



More trade stories than all the others put together

Issue 254 November 2017

WATT A SHAMBLES

TFL FAIL TO DELIVER ON RAPID CHARGE POINTS



SEE
PAGE 3

INSIDE



LCDC WRITES TO
LONDON MAYOR

PAGE 3

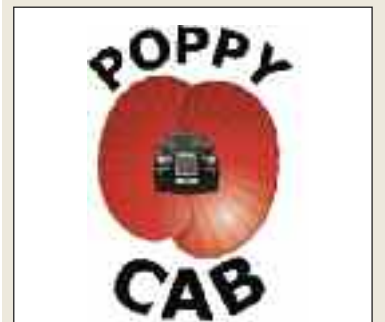
NEWS



BOXING NIGHT
FOR CHARITY

PAGES 8 & 9

NEWS



CUT-OUT FOR
YOUR CAB

PAGE 24

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necessarily those of the Editor or of the
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Contributions for publication are welcomed
and should be sent to the Editor at the
above address.

The London Cab Drivers' Club Ltd.

TXe

As you can read opposite,
we have written to the Mayor
outlining our concerns
regarding the serious lack of
infrastructure to support the
introduction of Transport for
London's new regulations
that you can only purchase
and operate a ZEC taxi from
January 2018.

Once again TfL have proved
that they are totally incapable
of implementing any cohesive
plan relating to the workings of
the transportation network of
this great city.

Whilst many promises were
made to us back in 2015,
unfortunately none have
materialised. The people
responsible for these decisions
have moved on, leaving us in a
most precarious position.

UBER

We all know UBER have had
their licence revoked and are
due in court on 11th
December to start the appeal
process.

Although under the 1998 PH
Act they can operate whilst
appealing, it seems
incredulous to us that some
13,000 PH drivers still have
fake DBS certificates. And so

far only 2,621 drivers have
been contacted to be re-
checked. Surely these drivers
should not be allowed to work
until TfL have confirmed their
new DBS checks have been
done satisfactorily.

SEAN STOCKINGS UPDATE

Sean Stockings' appeal will
now be held at Palestra
building scheduled for the
30th November at 9.30am.

POPPY CABS

Once again, the LCDC are
proud to show our support
and appreciation for our
armed forces.

Please show your support by
cutting out the Poppy Cab logo
on page 24 and installing it in
your cab windscreen.

We'd also like to thank all the
drivers and their families who
showed up for the boxing show
in support of the war disabled,
on Tuesday, October 7th.
See pages 8&9.

Grant Davis
LCDC Chairman



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Mayor Sadiq Khan
City Hall
The Queens Walk
London
SE1 2AA

6th November 2017

Trade Concerns Over Rapid Charging Points

Dear Mayor,

I am writing to you today to express my grave concerns regarding the situation we are facing in relation to the serious lack of rapid charging points currently available to any licensed taxi driver who is planning on purchasing the new ZEC TXe. The Trade is some eight weeks away from the introduction of new regulations restricting us in only being able to purchase a zero-emission capable taxi. At present there are only two rapid charging points in existence, one of which I am reliably informed does not work.

In 2015 the United Trade Group attended numerous meetings chaired by Michelle Dix, who oversaw the whole ULEZ project and its implementation. Time after time, Michelle Dix, along with her team from TfL, promised faithfully to the taxi trade that by the time of the new regulations being introduced, the supporting infrastructure would be in place. Alas, Michelle Dix has long gone to pastures new and, in the meantime, has left our trade totally out on a limb. We can only be thankful that the previous Mayor overruled her wish that a ten-year age limit be introduced on all current taxicabs, which the LCDC said at the time would be the final death knell for the taxi trade.


In a recent independent study commissioned by Addison Lee, it concluded that if just 25% of the taxi & Private Hire fleet converted to a ZEC vehicle, over 2,100 rapid charge points would be required. Transport for London's current target is for 300 rapid recharges being installed by 2020.

The Trade is fully supportive of the Mayor's initiative to clean up London's air, especially as this is the environment we must work in. However, as we regularly pointed out to Michelle Dix, Transport for London cannot instigate "Policy on Promises"

We believe that unless urgent action is taken to ensure that these problems are addressed and rectified ASAP, the introduction of ZEC vehicles across the capital will be doomed to fail.

I look forward to your earliest reply.

Yours sincerely,


Grant Davis
Chairman

HOW CAN TfL JUSTIFY THEIR TAXI

How can Transport for London justify their Taxi policies if they do not consider the impact of changes to the operating conditions of the PH industry in the context of the impact on the Taxi and Private Hire markets?

During the City Hall investigation into Taxis/PH (2014-16) the Transport Scrutiny Committee asked Deputy Mayor, Isabel Dedring, Surface Transport MD, Leon Daniels and Chief Operating Officer, Garrett Emmerson, for their Taxi & PH Strategy. It was embarrassing to watch them, over the course of several hearings, lie about a Strategy they claimed they had, but that wasn't written down.

On the 8th of July, 2015, Valerie Shawcross CBE AM (Chair) concluded one hearing with this rather withering assessment of the evidence provided by TfL's Executive members:

"Thank you very much. Isabel, can I just thank you for those positive words? That takes us back to where we began. We need a vision and a strategy for the industry. Even if you just wrote down what you said and acted on it, it would be a very good first step forward. I am duty-bound to thank you for your time today, but I have to say that personally I feel really disappointed by a lot of what has gone on today... I am very disappointed that commitments and promises that the Mayor and Sir Peter Hendy [Commissioner, TfL] have made have not been followed up on. I do not think all of our guests have prepared by looking at previous debates and discussions and that was very disappointing. It does suggest that you are not taking this issue seriously enough.

I do feel the point that was made by Isabel about the big challenge in the industry with more technology but, more than that, the issue here is about whether or not TfL as a regulator is behaving in a way that is now cosy and flabby to the point of unprofessionalism.

