



More trade stories than all the others put together

Issue 256 February 2018



SEE PAGES 2, 4, 5 & 7

INSIDE



A TALE OF TWO STATEMENTS PAGE 9

NEWS



FULL HOUSE AT LCDC AGM PAGE 14

NEWS



AIRPORT MATTERS WITH JAMIE PAGE 23

SAME OLD TORY? PM MAY ASKS FOR TRADE UPDATE, BUT THEN BACKS UBER AT DAVOS

QUOTAX INSURANCE SERVICES

To see how much you could save call 0208 127 8418

London's leading Taxi Insurance

Visit Us: Quotax Insurance Services, Bloomsbury Road, London, SE8 5HF. On site at Accents, Call Us: 0208 127 8418, Mon to Fri: 09:00 - 17:00, Sat & Sun Closed www.quotax.net





Published by  
The London Cab Drivers' Club Ltd.  
Unit A 301.3,  
Tower Bridge Business Complex  
Tower Point, 100 Clements Road  
Southwark, London SE16 4DG

Telephone: 020 7394 5553

E-mail for membership enquiries:  
E-mail: [thelcdc@gmail.com](mailto:thelcdc@gmail.com)  
Web: [www.lcdc.cab](http://www.lcdc.cab)

Editor: Grant Davis

The Badge is distributed free to the  
Licensed London Cab Trade.

For advertising enquiries please contact the office on  
020 7394 5553 or E-mail: [thelcdc@gmail.com](mailto:thelcdc@gmail.com)

All advertising in The Badge is accepted under our  
terms and conditions. These are available  
at the LCDC office.

Before entering into any commitment, financial  
or otherwise, always remember to seek  
professional advice.

The views expressed in this publication are not  
necessarily those of the Editor or of the  
Management Committee of the  
London Cab Driver's Club.

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

The London Cab Drivers' Club Ltd.

Printed by Iliffe Print. T: 01223 656500  
[www.iliffeprint.co.uk](http://www.iliffeprint.co.uk)

## DAVOS, MAY AND UBER

Theresa May is currently in the middle of some of the most turbulent times for a PM in recent years, Brexit, NHS, leadership speculation... and what does she decide to focus on?

The Gig economy and citing UBER as a prime example. So much for the fairer society she promised when she first came into office.

Mind you, none of us should be surprised, especially after she appointed Jo Johnson as her Transport Secretary, the brother of our former Mayor and UBER supporter, Boris.

At time of going to press, it seems like she is about to crash and burn like UBER, whose problems go from bad to worse every week.

## RAPID CHARGING POINTS - WATT A MESS!

Opposite on page 3 we have reproduced the letter sent to the Club from our Mayor in

response to our letter raising concerns over the lack of RCP.

He states that TfL's immediate target is to deliver 150 RCP by the end of 2018, despite acknowledging the Addison Lee report that states that we would need 2,100 RCP if just 25% of taxis and PH vehicles converted to electric.

He also states that TfL are investing £4.5m on new on-street charging points, but this figure pales into insignificance when one considers the £900m spent on the CSH for an estimated 118k cyclists.

He finishes off by saying that he encourages drivers to write to their local borough to request their support for this infrastructure.

So now the Trade has a situation where TfL have restricted us to buying a certain vehicle, but requires us, the drivers, to lobby on TfL's behalf to make this policy work?

Another incident of TfL "making policy on promises".

Grant Davis  
LCDC Chairman




**E16 RENTALS**  
**TX4s TO RENT**  
 • Ascotts maintained  
 • Pay by cash/bank/online  
 • Mercs also available  
**CALL US TODAY**  
**07957 465423**  
[e16-taxirentals.co.uk](http://e16-taxirentals.co.uk)



Fantastic value cover  
designed to keep your  
business motoring

Stay on the move with free  
breakdown assistance  
including home start

Protect your business with  
a replacement black cab  
following a fault claim



**plan**  
insurance brokers



# Exclusive Black Cab Rates from £995

Keeping your business motoring

**0333 003 0063**  
[planinsurance.co.uk](http://planinsurance.co.uk)

**MAYOR OF LONDON**

Dear Grant,

Thank you for your letter of 6 November about rapid charging points. I am sorry for the delay in replying.

I welcome your support to clean up London's air. The shameful public health crisis London faces, with thousands of premature deaths and illness caused by air pollution, must be addressed. For taxi drivers, the level of pollutants you are exposed to everyday at work is simply unacceptable.

I am determined to help the trade phase out diesel taxis and establish the capital's fleet as the greenest in the world. Last year, I outlined how I would take this forward as part of my Taxi and Private Hire Action Plan, which is well underway. We have secured a national Plug-in Taxi grant of up to £7,500 towards the cost of new zero emission capable taxis and Transport for London (TfL) has started a delicensing scheme to provide payments of up to £5,000.

Earlier this year, TfL appointed five suppliers to fund, maintain, operate and install a new rapid charging network across London. This investment was great news for the capital. TfL has been working hard with partners to ensure there is sufficient coverage to meet demand from taxi drivers as they transition to zero emission capable vehicles from the start of next year. This will include rapid charge points dedicated for their use.

TfL have dramatically increased the number of rapid charge points in London over recent months, including by prioritising them on TfL land and highway. We continue to support boroughs to put them on their roads and further encouragement from the trade would be helpful in making the case for demand directly to boroughs. Furthermore, I am encouraged that Shell have chosen London to be the first city to have their rapid charge point offering on forecourts.

TfL expect a total of around 80 rapid charge points by the end of the year, with around 60 delivered by TfL including new sites in central London and at Heathrow Airport. The rate of delivery will rise dramatically in the coming weeks, with over 130 locations currently being worked on. As you will appreciate, this picture is changing every week, but you can find up to date information, including the locations of new points, can be found on the TfL website at: <https://tfl.gov.uk/modes/driving/electric-vehicles-and-rapid-charging>.

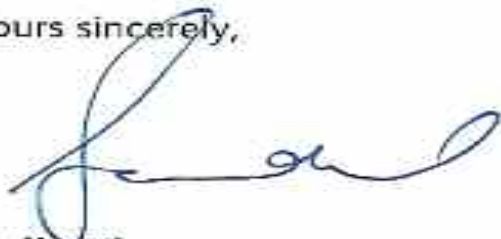
TfL's immediate target is to deliver 150 rapid charge points by the end of 2018. This target is the result of extensive research with input from the trade and it specifically considers the uptake of zero emission capable taxis. Of course, it is important to keep numbers under constant review by assessing vehicle uptake, advances in technology and how they are used so that we keep drivers assured but also make the right investment at the right time. TfL are aware of Addison Lee's report. This is one of a range of views of what is needed for London and TfL continues to conduct research in this area to inform future targets. All of TfL's research is published on its website at: [www.tfl.gov.uk/ulev-research](http://www.tfl.gov.uk/ulev-research).

Not all taxi drivers will be reliant on rapid charging; many will want to charge vehicles at home because it is convenient and can be cheaper. TfL are investing £4.5m in new on-street charge points in residential areas where drivers do not have access to off-street parking. This fund was allocated to 25 boroughs in August 2017 and delivery will start next year. I encourage drivers to write to their local borough to request a point and to express their support for this infrastructure. This will be in addition to the approximate 2,000 standard charge points already on London's streets as part of the Source London and POLAR networks.

I hope the above assures you that TfL are delivering on their promise. I look forward to working with you in cleaning up the air to make London a better place to live, work and visit.

Thank you again for taking the time to write to me.

Yours sincerely,



**Sadiq Khan**  
Mayor of London

# PM GIVEN TRADE UPDATE



Rt Hon Theresa May MP

[Redacted]

A handwritten signature in black ink, appearing to read "J. Dean".

From the Secretary of State  
The Rt. Hon. Chris Grayling

Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

Tel: 0300 330 3000  
E-Mail: [chris.grayling@dft.gsi.gov.uk](mailto:chris.grayling@dft.gsi.gov.uk)

Web site: [www.gov.uk/dft](http://www.gov.uk/dft)

Our Ref: MC/215825

2.54

Thank you for the email of 8 January 2018, enclosing correspondence from [Redacted], about Uber.

I am very aware of the concerns regarding the changing landscape of the taxi and private hire market. The Government supports choice for consumers and wants to see both taxis and private hire vehicles (PHVs) prosper.

Taxis play an important role in meeting London's transport needs, and we want them to continue to do so. They offer a premium service to passengers including guarantees on accessibility of vehicles and the confidence provided by drivers who have the Knowledge. PHVs provide a different range of services, but ones which consumer's value.

Transport for London (TfL) is responsible for managing the taxi and PHV licensing regime in London and it was TfL's decision not to renew Uber's PHV operator's licence in Greater London. Uber have appealed against this decision, and until this is heard Uber will continue to be able to operate. I trust that, given this matter is subject to legal action, you understand that it would not be appropriate for this Department to comment on this matter.

As elsewhere in England and Wales, the licensing regime in London is designed to ensure that no matter which type of service passengers choose to use, the drivers are safe and the vehicles are fit for purpose. PHV drivers have to meet the same rigorous character and medical standards as London taxi drivers. PHV operator licences are also issued subject to a 'fit and proper' assessment. Once a licence has been issued, licensing authorities should have systems in place, including maintaining links with the police, to ensure that all licence holders continue to be 'fit and proper'.

We are investing to help make taxis and PHVs greener and cleaner, supporting our commitment to improving the UK's air quality. The

# AFTER LCDC MEMBER VISIT

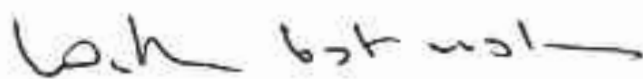
Government's new Plug in Taxi Grant for Zero Emission Capable (ZEC) taxis of £7,500 is also now available nationally to support up to the first 10,000 new purpose built taxis that are purchased or the budget (£50m) is exhausted, whichever comes first. This, coupled with estimated typical fuel savings of £100/week i.e. £5,200/year based on the London Electric Vehicle Company data, provides a significant incentive for taxi drivers to make the switch to the new ZEC taxis as early as possible.

My Department has also committed £14m of funding to 10 local authorities to deliver new dedicated chargepoints for ULEV taxis. London is one of the 10 local authorities and has secured £5.2m of funding to support TfL's commitment to deliver 300 rapid chargepoints by 2020; 75 of these were due to be in place the end of 2017, with 45 of them dedicated for the new electric taxis. My understanding is that TfL was on course to achieve this. In addition to these new rapid chargepoints a comprehensive network of publicly available chargepoints is also already in operation across London.

