



More trade stories than all the others put together

Issue 258 April 2018



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LETTER TO THE MAYOR

As you can see opposite I have
 written to the Mayor expressing
 our concerns regarding the
 licensing of UBER and their
 relationship with senior TFL staff.

Whilst we fully endorse the
 statements the Mayor had made
 in Texas earlier this year, we are
 most anxious to see what action
 he takes (if any) concerning the
 TFL staff who were involved.

THE KNOWLEDGE

On pages 4-5 you can read an
 article by David Kurten, who is a
 GLA member for UKIP. He has
 written a very interesting article
 regarding the Knowledge and it's
 well worth a read.

As we all know, the Knowledge
 along with our vehicle are the two
 bedrocks of our trade. We are all
 seeing the value of the
 Knowledge being eroded
 because of policies undertaken
 by TFL and the undermining of
 our right to "Ply for Hire".

This along with the uncertainty of
 the introduction of ZEC vehicles,
 especially the lack of supporting
 infrastructure, sets alarm bells

ringing over our future.

JOHN HALFORD

Four years ago, we ran an
 interview with barrister John
 Halford about Tfl's abdication of
 responsibility to the cab trade.

After the discovery of recent
 emails, the points he raised are
 more pertinent than ever. I have
 re-run the interview in full in this
 edition.

LAWLESS LONDON

What was once regarded as one
 of the safest cities in the world
 seems lately to have gone
 completely out of control. Knife
 crime and shootings on a daily
 basis, as well as moped gangs
 robbing shops in Oxford Street in
 broad daylight shows just how
 lawless London has become.

I don't know about Zero
 emissions... what about a Zero
 tolerance policy being introduced
 by the former Mayor of New York,
 Rudy Giuliani to bring our city
 back under control?

Grant Davis
 LCDC Chairman



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ARE YOU GOING TO STOP THE ROT, MR MAYOR?

Mayor Sadiq Khan
City Hall
The Queen's Walk
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5th April 2018

Dear Mayor Khan,

I read with interest reports of your address to the South by South West Conference in Texas earlier this year regarding the impact of modern technology and business practices upon the lives of working people.

It is regrettable that the speech was not given two years ago to TFL when you were first elected and followed by immediate and meaningful action.

There is now published evidence in the form of emails that clearly demonstrates that a TFL Senior Compliance Officer had found UBER were not complying with relevant legislation, (see March edition of The Badge enclosed p3). The subsequent approval of UBER meant they had been consciously licensed in breach of the law. This, in turn, surely implicates senior TFL staff in facilitating a breach of law? I would like to ask you how this squares with your Texas statement:

"In London, we have been clear with UBER, and other companies, that everyone, no matter how big or small, must play by the rules. No exception."

Clearly not everyone was playing by the rules.

What action, if any, do you intend to take regarding those responsible for this breach, which has lead to consequences you so accurately identified when you said:

"Without prudent regulation and oversight, this new way of doing business risks being used as cover to break up decades of established and hard-fought rights"

Unfortunately, our members have little faith in TFL as a Regulator when as recently as last month they read in an interview with Mike Brown in the Evening Standard that despite the pending court case:
"...he met the Global Chief Executive of UBER, Dara Khosrowshahi, for a second time since it took TFL to court over its ban. He said there was now some "positive evidence of a change in tone from the taxi app" Ref: Friday 16th March 2018

Are we seeing a re-run of the original licensing process?

Yours sincerely,

Grant Davis
Chairman

WE NEED TO PROMO

It has been a great pleasure to get to know many of you in the LCDC over the last two years, since I was elected onto the London Assembly in 2016, and to be invited to speak at the LCDC AGM this January.

After I became an Assembly Member, one of the first things that became apparent was the turmoil created in the Taxi and Private Hire Trade since TfL granted Uber an operating licence in 2013. Before this time, the trade was well organised with a healthy level of competition between black cabs and small and medium sized private hire operators, but being either a taxi driver or a private hire driver ensured a decent living.