We do understand the regulations do need updating but I did not feel that TfL were doing their regulatory function in a way that is fast and fly and professional and transparent enough to deal with market entrants that have an aggressive approach in their business models and where they do try to push the limits and push the bounds and behave in a way that more traditional operators feel they are not playing by the same rules of understanding, which is basically about trying to fulfil the spirit of the regulation.

The spirit of the regulation is about public safety and it is about the convenience of the public and the health of the industry as a whole. Getting people obeying the spirit of the rules is where we need you to be and I do feel we have heard a lot today that suggests

there is much to do.

We will write back to you with a list of asks because there were a number of discussions today about things like the strategy, about some clear information on the regulatory activities you have been undertaking so far and some issues about the ranks. We do have some more information we need from you and it is pretty clear now, although some things have started to move and



Danny Sullivan and Mark White, with Val Shawcross at Heathrow Airport

we very much appreciate the fact you are undertaking the private hire review and we have seen some increased activity on Project Neon and some attention to those issues. The heat is not going to go off in this area and, until we feel that TfL is meeting the challenge of regulating this industry in the way it now needs to be regulated in the changed world, then we are going to have to keep coming back to it. There is not going to be any breathing space on this. We need to see that strategy.

We want to see all of those things delivered and we want to see TfL up its game and become much more professional as a regulator."

However, there was a PH Strategy paper that Jeroen Weimar (the man in charge before Daniels, Emmerson, Blake and Dedring) had presented to the Surface Transport Panel, in 2009, detailing new Private Hire strategic proposals.. There were 3 options but Weimar prefaced this with a paragraph explaining that any changes needed to be looked at with the view to maintaining the distinctions between the private hire

and the licensed taxi trade.

3.1 The taxi and private hire trades operate in overlapping markets with significant competition, especially in the corporate account and late night travel sectors. The primary structural difference is that only licensed London taxis can ply for hire. All PHV journeys must be booked in advance via an operator centre.

3.2 The taxi trade is highly regulated extending to fare tariffs, detailed vehicle specifications and a requirement for all licensed Taxi drivers to complete the Knowledge – in itself requiring some three years of dedicated study. As such, taxi drivers have to commit significant time and capital outlay to enter the trade.

3.3 Entry into the PHV industry is comparatively easy. PHV drivers are required to meet similar medical and character checks, pass a brief route-finding test and can become licensed within three months. PHV drivers can work for any number of operators or establish a new operating business (requiring additional measures). The PHV trade can use a wide range of standard vehicles. Fares are not regulated.

3.4 Any changes to the operating conditions of the PHV industry need to be considered in the context of the impact on the taxi market. The financial returns in the taxi industry need to reflect the relatively high up front investment and higher operating costs in order to maintain a viable ply-for-hire taxi service.

So, why didn't TfL do as Jeroen Weimar said and consider the impact of changes

to the operating conditions of the PH industry in the context of the impact on the Taxi market?

TPH say it's not policy but then you only have to see what has happened to the Trade since it was written. The left hand at TfL, does not know what the right hand is doing....and that goes for some of our own Trade Reps.

The LCDC have constantly challenged TPH on this. In December 2016, TPH inserted the ULEZ meeting into the Licensing & Compliance Meeting. It was reported in the Badge earlier this year.

We've also been asking the Mayor at Question Time, but the same Officers who squirm in Meetings saying it's not Policy are the same people who answer these questions, which they describe as 'hostile'.

With less than 2 months to go, it's coming to crunch time. There's hardly any infrastructure and TfL are allowing LEVC (LTC) to use us as Guinea Pigs for their products, of which they claim 50% will be sold abroad.

Jacobs Report (1)
Meeting: Mayor's Question Time
Date: Thursday, 13 July 2017
Reference: Question 2017/2635

Main question: David Kurten

Is the Mayor aware of the JACOBS Report, also known as the 'Ultra Low Emission Zone Integrated Impact Assessment' from October 2014?

Answer: The Mayor

TfL commissioned Jacobs to assess the environmental, health impacts, equality impacts and economic and business impacts of the original Ultra Low Emission Zone (ULEZ) proposals to inform the October 2014 consultation. Jacobs summarised its findings in the Integrated Impact Assessment.

The previous Mayor approved the introduction of the ULEZ following that consultation, but asked that TfL undertake further consultation with the taxi and private hire trades.

To inform the second consultation in July 2015, Jacobs updated the Integrated Impact Assessment to reflect the revised taxi and private hire proposals, including the retention of the 15-year taxi age limit and the introduction of a delicensing scheme to remove the oldest taxis. These documents are available on TfL's website.

Jacobs Report (2)

Meeting: Mayor's Question Time
Date: Thursday, 13 July 2017
Reference: Question 2017/2636

POLICIES...? By Mark White

Main question: David Kurten

Why was the 'Jacobs Report' not addressed in the 'Taxi and Private Hire Action Plan 2016'?

Answer: The Mayor

To add to my answer to MQ 2017/2635, my Taxi and Private Hire Action Plan contains a range of initiatives which relied upon the findings of this report and the subsequent consultation and engagement process. These measures include the retention of the 15-year taxi vehicle age limit, a voluntary de-licensing scheme with payments of up to £5,000 to help phase out diesel taxis, grants to help drivers purchase new zero emission capable vehicles and the delivery of a rapid charging network with locations dedicated to the trade.

Jacobs Report (1)

Meeting: Mayor's Question Time
Date: Thursday, 14 September 2017
Reference: Question 2017/3474

Main question: David Kurten

Why have TfL ignored the conclusions of the Jacobs Report which states that: "Virtually all taxi drivers are self-employed and would therefore have to bear the cost of a new vehicle themselves while at the same time seeing the value of their present taxi diminishing. With a new zero emission vehicle costing approximately £40,000, and a high proportion of drivers over the age of 50, there is a risk, even with mitigation, of an exit of drivers and vehicles from the market. Taxi drivers with older vehicles can: invest in new vehicles, including second hand that meet the age limit but availability of the latter is expected to be virtually nil; or withdraw from the market."

