street. I have been informed by one of my Sector 2 members that drivers are unhappy with the position of the rank as it is out of view of the customers and the poor signage that has been provided for the taxi rank and private hire touting and basically cleaning up off the back of this situation. I have sent an email to TFL regarding this situation and will keep members informed of developments.

Sector 3

Print works has been a great success as an island rank for Sector 3 drivers. I would like to encourage all my Sector 3 LCDC members to support the print works whenever possible. There has

been some good work coming out of this venue, the more of us covering the work, the less goes in to private hire. The venue rank in New Cross is being worked a lot more now by drivers and again has also been a great success. There has been some good work coming off of this rank even if you don't want to work it and you're passing it give it 10 minutes. The situation regarding the signage at Lewisham Station still hasn't changed. I am being told by TFL who are speaking to the Management at the DLR Station that signage might not even be up till the end of the financial year. I plan to personally marshal the DLR Station at Lewisham and direct people to the taxi rank in the new year. (Depending on the situation at Stratford Station, I may take similar action there).

O2 – There is still a really big problem with private hire touting on Millennium Way, this is basically a council road and can only be enforced by them so if there is no COs around to move them on then there is not a lot that we can do about the situation. I will be asking compliance to attend a lot more.

Other Sectors

4, 5 and 6 situations are ongoing and I will be in touch with members in due course. According to news reports and social media posts, Mayor of London Sadiq Khan is planning to slash taxi card funding, this will absolutely devastating for Suburban drivers as a great majority of our work is taxi cards, that's not to mention the thousands of disabled members of the public, this could leave

them stranded as some of them are so dependant on the taxi card. I will putting forward the question at the next Mayor's question time if he has considered these people before making his decision.

AGM

The LCDC AGM is on the 22nd January 2018 – 1900hrs. I would like to encourage all my Suburban members to attend the AGM, this will be the first one that I will be attending as the LCDC Suburban rep. It will be nice to have as many of my Suburban members with me as possible so if you can make it then I will see you there. In closing – I would just like to wish everyone a Merry Christmas and a Happy New Year, let's hope 2018 is a prosperous new year for the Suburbs. Be lucky.



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One festively decorated Black Cab, over a dozen generous family businesses rallying to help, a mad run across the country and lots of goods donated: that's the magic cocktail of the Family Business United Santa Dash 2017!

Helping the homeless

Christmas should be a special time of the year when we come together to celebrate with loved ones. For most of us, that will involve spending time with family, but sadly, for some, the festive season makes the loneliness and hardships they endure on a daily basis even tougher to cope with.

Plan Insurance Brokers supported Family Business United by sponsoring the organisation's campaign to help the homeless this winter. Family firms are known for being community minded and caring. The Santa Dash aimed to celebrate those family values. Together, Plan's MD Grant Georgiades and FBU founder Paul Andrews visited generous family firms across the country between December 4th and 8th to collect donated items. There was also the option to donate the "Cost of Cuppa" for anyone that wanted to get involved online. At the time of writing, over £1,500 had been raised.

Companies were encouraged to donate: hats, gloves, scarves, socks, thermals, blankets, jumpers/jackets, sleeping bags, tasty treats and sanitary items. Thanks to the kind people at GasCab, they used an eco-friendly TX4 with an LPG conversion that was festively decorated by the Ubiquitous team.

You can catch up on their adventures on Twitter via #FamilyBizSantaDash.

Supporting the Worshipful Company of Hackney Carriage Drivers

The Santa Dash campaign supported the efforts of several selfless souls from the WCHCD. Each week, members of the company organise a soup kitchen on the Strand for London's homeless. In recent years at Christmas, they have also supplied warm clothing to those in need. As this newspaper goes to print, the Plan team will be busy sorting through the Santa Dash donations and preparing to distribute them on December 13th.

We would like to say a massive well done to all involved with the Taxi Warm Clothing initiative. You've made a big difference this winter to many people in a time of need!

To follow their activities, search #taxiwarmclothing on Twitter and follow @taxiwarmclothin.

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Daniel Severn, Sales Manager, Plan Insurance Brokers.



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Airport matters... by Alex White

Out west (Heathrow)



You may have noticed price lists on the wall on the way into the canteen, these examples came about mainly because we have run out of printed lists so more need to be printed, this was an opportunity to understand drivers thoughts on pricing and possibly change some of the prices if there seemed the general will to do so.

I was one of a group of trade representatives that compiled the 3 different examples, these 3 lists are based on slightly different formulas, the key thing being that the prices are consistent, the current list has prices based on lots of different rates per mile, whilst it works its not consistent, if we move over to a consistent formula we can calculate a price to anywhere based on the formula. Personally I would like to see the much longer jobs re-priced downwards, but that is my personal view and without promotion, any changes downwards is just a pay cut. There is a 4th option which is don't change anything and just print the current list again.

The main feature of the formulas is they reduce the rate per mile the longer you go making the much longer jobs cheaper but making the smaller jobs still cost effective, there is another discussion to be had about increasing the fares fairs destinations, we lose a lot of work to Addlestone, Chertsey for example because of the minimums, it makes sense to bring these and other destinations into the fares fairs arrangement.

What is clear to me is the meter is a round peg in a square hole when it comes to Heathrow, what works for town with the meter can have a detrimental effect on Heathrow drivers, key thing for me is how much we earn per hour roughly, this should be the primary yard stick we use.