The appearance of a disruptive behemoth into the London scene fuelled by debt changed everything, and broke what didn't need to be fixed. Reports of scandals associated with Uber and its drivers have come thick and fast in just two short years: the medical certificates fiasco, criminal records not being properly checked, drivers not having proper Hire and Reward Insurance, high levels of sexual assaults and delays in reporting them to the police, accidents galore, non payment of VAT, 2.7 million UK customers accounts hacked, not to mention continuing questions over involvement of figures at the highest level of the establishment putting pressure on TfL to grant Uber a licence.

The job of the London Assembly is to

scrutinise the Mayor and I have asked the Mayor more than a hundred questions concerning the trade. The high point of this scrutiny was when I proposed a motion in the London Assembly's Plenary Session in July 2017, calling on the Mayor not to renew Uber's licence, unless it drastically improved its working practices. Representatives of all the other parties agreed, and the motion was passed unanimously, although only 1 out of 8 Conservatives were still in the chamber when the vote took place. In September, the Mayor decided not to re-issue an operating licence to Uber.

One would have thought this was the end of the matter and that the London trade could return to normal. Unfortunately, due to the nature of our law as it has been written, this is not the case. Uber decided to appeal the decision in the High Court, and is entitled to keep operating until a final decision is made.

In response to my question in November, the Mayor said that the court case could drag on for years. If the High Court rules against Uber, they can take it to the Appeal Court, then the Supreme Court, and finally the European Court of Justice. It may be the case therefore that they drag the case through four different courts, which will take up to two years each.

By the time it gets to the ECJ, however, it is likely that Britain will have left the EU, so the Supreme Court will probably be Uber's final stop. This is unless Mrs May produces a very bad deal for Britain,



in which she gives the ECJ continuing jurisdiction over the UK. This, however unreasonable, is a real possibility at the moment, given that her Brexit negotiating strategy seems to be giving the EU everything they ask for.

Let us hope that common sense will prevail in the end.

On a more positive note, I was pleased to be able to hire London's Living Room – the top floor of City Hall – for an event last year on the future of the taxi trade. Many of you came along and put questions to the panel, which included some TfL representatives: Peter Blake and Helen Chapman. All involved thought it was a successful event.

Every Assembly Member gets to hire the room once a year for an event, and this year I'm holding another event on 16th July 2018 for the taxi trade to promote the Knowledge of London. From meeting many of you, you have told me how proud you are to have completed the Knowledge – it makes London's black cab drivers,

the most experienced and professional taxi service in the world. Yet with just 22,000 badge holders, the trade needs more people, especially young people to enter its ranks to ensure the trade's future.

I asked Transport Commissioner Mike Brown about what TfL was doing to promote the Knowledge of London in January this year. He seemed to think it was a novel idea which no-one had thought of before, but responded positively, before going on to talk about 'diversifying' the taxi trade. The current incumbents seem to be obsessed with 'diversity' rather than simply supporting people who are already in the job and training people who want to do the job with the skills they need.

The biggest challenge of the moment is the Mayor's policy of ending sales of the TX4 and Vito. From January this year, all new taxis have to be zero emission capable, but there are currently only 100 rapid charging points in Greater London. Transport Commissioner Mike Brown

PROMOTE THE KNOWLEDGE



Every Assembly Member gets to hire London's Living Room – the top floor of City Hall - once a year for an event, and this year I'm holding another event on 16th July 2018 for the taxi trade to promote the Knowledge of London.

said he expects that there will be 9,000 ZEC taxis by the beginning of 2020. At the current rate of sales, it is more likely that pigs will learn to fly.

There seems to be a complete lack of understanding of the extra costs involved for taxi drivers who are forced to switch to ZECs when their cabs are 15 years old and are therefore no longer allowed to use them. The other political parties are going along with it. However, UKIP's policy is to once more give vehicle licences to new taxis with Euro 6 standard diesel or petrol hybrid engines. This will allow the TX4 and Vito to be brought back into

production with Euro 6 diesel engines or modified to have petrol hybrid engines. Cab drivers could then choose whether they want to buy a diesel, petrol hybrid or ZEC vehicle, and market forces should act to bring down the price of ZEC vehicles.