Answer: The Mayor

I am committed to making London's taxi fleet the greenest in the world. I am investing £875m to improve air quality in London and this includes significant funding to support taxi drivers to switch to zero emission capable vehicles.

TfL commissioned Jacobs to assess the environmental, health, equality, economic and business impacts of the original Ultra Low Emission Zone (ULEZ) proposals to inform the October 2014 consultation. The previous Mayor approved the introduction of the ULEZ following that consultation, with an exemption for taxis, alongside a further consultation with the taxi and private hire trades on revised proposals to introduce zero emission capable licensing requirements. Please see my answers to MQ 2017/2635 and MQ 2017/2636.



David Kurten meets Sean Stockings and Matty Newell at City Hall last year

My Taxi and Private Hire Action Plan aims to ensure that the markets for taxi and private hire drivers are fair, with space for all providers to flourish. It sets out measures that will help taxi drivers phase out diesel taxis and switch to new clean zero emission capable taxis. TfL are offering payments of up to £5,000 to drivers of the oldest vehicles who choose to no longer license their taxi in London and they are also contributing to the Government's Plug-in Taxi Grant, which will provide up to £7,500 off the price of a new zero emission capable taxi. I am lobbying Government for a national scrappage fund that would see taxi drivers receive additional compensation to scrap their old taxis.

TfL are also delivering a new rapid charge point network, with locations dedicated to taxis, to enable drivers to maximise fuel savings and operate mostly with zero emissions.

Jacobs Report (2)

Meeting: Mayor's Question Time
Date: Thursday, 14 September 2017
Reference: Question 2017/3475

Main question: David Kurten

Was it TfL TPH's intended policy to drive taxi drivers out of business, given that a table in the Jacobs Report shows that the number of PH Drivers has grown by 67% in the period between 2005 when

PH Licensing was completed (and TfL took over running the Taxi & PH Industry from the Met. Police) whilst taxi drivers have only grown by 4%, and the report states:

"If data on the number of registered drivers is a good indicator of relevant market share, it would appear that taxis have been challenged by PHVs in London over the last decade.

With the growing use of mobile apps to pre-book PHVs, the pressure on taxis is likely to continue, although nearly half of all taxi trips start from being hailed on-street. Outside central London, the suburban taxi market, where earnings tend to be lower and competition from PHVs higher, could see the biggest decline in taxi availability, if drivers decide that the ability to make a reasonable return on a substantial investment declines."

Answer: The Mayor

I am aware of the challenges that are facing the taxi trade, which is why I have committed to the measures that I have laid out in my Taxi and Private Hire Action Plan.

Working with taxi drivers, Transport for London is putting my plan into action. All of London's taxis now accept card payments making them as convenient as possible for customers. TfL is allowing taxis access to additional bus

lanes in key locations to improve journeys.

TfL is on course to increase rank space by 20 per cent by 2020 for taxis to make sure they are widely available in busy locations throughout London, including suburban areas.. TfL has recently added rank locations to the 'nearby' section of Journey Planner. This information has also been made available to app developers; notably the Apple Maps app is now using London's taxi rank data, making it easier than ever to connect passengers to taxis.

I am concerned with the growing number of private hire drivers on our streets. As you will be aware, TfL is legally obliged to issue a licence to any driver that meets the criteria for licensing. As a result, we have seen the number of London licensed drivers double in recent years. My Deputy Mayor for Transport, Val Shawcross, the TfL Commissioner and I have raised this issue with Government Ministers and the Department for Transport. We have also raised the broader issue of cross-border hiring which, if not addressed, will make any new powers to cap private hire vehicle numbers ineffective.

I would urge Assembly Members to support our efforts to push for these important changes.

ZEC Taxis (2)

Meeting: Mayor's Question Time
Date: Thursday, 14 September 2017
Reference: Question 2017/3479

Main question: David Kurten

Even with additional fuel savings (a Prius is capable of the same, if not greater savings) a new ZEC Taxi is going to be double, if not treble, what a typical PHV costs to operate in the same Market. The £7,500 grants that are rumoured to be available to Cabbies are clearly not going to be enough. Will the Mayor be looking to find more funding, or is the intention to price taxi drivers out of the market, as was warned by Jacobs in October 2014?

Answer: The Mayor

Please see my answers to MQs 2017/2635, 2017/2636 and 2017/3474.

It leaves the LCDC asking this question: how can the Mayor & TfL's Board possibly justify making Taxi Drivers operate an expensive electric wheelchair accessible vehicle, whilst over-saturating the PH Market at the same time as undermining the Taxi Market by allowing PH to virtually ply for hire via an App?

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An artist's impression of the pedestrianised section of Oxford Street. And below - the reality of Oxford Street. A familiar sight to every cab driver.

WALKING INTO TROUBLE

The western section of London's main shopping street is to be transformed into a pedestrian zone filled with public art, it was announced today.

London mayor Sadiq Khan has revealed plans to start imposing traffic restrictions along Oxford Street by the end of 2018, allowing the congested street to become a pedestrian-priority area.

Visualisations show the pedestrianised zone stretching all the way from Oxford Circus to Selfridges, with colourful shapes painted over the pavement and public art suspended over the road.

"This is a hugely exciting moment for the capital," Khan said in a statement.

"Oxford Street is world famous with millions of visitors every year, and in just over a year the iconic part of the street west of Oxford Circus could be transformed into a traffic-free pedestrian boulevard."

Oxford Street Pedestrianised Oxford Street is one of the busiest shopping thoroughfares in Europe, with an estimated 500,000 pedestrians walking through it each day.

Currently pedestrians share space with two lanes of traffic –

meaning shoppers, tourists, residents and workers have to battle with streams of taxi cabs, rickshaws, buses and bicycles.

In the new proposal, buses would be re-routed and taxi ranks expanded. Plus the road would be brought up to the same level as the pavement, making it more accessible for wheelchair users.