With regard to [REDACTED] request for a 100% VAT reduction on wheelchair accessible ZEC taxis, I will ensure that a copy of their correspondence is sent to HM Treasury for a reply as they are responsible for VAT matters.

The Government attaches the utmost priority to passenger safety in the licensed taxi and PHV trade. My Department will consult on statutory guidance enabled under the Policing and Crime Act 2017. This guidance will contain robust standards that we expect all licensing authorities to adopt; these will ensure all passengers, particularly children and vulnerable adults, are protected when using taxi and PHV services. Also, we will be consulting on revised best practice guidance which will include recommendations to licensing authorities to assist them in setting appropriate standards to enable the provision of services the public demand.

At a Westminster Hall Debate on the 'Regulation of working conditions in the private hire industry', John Hayes MP announced he would set up a Task and Finish Group to consider how PHV and taxi licensing authorities use their powers, and produce focussed recommendations for action. The Group is considering the regulation of the trade as one of its key areas for discussion and will report its findings to Ministers early this year.



Rt Hon Chris Grayling MP

SECRETARY OF STATE FOR TRANSPORT

# ***JETT CABS***

LONDON TAXI RENTAL

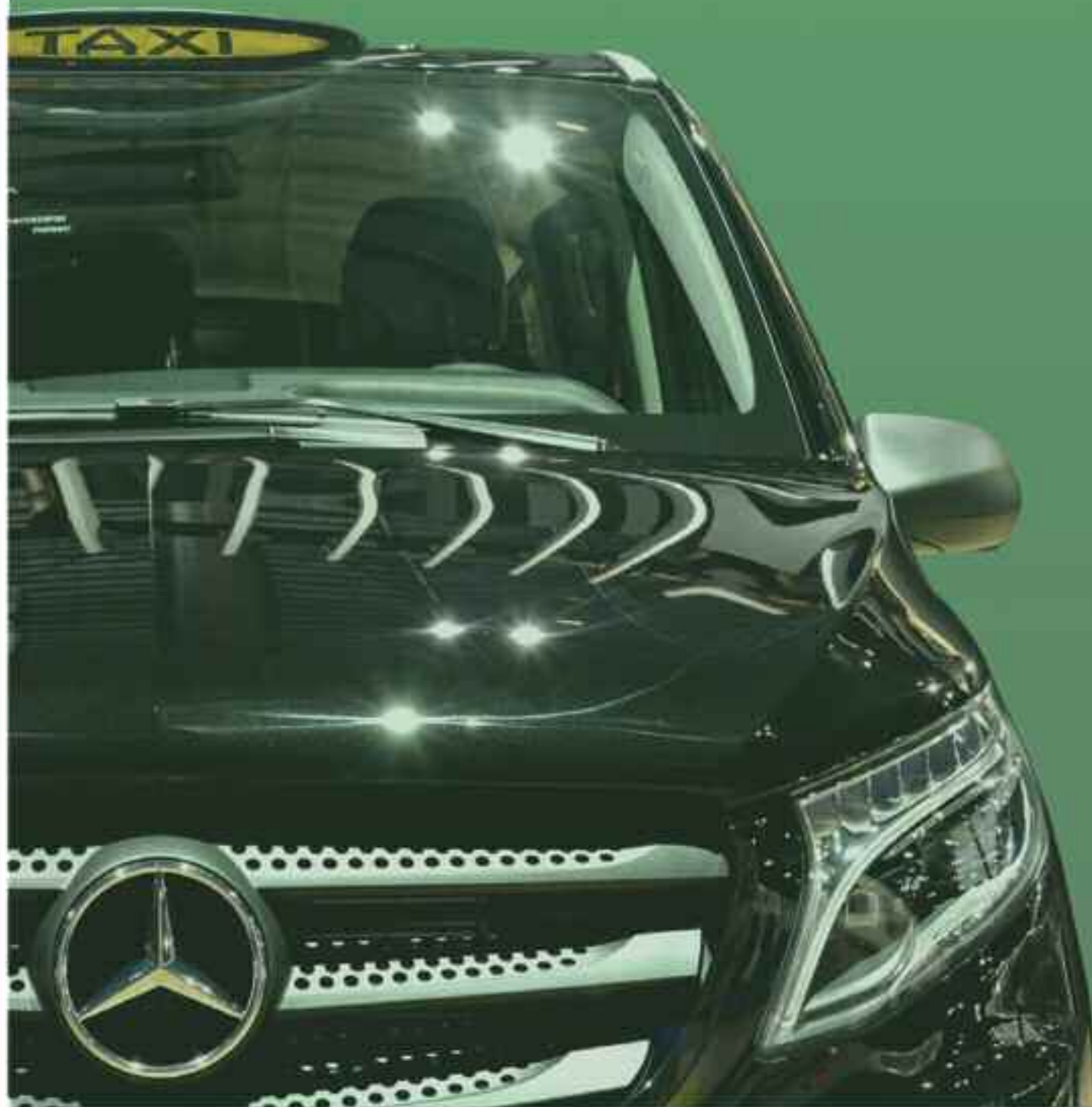
MERCEDES VITO FROM £220 PW

---

CALL 0777 629 2903

[www.jettcabs.co.uk](http://www.jettcabs.co.uk)

🐦 @jettcabs





# UBER: DOWNING STREET MEDDLING EXPOSED

While driver and rider matching service Uber continues to operate in London, and the firm readies itself for appealing against the decision by Transport for London to refuse it another operator's licence, some harsh realities are coming home to roost, not least of which is the sure and certain knowledge that the Uber app is, in its current form, illegal - it does not comply with Private Hire regulations. Full stop.

That much is bad, but what is worse is that Uber, and possibly others, lied, span, and otherwise covered up this mildly inconvenient item while the company poured resources into its London operation and racked up tens of thousands of drivers, thus making it very difficult to dislodge. Pushing ever cheaper fares bred a generation of dependent users, many unwilling to do the Cold Turkey and wean themselves off the habit.

The crucial correspondence begins at the start of 2014, and is kicked off by Daniel Korski who told Julian Glover and Kit Malthouse on January 3 "Could I ask you to have a look at a problem Uber seems to be facing with TfL. We are about to make a big pitch in No 10 to make the UK a world leader in the 'sharing economy'. And it would be a real shame if we let incumbents in various markets, outdated rules or old-fashioned thinking block our effort to attract key firms to the UK ... So I'd be really grateful if you could look into Uber's case and see what we might do". This suggests TfL had a problem with Uber's operating model.

*Original Message*  
 From: Kit Malthouse  
 Sent: Tuesday, January 14, 2014 9:07 AM GMT Standard Time  
 To: Isabel Dedring  
 Subject: Re: Uber / TfL

You go ahead.

Kit

Kit Malthouse

On 14 Jan 2014, at 09:26, Isabel Dedring <isabel.dedring@tfl.gov.uk> wrote:

I'm sorry not to come back earlier but just to let you know we do know about them - it's not really straightforward for the taxi regs but I am sure we can sort it.

Should I go back to Daniel about it?

And, as if this were not blatant enough, Malthouse emailed Isabel Dedring the next day "Plea from Number 10. Suspect the issue might be more complex than it seems but can we chat next week? Better for us to sort than DfT" [my emphasis]. She got back to Malthouse on the 14th and was encouraged to report directly to Korski after telling him "it's not totally straightforward [because] of the taxi [regulations] but I am sure we can sort".

*From:* Daniel Korski  
*Date:* 3 January 2014 15:32:36 GMT+0  
*To:* Kit Malthouse  
*Cc:* Tim Luke  
*Subject:* Re: Uber / TfL

Dear Kit and Kit

Hi Kit, how are you? Hope you had a good one.

Could I ask you to take a look at a problem Uber seems to be facing with TfL. We are about to make a big pitch in No 10 to make the UK a world leader in the 'sharing economy'. And it would be a real shame if we let incumbents in various markets, outdated rules or old-fashioned thinking block our effort to attract key firms to the UK and encourage foreign investment. Not to have a 20+ million strong government taking our tax on sharing economy seem to be NO GO.

So I'd be really grateful if you could look into Uber's case and see what we might do.

Thanks

Daniel

---

*From:* Kit Malthouse  
*Sent:* Tuesday, January 14, 2014 12:11 PM GMT Standard Time  
*To:* Isabel Dedring  
*Subject:* Re: Uber / TfL

Hi Kit from Number 10. Suspect the issue might be more complex than it seems but can we chat next week? Better for us to sort than DfT.

Thanks

Kit

Kit Malthouse

---

*From:* Isabel Dedring  
*Sent:* Tuesday, January 14, 2014 10:07 AM GMT Standard Time  
*To:* Kit Malthouse  
*Cc:* Daniel Korski; Tim Luke; Henry Peter (TfL)  
*Subject:* Re: Uber / TfL

Hi Kit,

Can I copy you on a meeting with Isabel and you coming to our sharing economy meeting on Friday? If not please advise along.

Isabel

---

*From:* Adam Glover  
*Sent:* 14 January 2014 10:09  
*To:* Isabel Dedring; Daniel Korski; Tim Luke; Henry Peter (TfL)  
*Cc:* Kit Malthouse  
*Subject:* Re: Uber / TfL

Thanks

I think a meeting of Daniel, you and Peter would be helpful.

*Original Message*  
 From: Isabel Dedring  
 Sent: 14 January 2014 10:07  
 To: Kit Malthouse  
 Cc: Daniel Korski; Tim Luke; Henry Peter (TfL)

Thanks for your email to AS, which has forwarded on to me. I look after transport for the Mayor.

We are aware of Uber and Gemet (the TfL Surface CO2 is/2 above) and I meet the rule and through issues regularly. Clearly we want to be helpful, the issue is a bit more complex than it might appear for the way taxi and private hire licensing works in London.

I think Gemet is probably best placed to explain where we have gaps in with Uber's data, and what the plan is - however as I say we are all keen to find a way forward that works for everyone.

Gemet, perhaps we can discuss at this week's Surface 121, thank

Isabel

So back she went to Korski, telling him "Clearly we want to be helpful, the issue is a bit more complex than it might appear [because] of the way Taxi and private hire licensing works in London". This gives every impression that the potential illegality of the Uber app was already known - without the IT experts having to prove it.

*Original Message*  
 From: Isabel Dedring  
 Sent: Tuesday, January 14, 2014 10:07 AM GMT Standard Time  
 To: Kit Malthouse  
 Cc: Daniel Korski; Tim Luke; Henry Peter (TfL)  
 Subject: Re: Uber / TfL

Hi Kit,

I am aware of Uber and Gemet (the TfL Surface CO2 is/2 above) and I meet the rule and through issues regularly. Clearly we want to be helpful, the issue is a bit more complex than it might appear for the way taxi and private hire licensing works in London.