It is also our policy to stop building cycle superhighways which narrow road space on trunk routes for other vehicles. Most cycle superhighways are almost completely empty for 20 hours or more a day, while all the other vehicles are crammed into half the road space. No other political parties are willing to admit that this increases congestion, increases

journey times, and therefore increases pollution. Cycle superhighways are doing the exact opposite of what everyone is told they are meant to do. This is acknowledged by the eminent scientist Professor Robert Winston, now Lord Winston, who has received intense criticism for being politically incorrect and telling the truth on this issue.

Cycle Quietways are of course a good idea, where cyclists have routes they can travel on safely away from major roads, where the road space is needed 24 hours a day for buses, taxis and emergency service, delivery & private vehicles.

UKIP would also levy the congestion charge on private hire vehicles. Private Hire vehicles cause much of

the congestion in Central London. There is nowhere for them to park, and as many of them receive jobs via an app rather than over the phone when they are stationary, they drive round and round all day looking for customers.

Local borough elections are coming up on 3rd May this year, and I am in the London Assembly for another 2 years until the next London elections in May 2020. Whatever happens in the elections, it is my pleasure to continue to speak up to secure the future of the taxi trade in London, the best taxi service in the world.

David Kurten
UKIP London Assembly
Member



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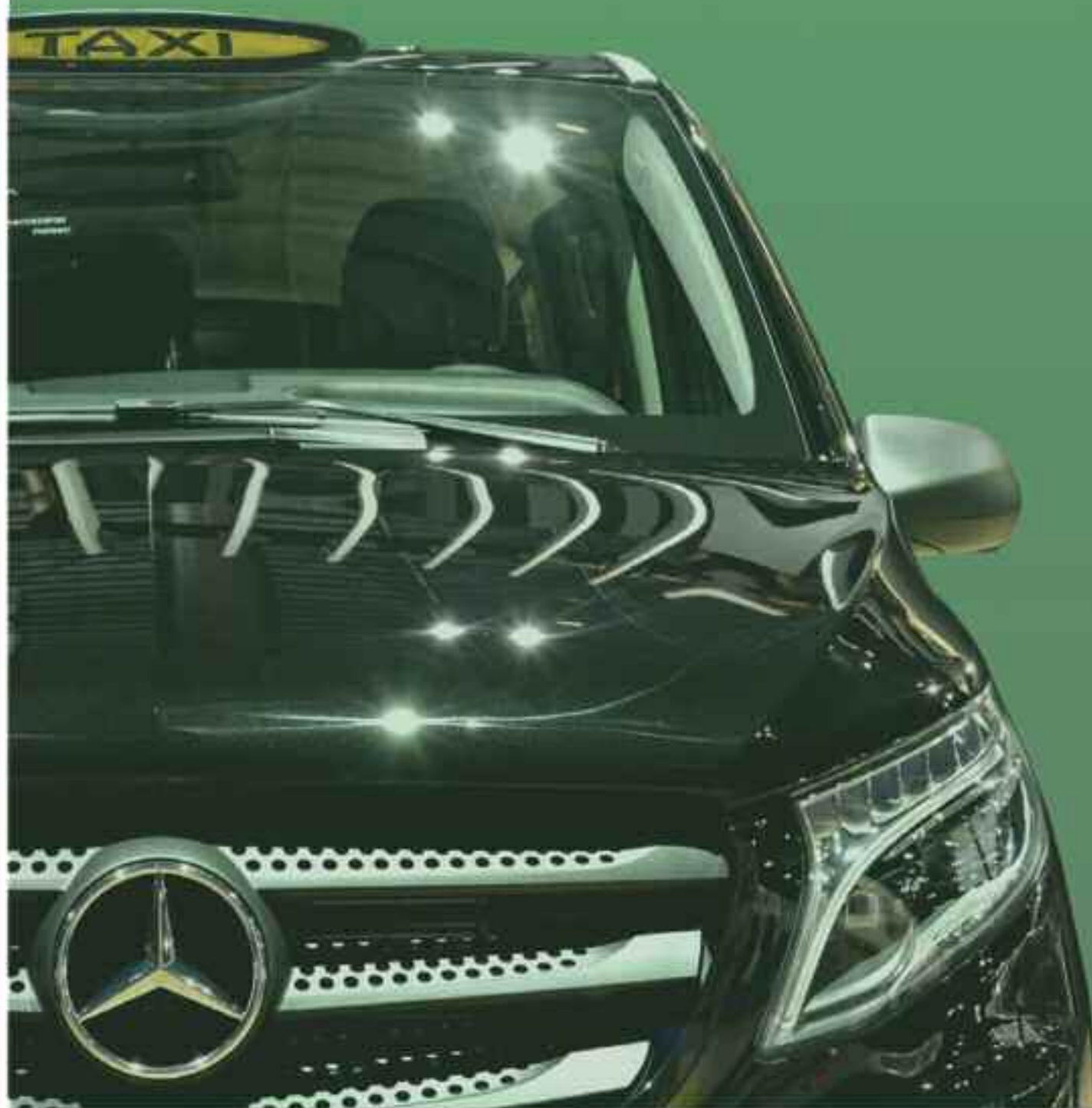
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VIEW FROM THE FRONT