Cyclists would be required to dismount in the area. However the proposals promise a separate consultation on implementing new cycle routes along quieter parallel roads either side of Oxford Street, to be held in the summer of 2018.

Oxford Street would then be able to accommodate a sequence of public plazas lined with trees and benches with 25 planned pedestrian crossings. Traffic would still run north to south across the road at certain points. An 800-metre piece of public art could be commissioned to line the new space.

The discussion over whether to pedestrianise Oxford Street goes back years – as a result of frequently clogged pavements, eye-watering levels of air pollution and high numbers of traffic collisions.

Between January 2012 and September 2015, a pedestrian

was involved in a collision on Oxford Street every seven days, according to Kahn's office. And in May 2016, there was a fatal accident involving a pedestrian.

The street has been pedestrianised for short-term periods in the past – usually weekends in the run up to Christmas. Kahn's proposal would build on these trials,



aiming to make the street safer and more attractive to visitors.

Limiting traffic would also help limit the rampant air pollution on the street – which frequently features on global lists of heavily polluted roads, thanks to excessive levels of nitrogen dioxide.

The move would also help to prepare the area for the opening of the Elizabeth Line, the new Crossrail train line, expected to bring even more people to the area when it opens in late 2018.

Projects are also underway to increase the capacity of London Underground stations at Bond Street and Tottenham Court Road, as part of what Transport

pedestrianisation project will be implemented in three stages.

The western section is due to finish by the end of 2018, with the eastern section between Oxford Circus and Tottenham Court Road going traffic free by December 2019. The final part, by Marble Arch, will then be turned over to pedestrians after 2020.

The project is estimated to cost £60 million, which TfL hopes to fund with government and private sector money.

Khan will be hoping the project is more popular than the public-realm project championed by previous mayor Boris Johnson – the Thomas Heatherwick-designed Garden Bridge.

Filled with plants, the River Thames crossing was supposed to become a tourist destination, but questions mounted over spiralling costs and funding sources. Khan pulled the plug shortly after taking office, meaning £43 million of public money went to waste.

Johnson was also behind the last revamp of Oxford Street – a £5 million project that saw a new crossing system implemented at Oxford Circus, encouraging people to cross in all directions. Courtesy of www.dezeen.com

BOXING FOR THE

Cab drivers give their all for the Taxi Charity for Military Veterans

On the evening of Tuesday 17th October Carney's Community in Petworth Street, Battersea, was packed out with cab drivers, their friends and families, all joining the crush to watch 11 stalwart drivers from North of the river battle it out against the opposition representing South of the river.

Some of the fighters had been training in Wapping with their coach Michael Herring for a number of years, while others, spurred on by the desire to do something for the charity, had only trained for a matter of a few months. Their enthusiasm was tangible – this was sport in the truest sense of the word.

Every driver gave his all, amidst shouts and cheers from the audience and egged on by their cornermen. Yet the atmosphere remained friendly throughout, and whilst retaining the competitive spirit, never became aggressive.

Seated behind the ring and cheering along with the rest were four Chelsea Pensioners and one

Normandy Veteran, most of whom are collectors for the charity.

Almost every single person involved was a cab driver who had volunteered, from the boxers, their coach, all the support teams, the stewards, the ladies selling refreshments and the chaps on the door. The music was supplied by a driver, and Grant Davis did an outstanding job as MC and auctioneer.

The auction itself raised just over £1000, and all bar one of the lots were donated by drivers. The generosity of the trade sometimes seems overwhelming.

The evening was also backed by a number of businesses. TaxiApp provided the vests, shorts and socks, and the boxers really did look smartly turned out. The posters, tickets and auction lists were donated by Ubiquitous, and cab:app provided the programmes and paid for the insurance. Tony at the Astral café kindly helped us with the food and I must thank him and Satori



LET'S GET READY TO RUMBLE: North vs South



LENNY ETHERIDGE AND DAVE KEARNS SQUARING UP NICELY



FRANCES TALKS TO THE CROWD BEFORE THE FIGHTS

PRIDE OF LONDON



NORTH

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Dave Hammond
Wally Saunders
Terry Buffin
Marc Turner
Gary Dunne
Richard Hood
Chris Humphrey
Danny Pin
Tony Lee
Dave Kearns

SOUTH

Johnny Lock
Ryan Doherty
Chris Allen
Paul Bay
Mel Smith
Micky Flynn
Tony Carroll
George Dixon
Steve Williamson
Dave Windsor
Lenny Etheridge

VS

Coach: Michael Herring
Referee: Mark Reigate (FitzRoy Lodge)



BOOM - WE HAVE TOUCHDOWN



LDCD CHAIRMAN GRANT DAVIS WAS MC

for their assistance in selling tickets. MyTaxi paid for the ambulance and paramedics (thankfully not needed on the night!) and CabVision and Cabbies Accountants both made generous donations. The LCDC also gave invaluable support as well as donating the trophy for the

best boxer, won by Terry Buffin, a popular result.

When I had the original idea of arranging a boxing match, I had hoped that it would be a way not only of raising money for the charity but of providing some much deserved fun for drivers themselves. Given

that five drivers have already put their names forward for next year, I dare to think that this goal was achieved.

Thank you all.

Frances Luczyc Wyhowska

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Brighton has renewed Uber's license to operate in the southern English city for six months while the local authority follows the outcome of London's move to strip the taxi app of its licence.

"The decision on the length of the extension was taken to allow the council to monitor the outcome of the Transport for London Uber decision, and consider whether any of the information arising from the case had direct implications," Brighton and Hove council said in a statement on Thursday.

London's transport regulator shocked Uber in September by deeming it unfit to run a taxi service and refusing to renew its license, citing the firm's approach to reporting serious criminal offences and background checks on drivers. What Uber can teach us about the importance of branding and growing up

Uber's 40,000 drivers in the capital can continue to take rides there until an appeals process is exhausted, which could take months or years.