I think Gemet is probably best placed to explain where we have gaps in with Uber's data, and what the plan is - however as I say we are all keen to find a way forward that works for everyone.

Gemet, perhaps we can discuss at this week's Surface 121, thank

Isabel

*From:* Henry Peter (TfL) [mailto:HenryPeter@tfl.gov.uk]  
*Sent:* Tuesday, January 21, 2014 09:57 AM  
*To:* Isabel Dedring  
*Cc:* Kit Malthouse; Daniel Korski; Tim Luke; Henry Peter (TfL)  
*Subject:* Re: Uber

Thanks

I've read Kit's meeting summary from Kit (I think it shows that Uber are allowed to continue in London, that's OK, 10 day - reading I have sent).

Henry

Meanwhile, an email to Ms Dedring asserts "Their [Private Hire] license is not in question" before admitting "The biggest problem we will have is ... the Private Hire trade who will be up in arms when we confirm we've got no problem with the way Uber are operating". It also acknowledges that the taxi trade will also be opposed to the move.

Any problem appears to have been sorted by the 21st, when Peter Hendy emailed "I think Isabel's meeting someone from No 10 who is anxious that Uber are allowed to continue in business; that's OK, I'd say - meeting Uber isn't". So lobbying from Downing Street was OK. And whatever the problem TfL originally had was overridden. That's not good enough. The original objection has to be made public. And it will be, however uncomfortable it may prove for another group of those here today and gone tomorrow politicians.



# HIGH-CLASS CREDENTIALS. LOW RUNNING COSTS.



Book your test drive now  
[levc.com/testdrive](http://levc.com/testdrive)

# TX

The electric taxi  
From just £177 per week\*

**ECITY**  
TECHNOLOGY

### Reduced Running Costs

The TX costs less to run, maintain and tax, thanks to its zero-emissions capability, an industry-first range extender, and the use of advanced materials in its construction. This also makes the TX the greenest black cab ever produced. Save money and the planet with the new TX.

Book your test drive at [www.levc.com/testdrive](http://www.levc.com/testdrive)

LEVC London  
Denham Road  
London, M1 9QH  
[www.levc.com](http://www.levc.com)  
02033 126 126



PEOPLE DRIVEN

\*Terms and conditions apply. Business users only. Finance offer available on Federal Contract Purchase 65, 44% RPI Incentive Drive figure based on TX15574 at 65,929 OTR with a customer deposit of £3,250 followed by 48 monthly payments of £254.20 less a 10% weekly payment of £10.00 plus an optional first payment of £10,000 plus an optional first payment of £10,000 plus an optional first payment of £10,000 plus an optional first payment of £10,000. All prices include VAT. Excludes delivery, on-road costs, license, tax, insurance, and collection. The above is an example deposit based on the finance information. Two finance packages are available. Finance package details are available. Other models are available. Includes 3-year unlimited mileage comprehensive vehicle / 3-year unlimited mileage and battery warranty. You may be required to sign a contract to return the vehicle in 3 months for tax purposes and not pay the full payment. If the vehicle has exceeded the allowed mileage charge per mile of the vehicle in this example, £17.50 per excess mile. If the vehicle is in good condition and has not exceeded the allowed mileage you will have nothing further to pay. Credit is subject to credit checks only. Residents aged 18 and over. Finance is provided by Black Horse. The finance is made available at Black Horse Ltd, 50 W Barn House, Twickenham, London, SW18 6RN. Excludes Motor, credit and equipment and any applicable laws. LEVC reserves the right to amend offers at any time. Not to be used in conjunction with any other offer. OTR base price of £31,749. Full Price Tax Gross which is up to £20,000 is added to the price. Whole service type Approved and European Commission Approved. All prices and conditions are valid for vehicles ordered before 31 March 2024.



# A TALE OF TWO STATEMENTS

## CLUB TOOK ON EVASIVE TFL IN FIGHT FOR LICENCE

**For us to unravel the saga regarding the suspension that lead onto the revocation of Sean Stockings licence would fill every page of this edition of the Badge.**

Originally, we could not get a straight answer from TfL as to why Sean was suspended. Eventually after several weeks they came up with a charge of harassment which was supported by a letter from TfL's very own EOS team (who are only responsible for traffic accidents & incidents) based at Palestra, who demanded Sean attend an interview under caution.

Our legal representative, Keima Payton, rebuffed this, stating that the harassment charge was completely inappropriate and eventually this was not used as a reason to revoke Sean's licence.

This was done at a later stage by Peter Blake (another departed member of TPH staff) who cited data protection.

Just to give you an idea of what we were up against, here is a good example below. Here you can read two statements made by Leon Daniels relating to the incident outside Delfino's restaurant.

The first one was dated 31st December 2016 (we are being kind calling it a statement, it was referred to by TfL as a letter mainly because it omitted the declaration of truth). We did not receive this letter until 6th April 2017.

**Mr Daniels stated #1 " We were seated at a table which is physically outside the restaurant building in a covered area adjacent to the footway... He then left the scene...we**



**vacated the restaurant and left the area"**

The second statement our lawyer received was dated the 23rd November 2016, which we did not receive until the 29th November 2017 (the day before Sean's hearing at TfL and in the afternoon), and it came in the form of a "Witness Statement". Importantly, it omitted the police case number (which would have meant we would have been able to track it to a police station/department).

At Sean's hearing that was Chaired by former Head of the Public Carriage Office, Mr Roy Ellis, our solicitor Keima Payton pointed out to Mr Ellis that these forms can be downloaded off the internet. It is important to note that Mr Ellis nodded and immediately informed us that he would not be using this statement as part of the "evidence" when making his decision. We will shortly be putting both statements up on the LCDC Facebook site and

will asking drivers to vote on what statement they believe, if any, and to identify their favourite bit!

**Mr Daniels Stated #2 "I also felt distressed at the fact that I couldn't have a private dinner... This distressed me and made me feel scared for my safety. I was so scared at the time that my Organization removed me from the restaurant to a Place of safety"**

**Mr Daniels then went on to state... "Since the incident, I am in constant fear even when walking from the Station or my home address as I go about my business in London. I find myself looking away from members of the Public to avoid being recognised, I have my hat down and my collar up. As I am a public figure, I could be a target for verbal or physical abuse at any time"**

It is very important to note that Keima Payton did not receive this second statement until the night before Sean Stocking's hearing at Palestra, making it nigh on impossible to refute.

In the first email sent to TfL when Sean's licence was revoked, Keima Payton accused TfL of being Kafkaesque - we had no idea how Kafkaesque it would turn out to be!

**Kafkaesque adjective**  
**1. characteristic or reminiscent of the oppressive or nightmarish qualities of Franz Kafka's fictional world.**



**WE BUY  
ALL CABS  
CASH PAID!**

**kpm**



LUKIN ST  
E1 0BN

**LONDON'S**

HEMMING ST  
E1 5BL

**PREMIER★TAXI★DEALERSHIP**

**★ BODYSHOP ★**

- ★ FAULT AND NON-FAULT SPECIALISTS ★
- ★ REPLACEMENT VEHICLE AVAILABLE IMMEDIATELY ★
- ★ TFL APPROVED CHASSIS WELDERS ★

**HAD A NON FAULT ACCIDENT?**

LET KPM AUTOMOTIVE TAKE THE STRESS AWAY FOR YOU, COME AND VISIT OUR TRAINED BODYSHOP REPAIR TEAM WHO WILL GUIDE YOU THROUGH YOUR CLAIM FROM START TO FINISH.

WE PRIDE OURSELVES ON A SPEEDY TURNAROUND,  
GETTING YOUR TAXI BACK ON THE ROAD IN THE SHORTEST TIME POSSIBLE.

**CALL US TODAY 020 7377 2182**

**WWW.KPMAUTOMOTIVE.CO.UK**



# Alan's Angle



## RANK SUCCESS!

**Good news for once for drivers who work the Claridges Hotel Rank - you know the one, it's about half a mile away and sits on the Camden boundary line.**

Ok I exaggerated on the distance but it is too far from the hotel door. Due to complaints from the LCDC and the ranks committee, the decision has now been made to move the rank back up nearly to the front door of the hotel. The hotel have also been

complaining that their guests were having to walk too far to the rank or their door staff couldn't see the rank and were having to stand in the road, making it dangerous for them to do so.

The most frustrating part of this is that the ranks committee complained when the first drawings went out to consultation that the rank was too far away and that private hire would park in the front of the rank. All that we said has come

true and it's amazing that the person at Westminster Council thought he knew better and actually threw his toys out of his pram when he was told that all the ranks in the New Bond Street were bad news for the taxi trade, as he felt that all the ranks that he had put in were ok for us.

So the upshot is the new rank position is going out to consultation and WCC hope to have the new rank in place by the end of February or early March.

## Taxi rank non compliance report

**The figures for 2017 for taxi drivers leaving their Taxis on ranks shows the scale of drivers now getting warnings for rank abuse.**

The numbers for drivers being warned have steadily risen through 2017, starting at 134 in January 2017 and finishing the year at 248, peaking at 278 in September. These drivers now get a warning and it doesn't take much now to accumulate 3 warnings and then get asked up to visit TPH. It is frustrating to head towards a rank to only find a taxi left and no driver to be seen.

Now I know that we need rest ranks and sometimes we need to visit the toilet from time to time and I have been told that they don't write a report straight away as they are aware you might be in a hotel using the toilet. But what is infuriating is to see the same vehicle parked still there hours later.

I work hard to try and get new ranks installed alongside the ranks committee and it's frustrating and hard to defend when all we get is reports that vehicles are left on ranks. TPH have

just recently turned a setting down bay at the Mercure Hotel in Southwark Street into a 24hr Taxi Rank and then I start hearing it's being abused by the same driver, who was leaving his cab on there for days at a time. When asked why by compliance it turned out he lived local and was using our rank as his private parking spot. What chance have we got when we see blatant rank abuse daily, especially when work's not good and we need ranks to ply for hire from? This is what stops us getting ranks in certain boroughs as they throw back at us that we are worried that drivers will leave their taxis there and not use them for working off.

So after all the years that we have complained about no compliance on the streets it has come back to bite us on the arse. Private hire drivers have also been warned for being on taxi ranks, but nowhere near the numbers we have been caught at. So let's not become an easy target for compliance wanting to dish out warnings and keep the ranks clear for drivers who want to work the rank.