Dear fellow Taxi Driver

I have been a Cabbie for over 43 years and for all its faults the Cab trade has given me a decent living.

I have seen every trick in the book to take our work. From doormen on hotels, to AddLee, to Uber to Radio circuits joining with mini cab firms and now the absolute stab in the back from a company that you built up. Namely, Gett in London.

So please read below and take note. It is very important that drivers act quickly before the situation gets out of hand.

One of Gett's investors is Volkswagen who own Porsche. VW have supplied approximately 50 Porsche cars to Gett via its mini cab partner "One Transport" and that is just the start.

Gett are notifying its customers via the Gett customer app and ads on Sky TV that it now supplies mini cabs (Porsches) on its App alongside Taxis at very competitive rates. ie: Knightsbridge to LHR £45.

On Saturday I was on the rank at Harrods, Basil St and every driver knows what we have to go through to get to the head of that rank. Driving along Hans Rd, manoeuvring into Basil St only to find a compliance officer waiting to move you on or report you to Palestra House, then up to the head of the rank. While I was waiting for a job to come out, a Gett Porsche mini cab pulled up and took a job from under my nose. If that was not bad enough a second Porsche came along and took a second job which had a little luggage. This time I heard the passenger say Terminal 5 Heathrow.

My reckoning was that if those fares had not booked the Porsche they would have booked a Black cab via the Gett App. Remember it is you the cabbie who brings in the work to Gett and they are giving it to someone else.

Gett use Taxis to advertise itself via ads on your Cabs to potential customers while promoting to Taxi Drivers that Gett will pay £15 commission for every new customer Taxi Drivers sign up, then possibly the passenger will use Gett's App to book a Taxi some time in the future. But this is now an absolute insult from Gett to all Licensed Cabbies.

Gett then offer its Porsche mini

cabs at lower rates to those same customers that cabbies have signed up.

Gett are giving customers £10 vouchers to use the Porsche cars in preference to Taxis. Gett's Porsche mini cab fixed prices are a minimum £3 cheaper than fixed prices for Taxis in central London, thus undercutting us further, other discounts apply on longer rides. VW are probably subsidising the Porsche rides in order to build up a fleet to take your work.

As a Gett cabbie you should remember the Porsche drivers cannot sign up new customers that you can all share because the only "punters" they pick up are the ones Gett Taxi Drivers have converted from being a street hailing fare to a Gett a/c customer.