Uber only has around 40 drivers in the Brighton area out of a total of around 50,000 in Britain.

The council said it would use the next few months to negotiate with Uber on a number of proposed conditions for operating in the city.



UBER given six month licence in Brighton

"While there was no evidence to suggest that public safety had been compromised, there are a number of concerns, and Uber are working with the council to address these and reassure residents and visitors about their safety," it said.

Uber, valued at around \$70bn (£53bn) with backers including Goldman Sachs and BlackRock, has said it wants to make things right in London and welcomed Brighton's decision on Thursday. "More choice and competition is good for consumers as it raises

service levels across the board. Uber has been embraced in Brighton with around 10,000 riders using the app in the city every week," said the firm's UK head of cities Fred Jones.

Courtesy of The Independent

Uber drivers fleece app out of £10k

Five Uber drivers fleeced the ride-hailing app out of £10,000 by taking bookings for rides paid for with stolen credit cards, a court heard.

Onome Omonoseh, 19, coordinated the "sophisticated" scam by setting up fake customer accounts to book lengthy journeys, racking up large bills which were charged to stolen credit cards.

Drivers Michael Julien, 50, Dan-Alexandru Pasat, 29, Kamlesh Sagoo, 62, Ibrahim Tekagac, 35, and Mihai Toader, 32, collected the hefty fees, and paid Omonoseh in cash for his part in the scam.

Southwark crown court heard Uber lost up to £10,000 to the fraud between February and December last year.

Omonoseh, the "coordinator", is only thought to have made £1,760 despite playing a leading role.

"Mr Omonoseh was the main instigator of the frauds against Uber - creating bogus Uber customer accounts on the app and making bogus trips for which drivers were

paid," said prosecutor Stephen Requena.

"The details were taken from a website which sells credit card for fraudulent and criminal purposes. "GPS location showed the mobile phone handset did not always travel with the drivers and in effect the fraud by Mr Omonoseh and the co-defendants was in collaboration."

Judge Peter Ader, sentencing, said: "This was a sophisticated operation that took place over a period of time to defraud Uber of their commission and their fee. Each of you played a part in this operation."

He sentenced Omonoseh to eight months in a Young Offenders' Institution and jailed Julien, who was involved in 17 fraudulent trips, for eight months.

Pasat, Tekagac, and Toader were each given six-month prison sentences suspended for 18 months and ordered to pay £500 compensation each to Uber. Sagoo, who made the least amount of money from the scam, was given



a four-month prison sentence suspended for 18 months, and was told to pay Uber £486 in compensation. Omonoseh, from Islington; Julien,

from Southwark; Pasat, from Ilford; Sagoo, of Neasden; Tekagac, from Enfield; and Toader, from Stevenage, Herts, admitted fraud by false representation.

50P A DAY COULD SAVE YOUR BADGE

It was just an ordinary Sunday for licensed taxi driver, Mr Karim Laid when he left home to go to work. He was ticking over when he found himself driving round the back of the BBC building at Portland Place - only to find himself facing an UBER driver coming towards him the wrong way down a one-way street!

The UBER driver refused to stop and carried on driving towards Mr Laid, making him pull over tight to the parked cars allowing him to pass. As they passed, Karim heard a bang and thinking his taxi had been hit he pulled around the corner and started to inspect his taxi for damage.

The area behind the BBC was full of PH drivers parked up, seemingly waiting for their apps to "Ping" and was causing major headaches for passing vehicles. As he was inspecting his taxi, Mr Laid was set upon by a group of UBER drivers and was verbally and physically abused. He immediately called the police and afterwards attended a police station to report the matter:

It was around a month afterwards when Mr Laid received a call from the police and was told that the UBER drivers had accused Mr Laid of being the aggressor and had racially abused them!

This was the beginning of a nightmare that ended in his acquittal at City of London Magistrates' Court last month. Mr Laid first contacted a solicitor only to

be told to "plead guilty to the offences" ... "these nearly made me have a heart attack and I collapsed and I was taken away from the Court in an Ambulance to Hospital."

"It was only after speaking to a fellow taxi driver friend who told me about Payton Solicitors, who exclusively represent LCDC members, so after getting hold of a copy of the Badge, I made the call to Keima Payton.

Keima immediately tried to get my trial adjourned that was happening the following day and when the Court refused to adjourn my case, Keima spent the whole night before preparing my defence.

"When we attended the Court Keima was brilliant and installed such confidence in me that I entered the Courthouse in a much better frame of mind than I had been in for weeks leading up to the trial.

"Keima was fantastic and put such a great case together that the Crown could not offer any evidence and the following day I was acquitted... what a feeling of utter relief and joy!

Prior to the hearing I was told by the Police that I would lose my licence for seven years due to the accusations being levelled against me.

"Keima Payton has also helped me again on a recent case after the police tried to charge me with failing to provide driver details contrary to s)172 of the



Road Traffic Act. Again, and at short notice Keima sprang into action and after doing another marvellous job, I was acquitted.

"In my opinion, we are an easy target for the police and we need to ensure we are professionally represented. Gone are the days when cab drivers are given the benefit of the doubt. We cannot even guarantee the police will properly investigate."

Mr Laid who was not a member of the

LCDC at the time of the incident, can now personally extoll the virtues of having Keima in your corner.

"My only regret is that I was not a member of the LCDC at the time of this incident and for just 50p a day and to be able to call upon Keima Payton to represent you if your back is against a wall is a no brainer, I could kick myself for not joining the Club before"

"I know it is the easiest thing in the World not to join an Org but if you are reading this in the Badge and not in the Club, what are you waiting for?"