**L.C.D.C LEADERS NOT FOLLOWERS**  
**Stop talking about it and JOIN!**

# LONDON'S CYCLING CAMPAIGNERS HIT BACK AT ROBERT WINSTON'S LATEST CLAIMS THAT CYCLE LANES CAUSE POLLUTION

## The capital's pro-cycling campaigners have hit back at Lord Robert Winston after he claimed that bike lanes increase pollution.

The professor said in a debate in the House of Lords on Monday that he believes cycle lanes cause increased levels of pollution by forcing cars and vans to travel more slowly. Calling on the government to publish figures for pollution levels both before and after the introduction of cycle lanes, he claimed: "The reduction of lanes which traffic can travel down means that there are more cars taking longer journeys than ever before at slower speed. "The evidence is that the internal combustion engine is less efficient and pollutes more at slow speed particularly when it's waiting."

Simon Munk, infrastructure campaigner for the London

Cycling Campaign told the Standard: "As a scientist I expect Lord Winston to back up his claims with evidence, all studies so far show that most cycle schemes in London have decreased pollution."

Although Lord Winston did not point to any cycle lanes in particular, Mr Munk said that he assumed he was talking about the east to west and north to south cycle superhighway schemes.

He said: "Pollution monitors along the embankment actually show a marginal decrease in pollution levels since the cycle schemes were brought in." Mr Munk also hit out at Transport Minister, Baroness Sugg, who took part in the debate and said the the construction of bike lanes had reduced available space on the roads increasing congestion. Pointing to a TFL study which



found that the primary cause of the increase in congestion was down to unnecessary car journeys, Mr Munk rejected her comments.

He said that the study found that there was no evidence that cycle lanes had a "significant impact on slowing cars down".

In order to decrease congestion, Mr Munk suggested that more people

should ditch motor vehicles in favour of cycling or walking. Pointing out the Mayor's pledge to halve the number of private car journeys on main roads by 2041, he said: "The Mayor knows that the only way to get out of the slow jam is to build more for cycling."

A spokesman for Sadiq Khan's office also disputed Mr Winston's comments.

He said: "Cycle lanes do not cause congestion and pollution. With our limited street space it is vital that we encourage more Londoners to cycle, walk and use public transport. These are cleaner and more efficient uses of our roads, with cycle lanes proven to help move people along our streets."

"With London's population set to expand to 10.8 million over the next 25 years, making our capital one of the best cities in the world for cycling is not only about improving our health, wellbeing and quality of life, it is absolutely fundamental for our future economic prosperity." Currently, Britain has one of the lowest rates of cycling in Europe with only four per cent of Britons cycling daily compared to 43 per cent of people in the Netherlands.

*Article courtesy of The London Evening Standard*

## PAYTON'S SOLICITORS 9 - 13 CURSITOR STREET LONDON, EC4A 1LL

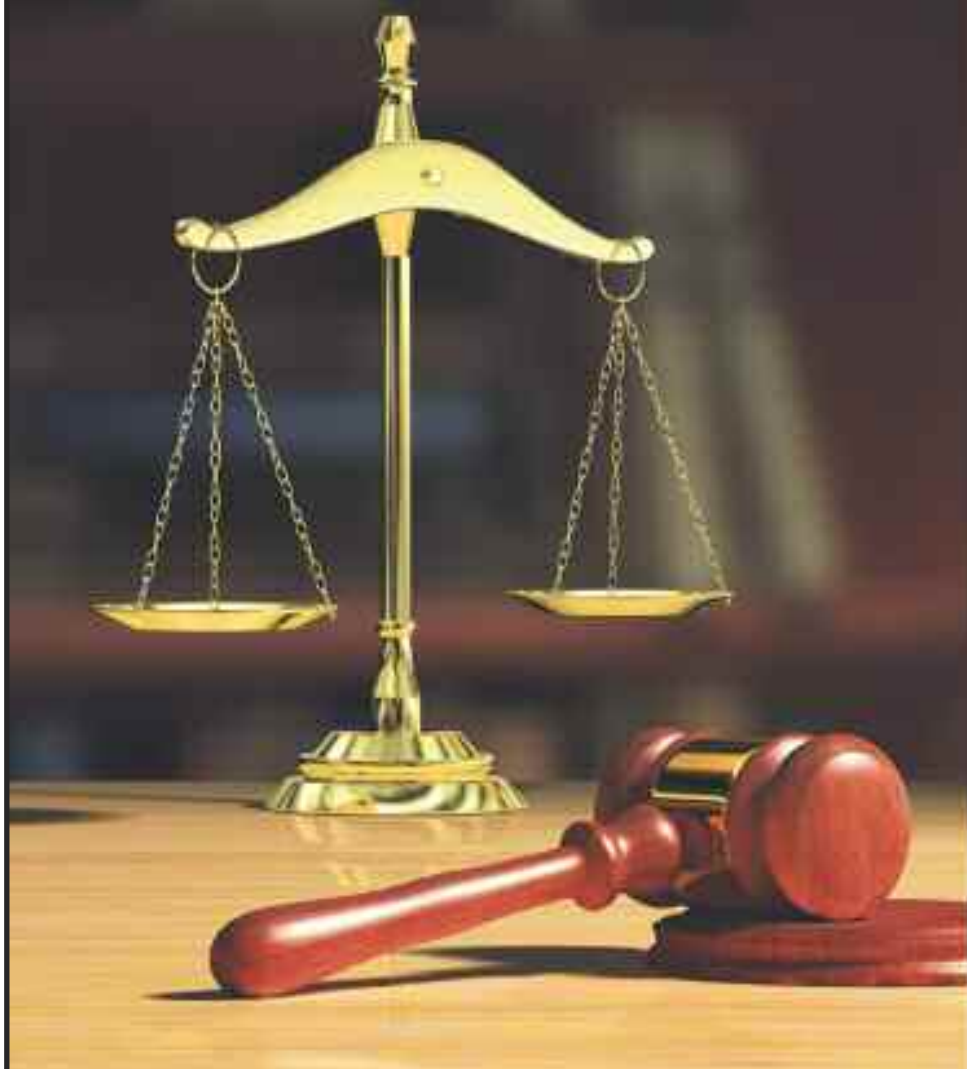
We at the LCDC don't often bang our own drum when it comes to helping our members with their legal troubles. A lot of the cases which come our way with members are quite sensitive and we respect their wishes to keep things in house and out of the paper which I can fully appreciate.

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

Tel: 0207 405 1999  
FAX: 0207 405 1991



MANUFACTURER APPROVED

# USED TAXIS

FROM  
**£133**  
PER  
WEEK\*

## OUR MANUFACTURER PROMISE

WE WILL INCLUDE FOR FREE\*\*

**3** Years  
Vehicle  
Warranty

**2** Years  
Servicing

**1** Years  
Roadside  
Assistance



Every LEVC approved used taxi comes with our 321 manufacturer promise, giving you **free extended manufacturer warranty and servicing, using factory trained technicians and genuine parts**. You can be assured that you're buying the best used taxis from us, as all taxis go through a 100-point inspection before being approved and come with a guaranteed future residual value. View the full stock online today.



BROWSE STOCK  
[LEVC.COM/USED](https://www.levc.com/used)



CALL LONDON  
**0203 912 6205**

\*Terms and conditions apply. Business users only. Finance offer available on Personal Contract Purchase (PCP) 5.9% APR. Representative figures based on Approved Used Taxi to Plate (EURD) at Ex-Lazy OTR, with a customer deposit of £1,000 followed by 48 monthly payments of £130 (equivalent weekly payments of £115) plus an optional final payment of £8,000 (including an option to purchase fee) of £500. Based upon an annual contracted mileage of 30,000 (30,000 miles over term). All prices inclusive of VAT. Ex deposits may be available and can be paid on collection, the above is an example deposit based on the finance illustration. Two or three-year plans are also available. Other models are available. Note vehicle residual values are based on vehicles registered in London only. You have the right at the end of the agreement to return the vehicle and not pay the First Payment. If the vehicle has exceeded the allowed mileage a charge per excess mile will apply. In this example, 50p + VAT per excess mile. If the vehicle is in good condition and has not exceeded the allowed mileage you will have nothing further to pay. Credit is subject to status and is only available to UK residents aged 18 and over. Finance is provided by Black Horse Tax Finance a trading style of Black Horse Ltd 50 Wilton House, Twickenham, London, SW15 2JL. Credit CC012321. Excludes Motor credit card equipment and any local authority fees. \*\*Free 2 years comprehensive vehicle warranty is valid up to 120,000 miles or three years, whichever occurs first, from the date of purchase and subject to the terms of the LEVC Approved Used Manufacturer Promise. Free 2 years servicing offer is valid up to 60,000 miles or 3 services whichever occurs first, with 10,000 miles service intervals on Euro 5 models and roadside assistance is valid for 12 months, all from the date of purchase. Servicing and roadside assistance is subject to the terms of the LEVC Approved Used Manufacturer Promise. LEVC reserves the right to terminate offers at any time. Not to be used in conjunction with any other offer.

Approved  
Used N7

LONDON



# NOT A SEAT LEFT IN THE HOUSE AS CLUB HOLD SUCCESSFUL AGM

## Members hear from guest speaker, UKIP GLA's David Kurten

**Our guest speaker this time around was David Kurten (DK) and this session preceded the AGM. DK was a UKIP member of the GLA but had resigned earlier during the day and had given up a press conference with C4 news to keep his appointment with us.**

There was apprehension on the part of some members, including this writer, about associating the Club with UKIP. However, true to our apolitical roots, DK was there as a GLA member primarily. Despite this, the UKIP group on the GLA have stood beside the cab trade since the last elections. The chairman, Grant Davis (GD) thanked DK for holding the "taxi conference" at City Hall last year, along with the other work they have done for us, in particular at Mayor's Questions. DK informed the meeting that his group will be arranging another "taxi conference" at City Hall in June with details to follow.

DK's group support the cab trade because it is part of the heritage and fabric of London, in addition to the 100% access for the capital's disabled to move around freely.

They are concerned, as we are,



that the trade is under threat from unfair competition from PH Apps operating as taxi operations – primarily Uber. However, they place the blame at TFL's door as during the last four years, the regulator has failed to deal with technological change and those that abuse it. The situation has changed from complementary competition between taxis and PH, to one where one particular operator has tried to destabilise both markets.

DK had thought the 2015 Transport bill would have addressed this failing – cap PH numbers, deal with cross border hiring, etc – but this did not happen. Thus, new legislation is still required. The UKIP and Labour GLA groups raised objections to the Mayor renewing Uber's licence last year. He was disappointed that the appeal could take years to go through the courts, while Uber are allowed to carry on in the interim.