Porsche drivers bring nothing to the table, they just take your living.

Gett minimum fare after the first ride for its Porsche mini cabs is £10 while offering rides from just £2.60 to Black Cab drivers. Has the penny started to drop yet?

Gett's mini cab drivers will get most of the lucrative work in the future.

A fellow cabbie told me Gett offered him Mishcon de Reya on Gate St WC2 to the Rolls building, Fetter Lane, 5 passengers with 5 large legal boxes of documents. The meter cost £7.20. Minus 12% Gett comm inc 20% vat = £6.33 total for the driver. On top of that I am told that many of Gett's a/c rides give no gratuity. It has become a race to the bottom.

Gett are no better than Uber. In fact they are much worse. They have used Cabbies to bring in customers and are now giving those customers to its Porsche Drivers.

Gett's mini cab drivers have been handed your work on a plate. How does that feel!!

Gett are using a veneer of respectability from Licensed Taxi Drivers and using it to promote its Porsche mini cabs. Have a look at the Gett ads on cabs, it says. Gett, the black cab app. Gett look as though they are lining up to take a large chunk from Uber. It will not surprise me if ex Uber drivers are soon on Gett; taking your fares that you have tirelessly worked hard to get back from Uber. We have have worked hard promoting the benefits of using Taxis to customers, not

Gett.

I believe we should be calling on all drivers to unite and delete the Gett app until Gett stop using mini cabs and give Taxi Drivers a legal document saying they are only using Black cabs. The account customers will stop travelling

any payment from them.

Drivers with the Gett App have told me Gett has invited its Drivers to meetings in the past telling Cabbies they would never use mini cabs. Yet, this is how they repay you back. Fixed fares, and now, no fares at all because they are putting those

a simple delete of the Gett App until common sense prevails. Personally I would not join Gett at all because I do not trust them.

Please tell every cabbie you know to turn off the app until Gett changes its business model.

Currently, Gett do not care one jot about Cabbies, they just want to steal the bread off your dinner table. Gett are not a taxi company, they are a technology company. They also now have mapping technology in many black cabs that could easily be replicated into its mini cab fleet and Gett drivers are assisting them for as little as £3 per week. It is smoke and mirrors and cabbies are allowing it to happen.

Let Gett know you are not fools. If you value keeping the trade we have, delete or stop using the Gett app until

Gett stop using mini cabs and give a legal undertaking they will not in the future. If we you all stop using the Gett app its customers will.

If Gett succeed you will not have one hand tied behind your backs it will be both hands. Let's all join together in a peaceful show of strength and turn off or delete the Gett App until It changes its business model.