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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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■ CAB TRADE ADVICE

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

■ TRADE'S FUTURE

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

■ CAB TRADE REPRESENTATION

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

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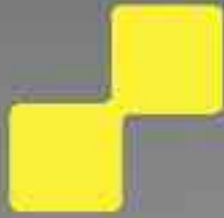
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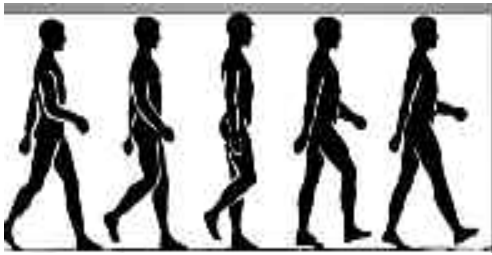
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Walker on the March...

MOT

Back in August I went to the docs for a full MOT. I got called back to talk about some blood test results.

I saw the "fat Nurse" who gave me the news that I was 4 ½ stone overweight and my blood sugar levels were in danger of making me pre-diabetic. Anyway, the "fat nurse" tells me I should buy a book called "The 8 Week Blood Sugar Diet by Dr Michael Moseley" and follow it. She wanted me to lose two stone by the time she calls me back after three months.

I read the book and immediately thought the guy was having a laugh and that I'd never be able to follow it, even though he assured readers that they wouldn't be hungry after a couple of days. Turns out he was right.

I've followed it for just over two months now and have already lost the two stone without even feeling like I've been on a proper diet. I don't know how my blood sugar levels are but I expect them to be back within safe lines.

I'm not going to bore you to death with my diet but many cab drivers become diabetic in later years, with all the TFL problems that brings, far less the medical problems associated with it. If anybody is in this position, the book may be worth a look.

TX5 OR TXe OR WHATEVER

Thanks to TFL, a new cab will cost a mere snip of £55,599. Mind, you'll have to get in quick because this price is net of the £7,500 grant. After the first 9,000 sales, you'll pay the full price of £63,099.

LEVC are trying to cushion the blow by making the TX5 available on a five year lease deal. This will cost £177 per week, based on 30,000 miles per year. However, you will need a £3,250 deposit and if you want to buy the cab outright after five years instead of handing it back, that will cost you another £18,800, making a grand total of £67,900.

IS IT GOOD VALUE?

In truth, nobody knows as there are too many unknown variables at the moment, partly because we cannot completely rely on LEVC information.

It was only about 18 months ago that the gov'nor of the company said that the battery would not be sold with the vehicle but leased to take away any worries about the lifespan and reliability of the battery.

Now, the battery is being sold with

the vehicle instead and although they give a five year warranty, there remains uncertainties about how long the battery will last, what damage continued rapid charging may cause and what a replacement will cost (I have heard £7 - £9,000).

LEVC also tell us that we can save up to £100 per week in fuel costs but based on their consumption figures for the TX4,



this would be impossible on 30,000 miles per year (as per the lease deal).

CHARGING AT HOME

This is not as simple as TFL/LEVC would have us believe. The TX5 is expected to do 70 miles on electric and that means needing to charge while working and one charge at home.

If you live in a newish property with off-street parking, fitting a charger is fairly cheap.

It should cost no more than £300 above the grants available, for a system that will charge a vehicle in eight hours.

If you live in an older property and/or need a rapid charger, then the costs get much higher. A new circuit board and a 3 phase electric supply may set you back as much as £1,500 after the EST grant. The fast charging unit will cost a further £1200 as the £500 OLEV grant is not available on these.

I double my cab with my son so would need to spend the above £2,700 to have access to a rapid charging unit. On top of this though, I would have to spend around £3,000 to create some off-street parking.

CHARGING ON THE STREET

This is where things get silly. The first problem is access to a charger. TFL have a 3 year target of 9,000 TX5s on the road but only 900 dedicated charging units.

However, the wording says these will be available for commercial vehicles, rather than "taxi only", so we may be sharing these dedicated

home charging and petrol costs mid-shift and this adds up to about 16p per mile.

Based on 30,000 miles per year, there will be a fuel saving of around £2700 a year. Although this is nowhere near the £100 per week that LEVC are talking about, it does mean that the driver can afford greater repayments of around £225 per month.

The new cab is around £15,000 more to buy than the current TX4. A current high street bank loan of £15,000 over five years would cost around £260 per month, leaving just an extra £35 per month (£8 per week) and in truth, the running costs of the LEVC are likely to be lower in other running costs than the TX4.

Of course, if the cab is kept once it's freehold, those fuel cost savings of £225 continue to be made.

THE FINAL CRUNCH

All of the above cannot be viewed in isolation. TFL expect us to make an investment of £55,000. This isn't peanuts; apart from the purchase of a home, this is probably the most expensive capital cost that you or I will ever lay out.

At the same time however, TFL are undermining our confidence in our ability to pay for it over five years.

When they licensed PH back in 2003, the basis for a two-tier licensing system was that taxis and PHVs performed separate functions. Both could accept pre-booked hiring but only taxis could operate the "on-demand" hiring market.

However, they are currently allowing App-based PH operators and vehicles to operate in the "on-demand" market via "e hailing".

The higher regulatory costs imposed on the taxi market was coped with because the taxi had no direct competition in the "on demand" market.

However, they currently expect taxis to be able to operate in open competition with Apped PHVs that operate vehicles that are less than half of the capital and running costs of a taxi.

With the TX5 the capital cost situation gets worse. A PH Prius can be bought for just 40% of the cost of a TX5 and will still have much lower running costs and TFL are forcing us to compete in the same market.

The first question a driver must ask himself before forking out £55,600 for a TX5 is whether he/she thinks they will still have the ability to pay £750 per month repayment costs in 4/5 years time?

points with electric vans and 40,000 (hotly disputed figure) Uber prius's.

On top of that, the costs of running on petrol are likely to be cheaper than the cost of a rapid charge, unless TFL subsidise the cost.

If they think drivers are going to drive around looking for a charging point and then dwell for 25 minutes waiting for the battery charges, when they can just pull into a filling station and drive on petrol more cheaply, they are living in dreamland.

The reality is that most drivers will be driving on petrol, rather than electric, for at least half their mileage driven.

THERE ARE BENEFITS

Despite the above, there will definitely be savings on fuel, although nowhere near the optimistic LEVC claims.