DK has written to the Mayor to ask if questions on the cab trade are answered directly or through an appointed office. The Mayor has not had the courtesy to respond but DK thought the answer to clearly be the latter. DK is happy to continue asking questions on behalf of the cab trade.

He was also pleased to hear that the "Knowledge" (KOL) is under discussion to gain City & Guilds accreditation. DK was asked why Val Shawcross has "gone over to the other side". DK didn't know her before the last elections but sees her as "the Mayor's man" now.

GD will be contacting KOL schools and other stakeholders with regard to the June conference. He felt that the more diverse the participants, the greater the chance of combating TFL. Asked if TFL will be invited, DK said they have been invited.

Peter Blake had been asked why TFL doesn't promote the KOL and said "why should we"? GD told Brown that the KOL and



the vehicle define the cab trade. KOL numbers are at an all-time low, we have been saddled with a vehicle that none of us can afford and more than 2,000 perfectly good taxis will not have their plates renewed this year due to their age.

A questioner asked if we could promote Sherbet Dab and GS said we would. DK was asked in regard to the time envisaged to sort out the Uber case, could new driver recruitment be frozen in the interim. This is not possible as PH drivers do not have to elect an operator. However, Matt Newell pointed out that PH drivers have reduced by 2000 in number last year.

Answering several questions on questions about the TXe, DK was of the opinion that drivers need more help on the net price and the charging point fiasco needs sorting out. It was highlighted that the AL report found that if only 25% of the combined taxi/PH fleet was to go "electric", there would be a need for 25,000 charging points. It was pointed out that Geely are producing an electric Volvo for £15,000 less than the current

TXe price. For the first time ever, no new cabs were registered in December. DK felt that if new cabs are not available, then there should be extensions for cabs that are 15 years old.

A questioner felt that TFL is a regulatory body that doesn't regulate. The trade have asked TFL and The Mayor what is an "instant hail" on Apps but all refuse to answer; the same response comes when asking when an App driver is outside their area. These questions apply to PH Apps as well as taxi Apps. DK offered to ask The Mayor for answers and Caroline Lucas is also asking these questions in parliament. GD has asked MyTaxi to say that their App jobs are "hails" but they swerve answering by saying it's up to TPH. Chapman of TPH then swerved the question. With the exception of CMT, the taxi Apps refuse to assist the trade in this matter. Asked if he felt the "powers that be" want to retain the cab trade, DK answered that he did not know. There is no conspiracy but The Mayor's focus is on promoting walking and cycling and is always speaking of this

"modal shift". DK felt that while this may have worked elsewhere, it will not work in London.

This was also the attitude of Boris when he was Mayor. He quoted Boris' cycling guru, Andrew Gilligan that "we have to give London cycling, even if it doesn't want it".

Asked how many meetings there have been between TFL and Uber on autonomous cars, DK said there had been a couple. However, he pointed out that there are five levels of autonomy; the first four are very limited, while 5 is full automation. Talks so far are on limited autonomy. Asked if there was a chance of a taxi representative attending future meetings, DK said yes.

The final question was to ask if "taxi demo's" are positive. DK said he didn't know as they weren't discussed, which is probably an answer in itself. It was now 8.00pm and so the chair brought the session to a close by thanking DK for his time. This was an interesting and frank debate and DK was warmly applauded for his contribution.





## AS AN L.C.D.C MEMBER YOU WILL RECEIVE:

### ■ 24 HOUR DUTY SOLICITOR EXCLUSIVE TO THE CAB TRADE

Your 24 Hr duty solicitor hotline membership card.  
Peace of mind 24 hrs of the day.

### ■ FULL LEGAL COVER

Our fantastic team of City Of London based solicitors and barristers, experts in Hackney Carriage and road traffic law.

### ■ COMPLAINTS AND APPEALS

As a member of the LCDC, we will deal with any complaint that has been made against you by members of the public. Also we will attend the LTPH with you on any personal appeals that would affect your licence.

### ■ HEATHROW AIRPORT REPRESENTATION

With our reps at the airport working

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

The Club works alongside LTC and

Mercedes to deliver a vehicle that meets our standard as a London taxi driver.

Recently we have held meetings to work against the ULEZ strategy and the introduction of taxi age limits.

### ■ CLUB PROTECTA

To help drivers who have acquired twelve points keep their licence.



**JUST  
£3 per  
month**

**Join over the phone - just call and we'll take your payment details**

\* £12 per month is tax deductible



Please complete this form and send it with your application form

(LCDC) Ltd UNIT 303.2  
TOWER BRIDGE BUSINESS COMPLEX, TOWER POINT,  
100 CLEMENT'S ROAD, SOUTHWARK  
LONDON, SE16 4DG  
0207 394 5553

## Standing Order Form

Your Bank: .....

Your Bank Address:.....

Post Code:.....

Please pay the sum of £15 NOW and monthly thereafter until further notice.

Please pay the sum of £42.50 NOW and then quarterly thereafter until further notice.  
Quoting Reference No ( )

To the account of THE LONDON CAB DRIVERS' CLUB LTD,  
Barclays Bank Bloomsbury & Tottenham Court Road branch,  
PO BOX 1134, London W128GG  
Sort Code 20-10-53. Account No- 40450421.

Your Name: .....

Account No: .....

Sort Code: .....

Signature: .....

Date: .....



## Application Form

Please complete this form in BLOCK CAPITALS

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

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

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

First Names:.....

Address: .....

..... Post Code: .....

Badge No: ..... Email: .....

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

I agree to abide by the rules of the Club. I also agree that the above information will be kept by the LCDC in a computer system under the terms of the Data Protection Act.

I understand that I will not be eligible for legal representation for matters arising prior to the date of this application. Thereby declare that I have no outstanding PCO or police matters pending.

Signed: ..... Date: .....

# PAIN'T LONDON BLACK

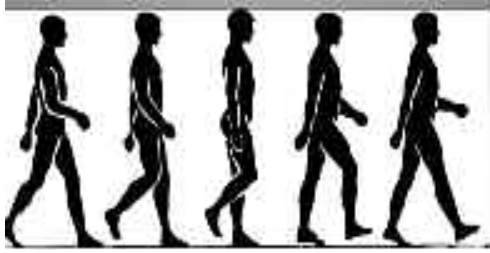
We've seen a city and we want it painted black. mytaxi, Europe's biggest taxi app, has arrived in London exclusively for Black Cabs. We're here to get you more work and keep your cab working at full tilt.

Our team is constantly looking for ways to improve our service and yours. So you can drive safe in the knowledge that if your cab is black this app has your back.

The Black Cab App







# Walker on the March...

## THE REAL COST OF REVOCATION

The saga of Sean Stocking's licence is now over and he is back working a cab after losing almost the whole of last year, based on charges laid by Leroy Daniels.

This case was always much bigger than Sean's personal dilemma; it was the whole trade's dilemma.

Thanks to the inertia of TFL and lack of proper regulation, the average cab driver will be very lucky if he is earning the national average wage of £26,000 after paying expenses. Sean was prevented from earning even that for having the temerity to challenge Daniels on legitimate grounds, although perhaps in not the right way or place. Nevertheless, a warning should have been sufficient at most.

Daniels was paid (not necessarily earned) £350,000 last year.

His boss, Mike Brown, received in excess of £500,000.

Leroy's pal, Emmerson had to struggle on £230,000.

Now they might think the loss of a year's wages for a cabbie isn't much at all. After all, for this little gang it was no more than about 4, 3 and 6 weeks' pay, respectively. For a working man with wife, kids and mortgage, it will take years to recover from.

What's worse is the way they went about their work. Take the cab driver's licence and give no explanation as to what terms of licence had been broken. That means the lengthy and expensive process of applying to the courts, who eventually sent it back TFL to deal with the case properly.

At this point the LCDC needed to go to court to get a judgement so that TfL cannot send a message to say to all of us, this is what you get when you cross us. With a judgement, there is a precedent set; we win, they cannot do it again.

Instead, they follow procedure, allow an appeal and don't even bother to challenge the appeal and give back the licence.

Let's face it though, Sean was lucky. He is an LCDC member and had an organisation who were brave enough to fight his case - at great expense.

If Sean had been one of the 60% that belong to the INIA (I'm Not In Anything) group, he would in all probability have lost his licence permanently or mortgaged his



LEFT: Leon Daniels, former TfL head of surface transport

ABOVE: LCDC member Sean Stockings

house to the hilt to defend himself. And who's to say that other organisations would have taken up the fight as the LCDC did? The final outcome could have been loss of home first and family second. This is not an exaggeration.

Mr Daniels, you must feel very proud. We should all thank our respective gods that you have now gone from the cab trade. Ta ra, on your bus!

## TARIFF STUFF

**It's that time of year again, when we enter discussions with TFL about the tariff before it goes to the TFL board this month.**

As last year, TFL have organised another review of the tariff by outside consultants. Last year was a waste of ours and TFLs money. It was a well laid out report but it was based on a foundation of supposition rather than fact and resulted in a load of old cobblers.

TFL paid for the review but we paid for it because although the review was basically ignored, it caused a delay of two months in the tariff increase being applied. So, you are all losing somewhere between £100 -£200 each during the year to this April. We have asked for this to be given back in this year's increase but no dice.

The consultants this year look a much more capable outfit but there are three real problems with their work, whatever its quality. First, they are including the costs of the

new TXe in their evaluation before anybody knows what the real running costs are.

Second, they are unlikely to finish their work before March/April. That would mean that by the time their recommendations go through all the channels, we would get our increase around October instead of April and based on last year, no allowance would be made for the loss of six months increase. Thus, it will be too late to be of use this time around.

Third, in my humble opinion, the basis of this or any further report is erroneous to start with and cannot be of any real value.

The TFL board took it into their heads that taxi fares are too expensive. So, they called for a review in order to prove their hypothesis. When the first review failed to do this, they commissioned another.

If this one doesn't prove their theory, I guess they will keep spending the dosh on new reports until they come up with the right conclusion.

What the TFL board fails realise is that they are the reason that taxi fares are where they are, irrespective of whether they be too expensive or not. Our fares reflect approximately 40% for costs and 60% on the national average wage. If fares are too expensive, then it's the regulatory cost that TFL impose on us that makes our fares too expensive.

Unless, of course, they feel an average wage is much too good for us. That we should be earning well

below a bus, train tube driver's wage. It wouldn't surprise me

It is TFL that dictates we have to pay the ridiculous price of £63,000 (before plug-in grants) for a new taxi, not us.