With the changing type of work at Heathrow we need to be proactive in our approach, Crossrail will have a significant impact, I have not heard one solution yet to how we are going to replace that lost work, also Heathrow is changing more and more local hotels are being built in and around the airport, the

50/50 split of locals to substantial jobs will almost certainly change to a higher percentage of local jobs. I have looked at our competitors at Heathrow specifically minicabs for local hotels we are significantly cheaper than all our competition on local hotels (including the other mob), TFL don't see an issue with above the meter fixed prices for local hotels, this needs a full and proper debate so we can be proactive in going forward. Again our KPI (key performance indicator) should be what we take per hour as an average for the whole day at work (both gross and net).

We should be developing new markets but our current structure makes this near impossible trade wide, so the future as I see it is small groups of likeminded drivers working collectively as a group, the mayfair mob is a good example of this, some basic standards that all agree with means that group has a consistent level of service, for the mayfair mob, credit cards (well before the mandate), clean cabs, no brooming are examples of the standards you had to meet as a member.

I see this model repeating over and over again, small websites, apps targeted at specific audiences that a group of drivers will gain work from, the idea that one app, website or circuit will suit all drivers is non starter. We seem to spend our lives as a trade trying to hold ground rather than capture new ground, most businesses have to be creative to stay afloat this trade is no different, we need to move our focus away from us drivers and become customer focused, understand our customers, what do they want from us, what do they buy into with us?, what could we do that would get more bums on seats?, what do we do



differently that we can capitalise on?, its not all about price, service is a big factor, convenience is another, we have accessible vehicles how can we produce more work from that built in feature. As a trade we will never get 100% consensus on anything its the nature of self employment what we must do is try to work with people that share our own views to create groups of likeminded drivers.

I would like to see tighter integration with Heathrow, I feel there is deals to be had that will provide more work, it would buy us more job security going forward, or of course we can just accept Crossrail will just take a good chunk of our work do nothing about it and downsize at Heathrow because that is the reality, take 20%+ of our work away and the whole dynamics change for us, those drivers renting at £300+ a week will end up working in town because the sums won't add up working at Heathrow. Pointless trying to fit more taxis into the feeder park if we are all doing 5 hours with the current capacity, expansion will just increase wait times.

One of my first accountants years ago had a number of one liners that were great, I will leave you with one.

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THREE OUT OF FOUR FOR TEAM WILKEY

It was a busy weekend for the Club's own professional trainer, Alec Wilkey.

On the 1st December at the World famous boxing venue, The York Hall Bethnal Green, he had two boys boxing.

First up was Chavez Campbell who hails from Wood Green, he was up against Dan Ballard who was also making his Pro debut. Chavez was always in control right from the starting bell and showed good boxing skills. After landing a big right to the head towards the end of the first round, the Referee called a halt to the fight. Alec said of his new charge, "I'm pleased with his progress, he has been very easy to work with as he has a great amateur pedigree"

Next up was Emran Hussain from the Isle of Dogs, he was up against a very tough Dmitrijs Gutmans, from Latvia.

After four hard rounds the referee scored it a draw. Alec told the Badge, "Emran did not perform at his best, he's been under a lot of pressure as his past two opponent's pulled out at very short notice, but it was a good learning fight and they'll be good things to come next year".

On Saturday 2nd at the MTK Show in Brentwood, Alec had another two boxer's out. First was Lewis Smith making his Pro debut against Dylan Draper from Braintree. Lewis showed great composure for his first fight, boxing to orders and achieved a comfortable win with the referee scoring it 40-36.

Next on the show was Ritchie Gray from Brentwood. Ritchie's fight was changed late from a 6 rounder to a 4 rounder against Konstantin Alexandrov from Bulgaria.

Ritchie got a comfortable win as he had



beat the same boy earlier on this year over 6 rounds. Alec told the Badge "I'm very pleased with both the boys performance which topped off a very good weekend". Teamwilkey's last fight for 2017 will be



Johnny Coyle on a BoxNation show at Brentwood Centre on Saturday 16th. Alec said "This should be an 8 rounder for Johnny and his management team at MTK are looking to secure a Title fight early in 2018".

LCDC VISIT WIZANN SCHOOL OPEN DAY

The LCDC recently attended the WizAnn Knowledge School at their fantastic new premises in Connaught Road, two minutes from City Airport.

Apart from myself, the LCDC was also represented by Alex White and Matty Newell and we also had a chance to discuss trade issues with both Lee and Gary from LondonTaxiPR.

There were also Knowledge Examiner's present to speak to the students, Katie Chennells, Mr

Whitehead and Tony Swires who took questions from the students on an array of subjects.

The Trade has two major foundations, the vehicle we drive and the Knowledge of London and TfL are doing a great job in destroying both. Knowledge numbers are at an all time low and as I explained to Helen Chapman at a Senior Rep meeting this month, we do three years on the knowledge and the PH do just three weeks, yet you have allowed them to



work in our "immediate hire market place".. instead of protecting the value of the knowledge, TfL have completely undermined its value. At the recent UKIP taxi conference, Peter Blake when asked by LCDC

Com member, Matty Newell told the hall that..."TfL do not have to promote the KOL".

All I can say is how grateful the LCDC are that Peter Blake is no longer employed by TfL.



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