Dealing with real diesel costs, the TX4 probably costs around 25p per mile in diesel.

Even if the higher cost of £2,700 has to be spent on a rapid home charging unit, this only works out to a charge of 1.8p per mile, based on 30,000 miles a year over five years. Add in the electricity cost of

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Sound of the Suburbs

above address.

Suburban workshops are coming up November 21st 1100-1300 and on January 25th - Sectors 8 & 9 also between 1100-1300. As I've said before I can appreciate drivers apathy and not really seeing a point of attending these meetings but it is the only opportunity we get to Air our grievances towards TfL so if it's possible to be there please make sure you can attend. It is important.

Regarding Sector Magazine - The Magazine is still available but only to subscribers or online. The team at Sector magazine came to this decision owing to the massive success of Sector and not being able to meet demand. August, September and Octobers issues are available online at www.sectormagazine.co.uk please visit now and have a read. November's issue will be sent to subscribers on the 15th November and will be available online a few days after that. I know you are probably wondering why you are reading about Sector magazine in the Badge but obviously the readership of the Badge is massive and Grant Davis once again showed



his support by allowing us to put this information regarding Sector in my article, so thanks once again to him for that.

And lastly, I've said it before and I'll say it once again as suburban drivers we are facing so many problems at the moment, it's going to be hard to find solutions to them (the new taxi, ranks etc). I am prepared to work with anyone regardless of org. If it helps the suburban taxi driver surely this must be to everyone's benefit.



Rob Cardwell

Calling all suburban drivers, poppy cabs need your help and support on Remembrance Sunday. We have 89 ghurkas to transport from Plumstead High Street to the Borough of Westminster and obviously return them later on in the day. Any help will be much appreciated. If you can help please dm poppy cabs, if you are not on twitter email me at cabman22.rc@gmail.com

I have taken part in poppy cabs in some shape or form since 2013 and am very proud to do so. I think the least everyone could do is volunteer some time to pay their respects to those who made the ultimate sacrifice to afford us the freedoms



we enjoy today. So please volunteer if you can.

The LCDC suburban wing had its first Sector six member join last month, we now cover Sectors 2, 3, 4, 5 and 6 and we are growing and I believe we will have members in all 9 sectors. The reason we are growing is because the LCDC is a proactive Trade org. Myself, I am very supportive of all my members whatever their problems are I will try to help. Plus we work as a team on our WhatsApp group to try and forge a way forward for suburban taxi drivers. If any of you are thinking of joining or would just like to chat with me about trade issues, please feel free to drop me an email on the



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GOOGLE'S PARENT COMPANY INVESTS IN LYFT - THE NEW UBER?

Google parent Alphabet has led a \$1bn investment in Lyft, Uber's biggest rival, in a move that sharply escalates the fierce competition between the two leading US ride-hailing companies.

Alphabet subsidiary CapitalG will head the investment, which values Lyft at \$10bn, double its valuation at the beginning of the year. In securing Alphabet as a backer, Lyft has signalled the changing fortunes of the two ride-hailing rivals, with the Google-owning group switching sides at a key moment following a series of setbacks at Uber. Alphabet is a major shareholder in Uber, although relations between the two companies have been strained during a bitter court case over self-driving technology. Lyft, which has long been considered the underdog, has benefited this year as its rival has struggled. It

now controls a quarter of the US ride-hailing market, an increase of nine percentage points compared to the beginning of the year, according to data from Second Measure. "Lyft right now has a big advantage in that they are gaining market share, it is pretty popular, there are no self-inflicted wounds, and it has a lot of room to grow," said Santosh Rao, analyst at Manhattan Venture Research. © Reuters Alphabet's tie-up with Lyft comes at a delicate time for Uber, which is in final discussions over an investment deal with SoftBank. The deal, which has been delayed amid price negotiations, will see the majority of shares sold at a price that is lower than what Uber charged for its shares last year. The investment values Lyft at \$10bn on a "pre-money" basis, which excludes the new funds raised, 45 per cent

higher than a previous fundraising just six months ago. One Uber shareholder pointed out that the new funding for Lyft could allow it to stay private for longer, continuing the price wars that have driven down the cost of ride-hailing in many US cities. Alphabet invested in Uber in 2013 through its subsidiary GV. The relationship between Alphabet and Uber became fraught when the companies started competing on self-autonomous vehicles, prompting Alphabet's representative to resign from the Uber board. Earlier this year, Alphabet's self-driving car subsidiary Waymo sued Uber over alleged trade secrets theft, an accusation that Uber denies. That case is still ongoing. The backing of Alphabet could also provide a boost to Lyft's own research into autonomous cars, which it is ramping up this year. Lyft



already has a partnership with Waymo, and is also working with other companies on a plan to eventually integrate self-driving cars into its network. David Lawee, partner at CapitalG, will join the Lyft board. The fundraising round will include investment from other groups that have not been named. Lyft's previous backers include Didi of China, Carl Icahn and the venture

capital firm Andreessen Horowitz. Lyft has been in expansion mode this year, and its chief executive Logan Green recently said it would begin growing overseas "very soon". The company is considering London, Toronto and Mexico City as possible first international cities.

Courtesy of The FT

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Airport matters... by Alex White

Out west (Heathrow)



As most of you are now aware we are having electrical charging points installed in the north park.