They can surely only think we are too expensive by comparing us to similar services. Well, is it a bus? Is it a train? No, it's private Hire TAXI services they compare us to; it cannot be logically anything else.

It just doesn't dawn on these lemons that if a taxi costs £63,000 and a Prius costs £20,000, then the fares in the taxi just might be a tad more expensive than the Prius taxi.

This was never an issue before PH became taxis because in line with the principles of the PH Act, taxis were meant to be taxis and PH were meant to be PH. Thus, there was never any fair comparison to be made between the fares of each service.

However, for the last four years, both sides operate a taxi service, and so a fair comparison can be made. What the TFL board need to do is take their heads out of their bums and realise that it is simply their own skewed regulations and lack of enforcement of those regulations that allow a comparison that leads them to deduce that taxi fares are too expensive.

TFL do not need to commission independent reports to examine taxi fares; they just need to do their job and do it quickly before the London taxi disappears down the plug-hole.

# CRICKLEWOOD CARRIERS CAB COMPANY

**Midland Arches, Edgware Road, London, NW2 6NJ**

info@cricklewoodcarriers.co.uk

www.cricklewoodcarriers.co.uk

## LONDON'S FIRST CHOICE GARAGE

COME AND VISIT US FOR A TRULY UNIQUE EXPERIENCE  
FOR CAB RENTALS

TX1's - TX11's - TX4's - VITO'S

BRAND NEW TAXI'S ALL TOP OF THE RANGE & FULLY  
AIR-CONDITIONED FULL BACK-UP SERVICE



BEEN HIT IN THE REAR?  
NOT YOUR FAULT

NON FAULT CRASH REPAIR SPECIALISTS



Taxi Meter  
Specialists

**£199**

FOR 2 YEARS  
ALL-INCLUSIVE  
10% Extra Discount for  
LCDC Members

**0 208 208 3600**

ALL WORK CARRIED OUT  
FOR OWNER DRIVERS

OVERHAULS — BODY SHOPS

TYRES — SERVICING

PRE MOT INSPECTIONS

New Courtesy Cabs  
available on all  
Non Fault Accident  
Repairs  
Benefits include:

Friendly Helpful Advice  
No Excess to pay  
Full Legal Support

Tel: 020 8452 5461

Mobile: 07866-0-07866



Rob Cardwell



# Sound of the Suburbs



**No issue of 'The Badge' in January so I'd like to take this opportunity to wish everyone a Happy New Year.**

Lots of different things going on, to be honest too much to put in my article. I have members in Sectors 2,3,4,5 and 6, so if you don't see any concerns you may have in this article please feel free to dm me on twitter @iamcabman. If you're not on twitter then email me: rob@suburbantaxinews.co.uk and I'll update you on anything you wish to know or feel free if you just want to chat, I'll be happy to speak with you about the trade. I haven't been down to Lewisham Station yet due to the fact I was awaiting my jacket and Hi vis, these have now arrived, I have exchanged emails with TfL and they have informed me the DLR signage will not be till April, so I'll be down

Lewisham soon directing the public to the taxi rank and hopefully improving drivers' earnings at Lewisham station.

The LCDC had their AGM on the 22nd January, it was a very positive experience. To me we are the most proactive trade organisation in the taxi trade, we are doing everything in our power to secure your future. I'd personally like to thank Grant Davis for acknowledging all my hard work and for everybody at the AGM for giving me a round of applause. I do my best for the suburbs and it's nice to have my hard work acknowledged like that. The hailing/ light system is now active at the O2. In my opinion this is a lot fairer a system for local suburban drivers than the old system that was in place. The LCDC fully supports this initiative and

encourage drivers in Sector 3 to work together to make this scheme work. I had a site visit with TFL for a new rank to service Catford theatre. When the rank is implemented it will be a night time rank outside Barclays Bank and hopefully a one space rank by the Black Cat. Can I just encourage drivers to please try and use ranks in Sector 3 Bexleyheath Broadway and Sector 5 Croydon High St. When trying to request new ranks it becomes difficult for me (and other reps) when drivers are not working the ranks already in place, as I was told by the ranks liaison officer with using Bexleyheath as an example, a rank was asked for at the other end of the Broadway, it won't even be considered till the rank already in place is being worked on a regular basis. That being said it was



nice seeing cabs working The Venue rank at the weekend. Would love and need some help so if you are thinking of joining and would like a chat please get in contact with me. Till next month be lucky.



## 1ST MONTH FREE!



Please complete this form and send it with your application form

(LCDC) Ltd UNIT 303.2  
TOWER BRIDGE BUSINESS COMPLEX, TOWER POINT,  
100 CLEMENT'S ROAD, SOUTHWARK  
LONDON, SE16 4DG  
0207 394 5553

### Standing Order Form

Your Bank: .....  
Your Bank Address:.....  
Post Code:.....

Please pay the sum of £15 NOW and monthly thereafter until further notice.

Please pay the sum of £42.50 NOW and then quarterly thereafter until further notice.  
Quoting Reference No ( )

To the account of THE LONDON CAB DRIVERS' CLUB LTD,  
Barclays Bank Bloomsbury & Tottenham Court Road branch,  
PO BOX 1134, London W128GG  
Sort Code 20-10-53. Account No- 40450421.

Your Name: .....  
Account No: .....  
Sort Code: .....  
Signature: .....  
Date: .....

### Application Form

Please complete this form in BLOCK CAPITALS

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

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

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

First Names:.....

Address: .....

..... Post Code: .....

Badge No: ..... Email: .....

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

I agree to abide by the rules of the Club. I also agree that the above information will be kept by the LCDC in a computer system under the terms of the Data Protection Act.

I understand that I will not be eligible for legal representation for matters arising prior to the date of this application. Thereby declare that I have no outstanding PCO or police matters pending.

Signed: ..... Date: .....

**BLACK CABS ONLY**

**DRIVEN\_BY\_KNOWLEDGE**

**TAXIAPP UK**

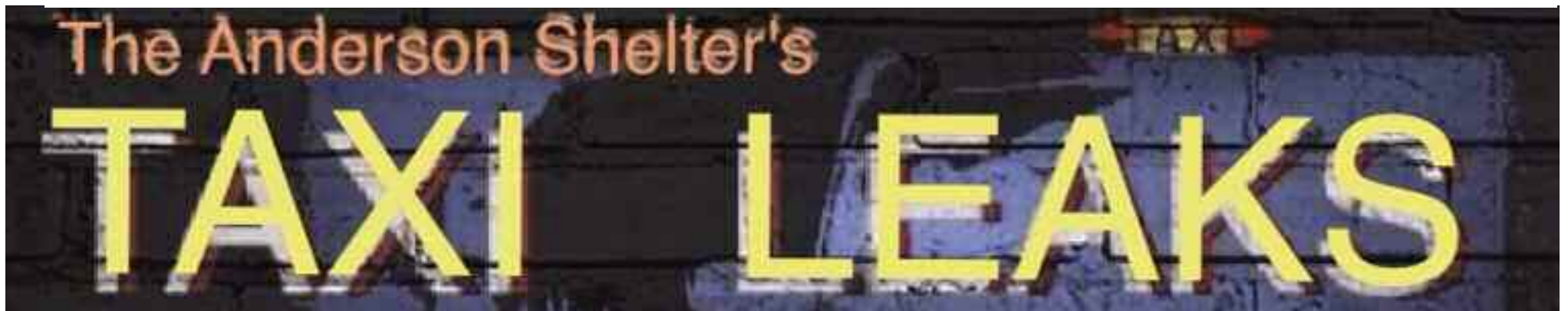
**TAXI**

**DOWNLOAD THE APP**

**1ST MONTH FREE. QUOTE  
THEBADGE**



**WWW.TAXIAPP.UK.COM**



# Cross border fears

Coming Up In Parliament  
Friday 2nd February, Plus  
Letter From New  
Transport Secretary

Friday 2 Feb sees the  
second reading of the  
Licensing of Taxis Safety  
Bill.

Below is a letter sent to a  
Taxi driver Member of the  
LCDC, John Griffin, by the  
new Transport Secretary Jo  
Johnson.



# Councils join Tory attack on taxi trade with no go areas

In the wake of the Bank  
Junction Taxi access  
scandal, and with  
Oxford Street,  
Tottenham Court Road,  
and Baker Street to  
follow suit, Camden  
and Hackney have  
unveiled plans to ban  
Taxis from more of our  
working area.



If you are going to be weak,  
just sit back, bend over and  
get shafted without a fight,  
there will be much more to  
follow.

If you are expecting your  
org to fight tooth and nail on  
your behalf, you are very  
misguided.

The members of the New  
United Trade Group have all  
signed a good behaviour  
clause in the new engagement  
policy, so won't be doing anything  
on your behalf that might upset  
TfL, for fear of exclusion from the  
secret, un-minuted meetings.

We need leaders will backbone!  
Not unopened war chests

It's time to stand up and say:  
"ENOUGH's ENOUGH".

We need a War Council, not self-  
interested egotistic empire builders  
Because that's exactly what we  
are facing, a war on Taxis drivers  
and our trade.

While London's Cabbies are  
stressing over how they are going  
to find the money to pay their tax  
bills, Theresa May stands up and  
tells Europe 'we must save' Uber,  
an illegally operating predatory  
company that doesn't pay UK  
taxes, a company her husband  
has a conflict of interest in with his  
investment group.  
You couldn't make it up.

**A New Game's Afoot!**  
Both Camden and Hackney have

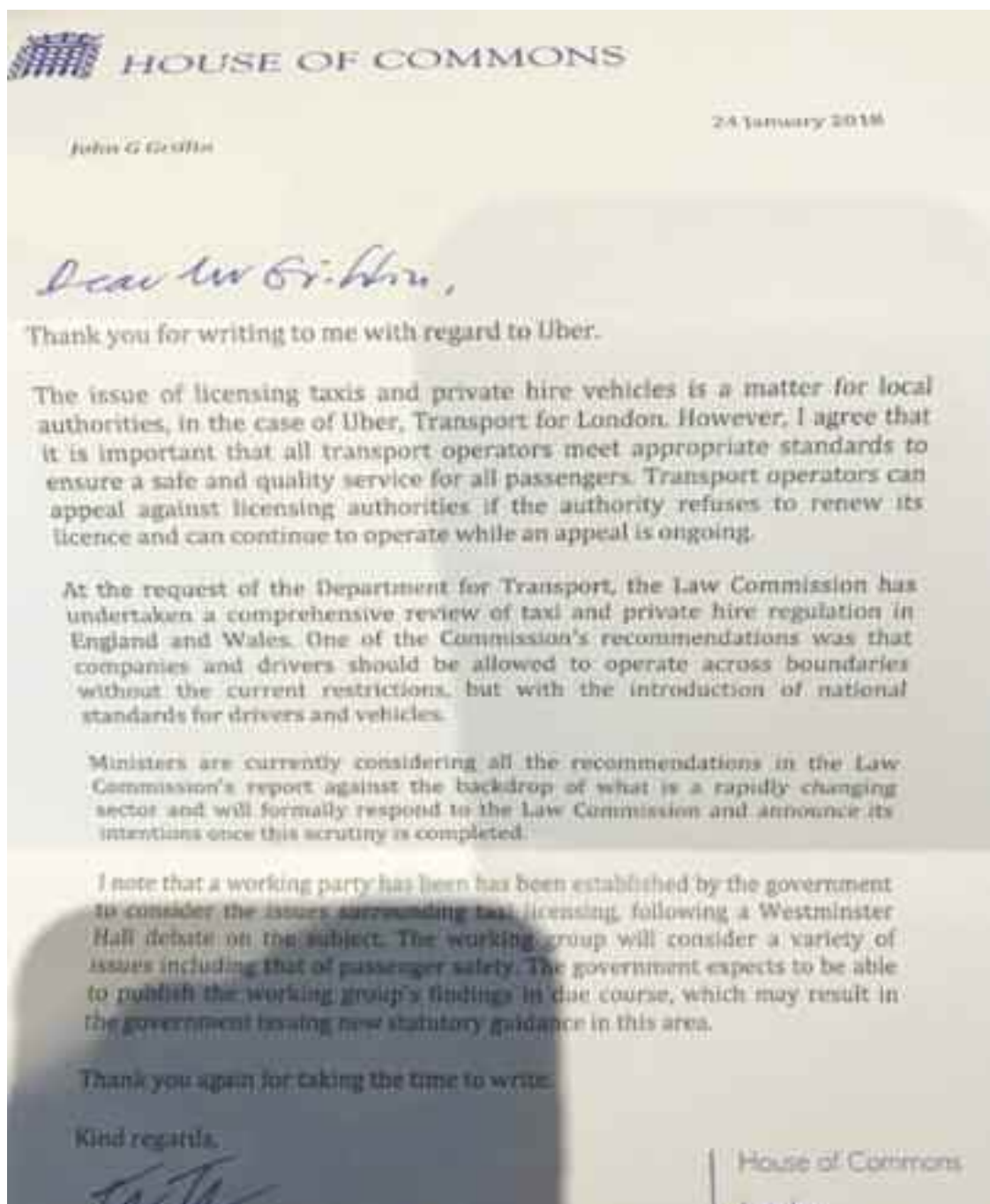
published online consultations, but  
don't count on them as they (like  
TfL) take no notice if  
consultations... they just go in and  
do what ever they want, knowing  
that any resistance will be weak.  
Camden's consultation closes on  
the 20th of February 2018.

Up for closure...Frederick St, to be  
joined by roads around Mount  
Pleasant.

The biggest threat to your right to  
ply for hire is being launched by  
Hackney again.

The Hackney consultation is about  
the closure of several streets  
around Shoreditch to all but  
electric vehicles. It will be many  
years before the majority of  
London Taxis are electric.

Remember the proposed 20mph  
around schools that were  
suddenly rolled out borough wide,  
and then quickly escalated to  
neighbouring boroughs?  
If access is restricted in  
Shoreditch, it won't be long before  
other boroughs follow suit.



# Cabvision




## Cabvision

CABVISION HEAD OFFICE  
2-4 HEMMING ST.  
BETHNAL GREEN  
LONDON E1 5BL

CABVISION HEATHROW  
UNIT C, ELGIN CRESCENT  
EASTERN BUSINESS PARK  
EASTERN PERIMETER ROAD  
LONDON TW6 2RX

020 7655 6970


www.cabvision.com

 @cabvisiontaxi



 Cabvision @CabvisionTaxi - 2018

## If you are thinking of changing supplier just listen to the little bird

 **Serk!** ★★★★★ @taxicabrentals · 12:40 AM · 10 Jan 2018

@CabvisionTaxi is the best in the business without a doubt!

 **Chelski76** @chelski76 · 2:30 PM · 6 Dec 2017

Great service and even better staff

 **Gary** @GaryBrown\_62 · 9:29 PM · 19 Dec 2017

Go Cabvision...easy and get paid every day.

 **Dizzy** 🇬🇧 @DizzyCab · Jan 9

Cabvision all day long

 **Angela** @HotwaxAngle · 19h


Could not agree more Diz. Backup second to none  
Nothing is too much trouble for them 🙌🙌🙌

 **Chris Hook** @cabtastic · 2:18 PM · 6 Dec 2017

Well I'm truly disgusted wiv the service, I'm fed up with getting paid everyday & the terminal not giving me any trouble so I'm off

 **Ollie** @BerylOllie · 12:07 PM · 29 Nov 2017

The best system around

 **DinkY** @drinkwater\_paul · 11:30 AM · 1 Dec 2017


Cabvision = 'Proper' 🙌

 · 9:57 PM · 9 Jan 2018

Cabvision, great company

 **Blue Lion 2007** @Bluelion2007 · 12:30 PM · 6 Dec 2017

@CabvisionTaxi Have been exceptionally good for me

 **ricksta** @ply4hyre · 10:47 AM · 1 Dec 2017

I switched to @CabvisionTaxi good as gold,  
they have an app, as soon as the transaction goes thru it's on the app.

 · 12:55 PM · 4 Dec 2017

The service we get from the team is much appreciated.  
In my view the best in the trade.

 · 12:45 AM · 9 Jan 2018

Never seen one good word about other credit card systems,  
on the other hand my @CabvisionTaxi system's been faultless. So far...

 **Baba** @mercedes\_taxi · 2:46 PM · 4 Dec 2017

The best CC system provider, simples.

 **Alex White** @AlexWhiteGB · 8:55 AM · 10 Jan 2018

@CabvisionTaxi They are the best I have used bar none. Great all round service 🙌

# Airport matters... by Jamie Hawes



## There's a New Deputy in Town...

"I shot the Sheriff..."

There is a lot of talk in the trade at the moment of the forthcoming case regarding the legality of Uber's business model and what appears to be illegal plying for hire or 'e-hailing'. But what drivers aren't talking about is the fact that we as a trade need to be getting our own house in order. My personal opinion is that the majority of drivers have "upped their game" so to speak, but at Heathrow, aside from mandatory Credit Card acceptance, the Wild West games of 'Cowboys & Indians' has still remained the same. The old problems persist, but I believe it's time for new solutions. Recently, I attended an Heathrow Airport Ltd (HAL) liaison meeting with the trade on behalf of the LCDC. The meeting also involved APCOA, Heathrow Police and the Airport's Chief Taxi Reps.

### "Didn't I see the arrows? I didn't even see the Indians!"

As some of you may be aware, Heathrow Police have recently been handing out fines to drivers waiting in Newall Road, the road that leads into the Taxi Feeder Parks (TFP). In my opinion this is unacceptable. During the meeting, I had, what could best be described as a difference of opinion with Heathrow Police, as to what constitutes a reasonable fine.

Apparently drivers were boxed in; effectively "kettled" and asked to step out of their vehicles before being issued with a £40 ticket. This was totally unwarranted. Nowhere in the Road Traffic Act (RTA) does it state that a driver must leave their vehicle; the RTA only requires a driver to stop, not to exit their vehicle. I'm inclined to think that the Police requested drivers to leave their vehicles so that they became "parked" on a clearway, thereby enabling the

Police to issue tickets. During the Meeting, I asked the Officer if they were going to continue to issue tickets to drivers waiting in Newall Road and the response was "As long as we keep receiving complaints, we will keep issuing tickets."

If you are approached by the Police in Newall Rd., keep moving; it is a clearway, do not stop and do not leave your vehicle.

As most drivers who work at Heathrow will already know there are now 'Wardens' moving up cabs in the North Park. I made a suggestion to APCOA that permission be given to allow Wardens into the South Park at peak waiting times, so as to make sure that cabs are filling the lanes to capacity and to put an end to drivers having to run the gauntlet in Newall Road. This proposal was accepted by APCOA who have agreed to a trial run. However, Wardens have been slow to put this initiative into practice and more tickets have been issued.

One of the topics still on the agenda was better signage (Arrows) inside the Terminals directing passengers towards the Cab Ranks. To say I was gobsmacked is an understatement! How long have licensed taxis been servicing Heathrow? Yet still there is no adequate signage? Somebody really needs to be held accountable for this and I intend to push as a matter of urgency.

### Smoke Signals and Outlaws.

Also on the agenda were the recent bans that some drivers have received for 'refusing' or other such outlawed activity on the Terminals. Many drivers were complaining that they only realised that they had been banned after waiting two hours in the North Park only to find that when they reached the entrance barrier to the South Park that they were in fact barred. It was agreed that this would now be changed so as to allow a driver to go through the Feeder Park and be notified of an allegation (depending on the severity) before taking another job. This would allow Drivers who were alleged to have committed some form of discretion the opportunity to contact the Head Honcho of their Org and/or go to the Cab-in for a PowWow. The Driver would then be aware that there was a ban "pending". This was deemed by all to be a fairer way of administering warnings.

### Cowboys & Marshalls.

Whilst discussing possible punishments for driver misdemeanours, it also occurred to me that while HAL and APCOA expect a certain level of behaviour from drivers, it should only be right that drivers should know what to expect from HAL and APCOA in turn. At the moment the trade's relationship with APCOA and HAL seems to me to be a bit of a mystery: are we customers of APCOA? We pay to enter the Taxi

Feeder Park (TFP) and, if so, as customers, what level of service are we entitled to? It's time our relationship with APCOA was properly defined. I believe it's time that Drivers should have a Service Level Agreement (SLA) from APCOA so as to let drivers know what we can, and cannot, expect of them. I have personally phoned the TFP cabin on many occasions only to have no one bother answering the phone. Drivers have even called the number whilst standing inside the cabin only to find the landline silent. Is it too much to ask that someone be employed to answer the phone, bearing in mind, we are paying gate fees? I will be asking for clarification on this issue at the next meeting.

I've been told that in the Autumn of 2017, the LCDC asked that all the rules for Marshalls, Wardens and Reps be put on the agenda. There will also be new SLA's for Reps and (Anti tout) Taxi Marshalls at Heathrow displayed on a new Notice Board in the Canteen foyer and hopefully these new rules will be included in a new Guide for Drivers working at Heathrow. A previous attempt to agree some form of information booklet for Drivers was blocked by Unite's Central Branch with no explanation, at the beginning of 2017.