This is not a perfect place and there are significant logistical issues still to overcome about the flow of the park e.g. is someone charging part of the flow and order of the park, or are they only part of the flow and order once they have finished charging? This position was the only position where it could be installed before the start of 2018, more charging points and locations will follow. I have asked HAL who owns the land between the north park and the Bath Road including the green space, if HAL own this land then there is potential

for this to be re-developed to give us more room. Twitter feed @TFPUUpdates, it has been agreed with the Cabin/Acpoa, HAL that this will be used to notify drivers of important things going on like park closure and reopening, I am working with the cabin to get this fully up and running with standard messages, if you follow this account please turn on notifications inside twitter so you will get notifications of the messages. Picking up on the forecourts, you are risking tag bans, there seems to be more and more people deployed to spot this going on. I watched a number of private hire vehicles getting tickets on the drop

off of T3 the other day, so they do get issued. You have been warned. Newall Road, our new neighbours are already complaining about taxis out on the road and they have not moved in yet, so expect this to become a big issue for us. Sadly I believe this will see the feeder being closed almost daily, so please park properly in both the parks as inconsiderate parking could have the knock on effect of police closing the feeder and drivers being turned away. Credit card payments for tag payments, this is now fully operational now but only during the day when there is two members of staff in the cabin, so we are moving in the right direction on things like that.

The LCDC are currently pursuing office facilities at Heathrow for us to provide a first class service for our members who work there.

Unfortunately, there seems to be a bit of a closed shop when it comes to office availability. A couple of years ago the LCDC tried to take over the small office that was occupied by HALTS (a private company) when it became available but this was objected to by Unite the Union who stated it was their office... I believe now that it is empty and regularly locked. We believe that it would be only fair, not only to our members, but drivers at Heathrow to be able to come into a office and ask us what is going on with the Trade at Heathrow and the trade at large. I



will be contacting HAL regarding this situation as the email we have found from HAL to HALTS regarding the office rights is very interesting (SEE BELOW)

If you work the Airport and would like us to have a facility there to assist drivers, please make our Reps aware:

HAL's commercial agreement with HALT. (2005). Clause 5.3 refers to the old HALT office and states :-

"HAL shall provide to HALT on a non-exclusive basis for such period as it is able and pursuant to such terms as it decides in its sole discretion should be applicable, some space or part thereof at the feeder park for office use/purposes of HALT. For the avoidance of doubt, no right to possession or other rights of occupation are given hereby or shall be deemed to be given pursuant to this agreement or otherwise in respect of the Feeder Park Office".

L.C.D.C: LEADERS NOT FOLLOWERS

Stop talking about it and JOIN!





Photo: Kevin Portch

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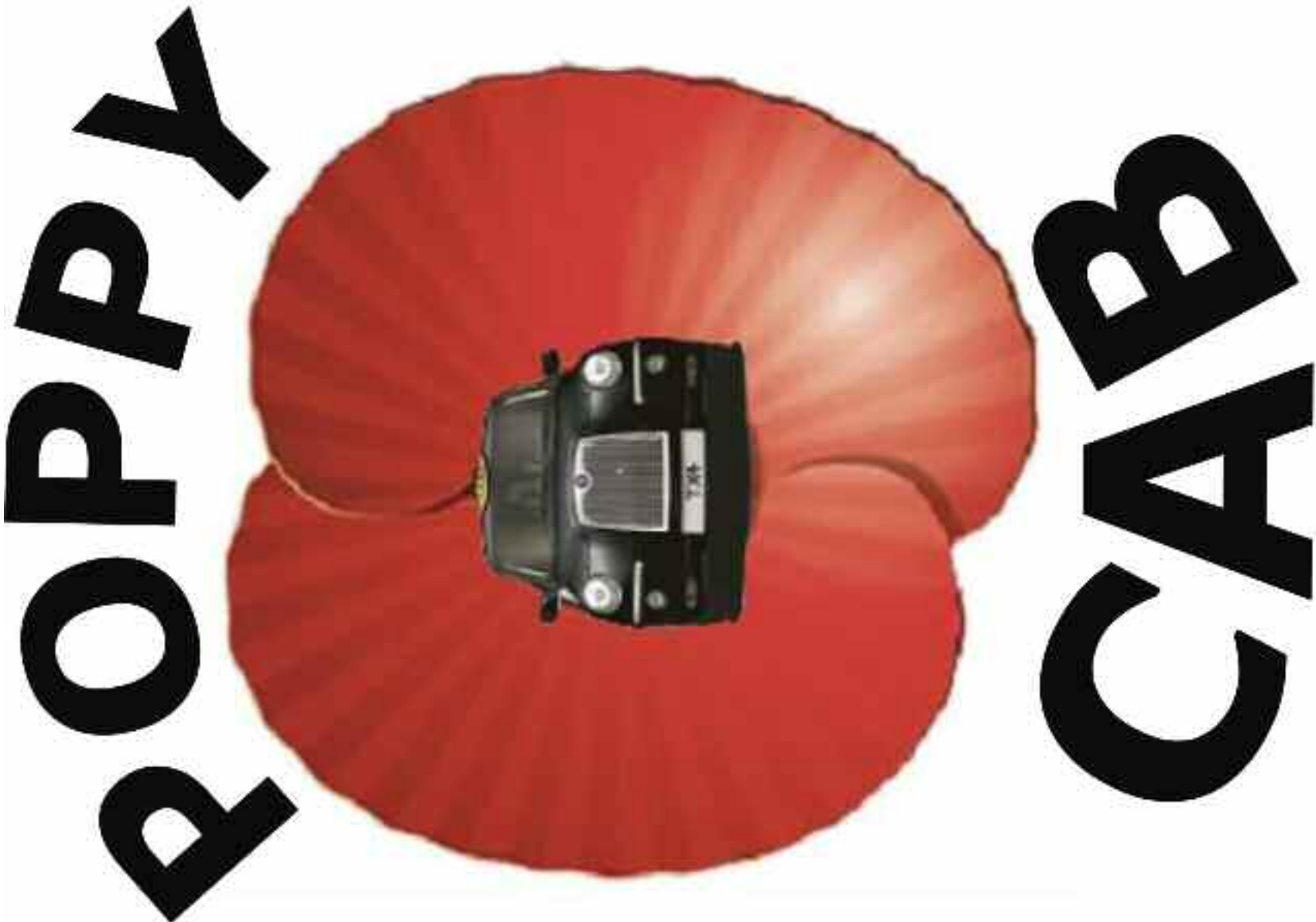
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