I've been working at Heathrow for many years, and like most drivers, I have tolerated what seemed to me to be a cozy Marshalls and Reps club at the Flyers. I've come to see them as a closed shop, where only those carefully selected by the "Marshalling Committee" (itself comprising of other Marshalls) are guaranteed entry. As I understand it the Marshalling system was originally set up by HALT. When that body was dissolved the Marshalling system should have been overhauled or disbanded.

The official LCDC stance is that of supporting the Marshalling and Warden Operations but if they are to continue they must be reviewed. Responsibility for recruiting new Marshalls needs to be taken away from the Marshalling Committee and perhaps a maximum length of time a Marshall should be allowed to serve should now be imposed on the existing drivers so as to allow others, wishing to become one, the chance to get involved.

Various sharp practises such as "carried over" or "banked" rides for both Marshalls and Trade Reps also needs looking at. If Marshalling is to continue it must become fairer and more transparent. After all, the operation can only continue with the goodwill and backing of the drivers themselves, which at the moment is sadly lacking with talk of petitions amongst drivers to have it disbanded. It's clear that change is a necessity.

### Waiting for the Cavalry and a different type of horse-power

It was also stated in the meeting that the new LEVC Electric Taxi demonstrator was due to arrive at Heathrow so that Drivers could saddle up and experience

the ride. Unfortunately it failed to arrive. Hopefully, by now the Cavalry has shown up and it's not still sat on the hard shoulder of the M4 plugged into a solar panel and a generator?

From a working driver's perspective, the new 65k electric taxi seems to me to sound the death knell for the Cab trade. In which parallel universe is it deemed acceptable for drivers to pay such a devastatingly high price for a working vehicle? It may drive like a dream but who cares? I'm pretty sure the tesla (for the same price) drives like a dream too. But we can't afford that either!!

Did anyone tell LEVC that we are circling the wagons at the Airport with the trade in a fight for its very existence. The vultures are gathering across the plain and we need a vehicle priced so that we can actually compete with. We are the best taxi service in the world, hamstrung by an incompetent, out of touch Regulator and a vehicle that fits, neither our needs, nor our pockets. It's all very well the hierarchy of some of the trade's largest organisations giving wholesale approval of the TXE, but the rest of us simply cannot afford it!

### "Get Up, Stand Up!"

Contrary to what drivers believe, the future of the trade is in our hands. The power lies not with the trade orgs, but with us as individuals. If you think the new electric cab is too expensive, don't buy it. It's far easier for us not to buy it than it is for LEVC production lines to stand idle. Drivers must start to get involved. It's easy to lay the blame for the trade's woes at the door of the "orgs", but the orgs are only as good as the drivers that support them.

I have never belonged to a trade organisation up until now. However, I have joined the LCDC as I believe that they are the trade organisation that best fits what we as a trade need right now. It's not enough anymore simply to belong to an org or union that offers legal cover; you can get that anywhere. It's not enough to belong to an org that is carrying on business as usual, in the face of what seems to be an irreversible decline into oblivion.

If the leader of your trade org is sitting in the back of a 65k electric vehicle like Edmund wrapped in furs and sitting alongside the White Witch of Narnia, eating Turkish delight in the snowy wastes of Norway while you sit and wait 5 hours for a job at one of the busiest airports in the world, then you're probably with the wrong org.

Our regulator knows we are weak: we are fragmented and disillusioned. I've joined the LCDC and I hope that many more will follow.

As Some clever clogs once said "united we stand, divided we fall".

**Or in the words of Bob Marley: "Let's get together and feel alright!"**

Jamie Hawes (LCDC Heathrow)

# LONDON TAXIS FOR SALE



## CRICKLEWOOD CARRIERS

**"Purveyors of the Finest Quality Cabs"**

***WE ONLY DISAPPOINT THE COMPETITION***

**PRESENTS**

The Reliable, The Well Built and The Economical  
**MERCEDES BENZ VITO** Taxi for London

**FOR SALE**

**PREVIOUSLY ENJOYED**

**End of Lease "12 & 62" Registration Taxis**

All Taxis Fully Prepared to Showroom Quality Standards & Package Includes:-

- Full Major Overhaul
- Full Major Service / Aircon Service / Valet
- Full Body & Interior Refurbishment
- 4 New Tyres / New Battery / New Carpet Pack
- PCO / NSL Fees - Passed and Plated
- Second Six-Monthly MOT & Full Service
- 1 Year Road Tax
- 1 Year Meter Hire
- 1 Year RAC Full Package
- 1 Year LCDC Membership
- Full Vehicle Warranty
- Modified & Re-worked Rear Wheel Steering by Penso
- Most Vehicles are One Owner and have Full Mercedes-Benz Service History & Very Low Mileage
- ALL MERCEDES-BENZ TAXIS UPGRADED TO OUR OWN UNIQUE 'VOGUE' SPECIFICATION—With Extra Enhancements to Personalise your Taxi
- Competitive Finance Packages Available (1 to 5 years)



**PLEASE CALL FOR CURRENT & FUTURE STOCKLISTS**

**0208 208 3600**

**07572-0-07572**

**Email:beardmoremotorcabs@outlook.com**





# TAXI CHARITY HOSTS LUNCH AT RAF CLUB FOR VETERAN COLLECTORS

On Wednesday 24th January the Taxi Charity for Military Veterans invited its band of loyal collectors to the RAF Club in Piccadilly for a celebratory lunch. This was a wonderful occasion, and served not only to thank these marvellous men for volunteering to collect but also as a highly enjoyable start to the charity's 70th anniversary year.

The collectors were treated to pre-

lunch drinks with some of the charity's sponsors followed by three delicious courses in the Club's splendid ballroom. Group Captain Mark Heffron from the Ministry of Defence Veterans' Welfare department gave an excellent speech in which he made a point of thanking all the black cab drivers who give their time and support so generously to the charity. We were left in no doubt about his loyalties.

After a relaxed lunch where we were royally looked after by the Club's friendly and helpful staff,



many of the veterans continued the festivities at the Rose and Crown pub in Old Park Lane: their stamina is quite extraordinary.

2018 is a big year for us. The concept of the charity was born at the Bedford Arms pub in Daves Road where we will be gathering to celebrate on Sunday 25th February. I doubt that the cab drivers who came up with this brilliant idea in 1948 could ever have anticipated that 70 years on the charity would have gone from strength to strength – what foresight they had.



*Frances Luczyc Wyhowska*

*Taxicharity.org*

**NEED A MORTGAGE?  
NEED TO REMORTGAGE?  
HAVING PROBLEMS GETTING  
A MORTGAGE?**

Allan Reece Associates in association with the country's leading mortgage lenders has increased the value of your licence with mortgage schemes for licensed taxi drivers



**OVER 20 YEARS EXPERIENCE ARRANGING  
MORTGAGES FOR LICENSED TAXI DRIVERS  
SPEAK NOW TO THE MORTGAGE SPECIALISTS  
FOR LICENSED TAXI DRIVERS**

**RING 01708 733730**  
*(24 hour answering service)*

*Email: allan@allanreeceassociates.co.uk*

Applicants may obtain, on request, a quotation in writing about the terms on which we are prepared to do business. All loans are made subject to status. Minimum age 18.

**YOUR HOME IS AT RISK IF YOU DO NOT KEEP UP REPAYMENTS  
ON A MORTGAGE OR OTHER LOAN SECURED ON IT**

**Allan Reece Associates**



Independent Adviser for Financial, Mortgage and Insurance Services  
145, High Street, Wood Green, London, N22 7JF  
145 and 146, The Greenway, Croydon, Surrey, CR9 1JF  
Authorised and Regulated by the Financial Conduct Authority



**Heart Tests For London Taxi Drivers**

**WOOD STREET  
CLINIC**

**The Heart Centre For London Taxi Drivers**

Have You Had Heart Problems?

Do you need an Exercise Test and / or Echocardiogram  
(to measure LVEF) for LtpH?

We can help with our fast, efficient service and special  
low rates for London's taxi drivers

We are now providing stress Echocardiography  
(functional testing) when required.

We understand that your living can depend on these tests

Contact us now on

**The Wood Street Clinic  
133 Wood Street  
Barnet, Herts EN5 4BX**

Telephone : 0208 449 7656  
www.woodstreetclinic.com or  
enquiries@woodstreetclinic.com



@WoodStClinic

**£10 off**  
For all LCDC  
Members

**TAXIS WANTED**

**BEST PRICES PAID**

**INSTANT CASH SETTLEMENT**

**PLEASE CALL ANYTIME**

**PETER: 01322 669 081  
JASON: 07836 250 222**

**CABS WANTED**

**TOP PRICES PAID**

**INSTANT CASH**

**CAB HIRE ALSO AVAILABLE**

**07877 093 866  
07956 293 748**

**Morris Tyres are moving to  
369 Well Hall Road, Eltham, London SE9 6TY  
TEL: 020 7231 5857**

New and Part Worn Tyres  
All Makes Supplied  
Tyre Safety Checks  
Wheel Balancing



**MORRIS TYRES**

**ASTRAL CAFE**

**8 Regency Place SW1 P2EB**

Open times

Mon-Fri 6am - 10:30pm  
Saturday 6am - 10:30pm  
Closed on Sunday

Phone: 02079319116  
Mobile: 07828542495  
Email: cabral@hotmail.co.uk



# One-to-One Personal Service.

## **Martin Cordell & Co.**

Accountants & Tax Specialists to the Taxi Trade

**We're here to help. We want to meet you as we understand your business. Let us take the strain of dealing with your tax obligations.**

**With over 45 years experience of the taxi trade, and more than 40 expert staff members, we are the leading taxi drivers' accountancy firm in the UK.**

### **Our services include:**

- One-to-One personal service
- Annual confidential meeting
- Preparation of accounts
- Tax enquiries & investigations
- Limited company trading advice
- PAYE, VAT & company registration expertise
- Loss of earnings claim advice
- One point of contact for ongoing continuity
- Easy payment terms

**CALL US FOR A FREE FIRST CONSULTATION**  
IN PERSON OR OVER THE PHONE

Phone us today on: **020 8980 7161**

See us at: Unit 6, Quebec Wharf, 14 Thomas Road, Limehouse, London, E14 7AF

Email: [info@mcordell.co.uk](mailto:info@mcordell.co.uk)

Web: [www.martin-cordell.co.uk](http://www.martin-cordell.co.uk)