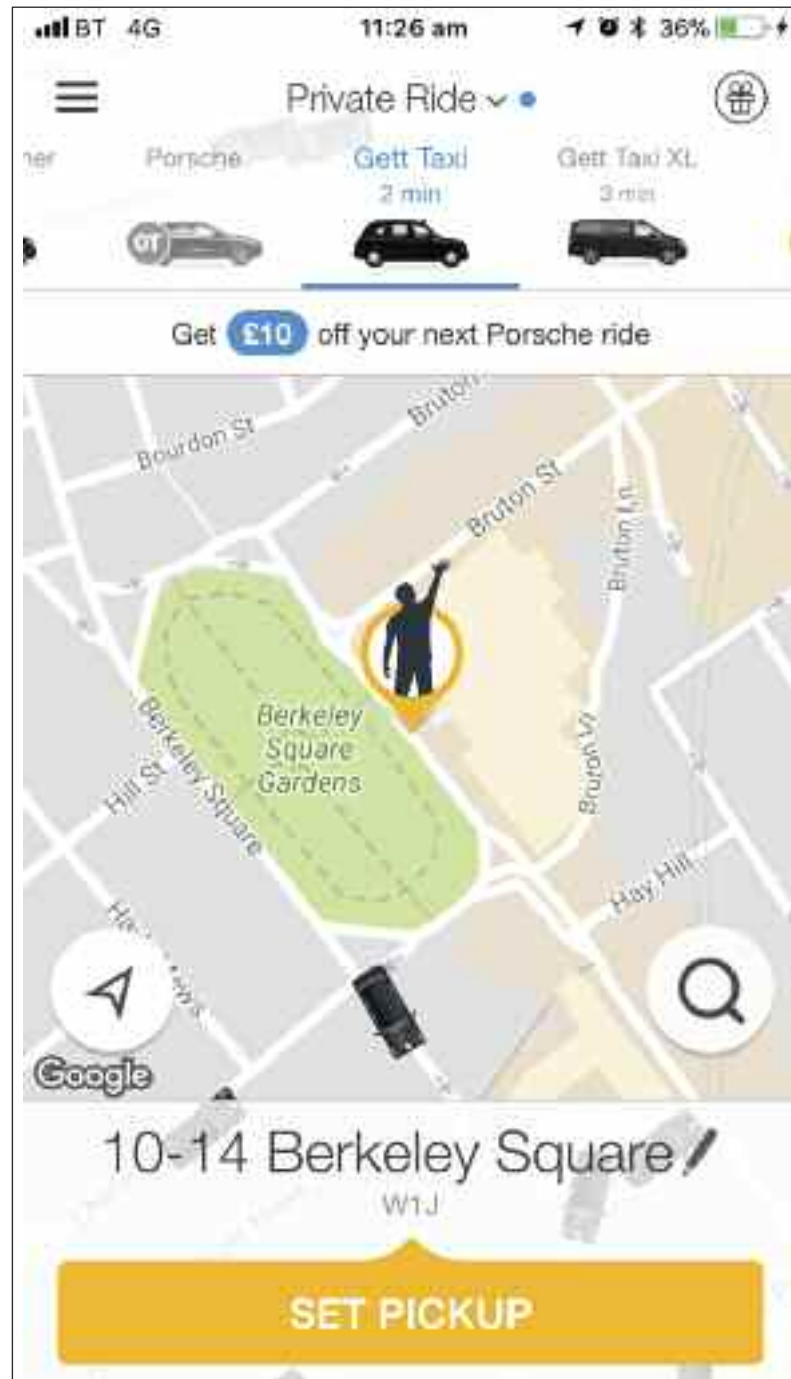
Please tell every driver you know, to delete the Gett Taxi app, until Gett takes mini cabs of its customer app platform. If every cabbie stops using Gett they will back down because its customers will not have a cab to drive them.

I have not been paid for this article. I have taken the time to research this for free and care about our industry.

We have always taken pride in our work and value our customers. We have a moral obligation to help those who help others and a duty to protect our heritage. Do not let the people from Gett and corporate greed steal your money on a daily basis. Look to the future knowing we can all go home from our hard days work not being depressed but being one of fulfilment. It can happen if you believe it can happen.

If you think I am making this up just look at the screenshot showing Porsche mini cabs alongside Taxis on its customer app.

Be lucky.



with Gett and probably go to MyTaxi. Or TaxiApp UK. Simply because a Gett will not have the coverage of mini cabs to take the work.

A new Chief Executive Officer at Hailo took this route a few years ago against the wishes of Gary Jackson (A founder member of Hailo) and we all know how hard MyTaxi have worked to get back the trust of Cabbies. Gary Jackson now runs the UK division of MyTaxi and as you are all aware MyTaxi only use Black Cabs. I do not work for MyTaxi or get

jobs in its Porsche mini cabs, Just for the "greed" of doing it. It is "disruptive technology" at its worse.

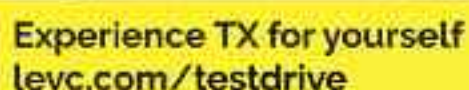
Think of this, you are sitting on a rank and a punter is 10 feet away and a passing Taxi stops for them. You would be hooting up the driver followed by a few expletives.

Well why are you allowing Gett to do this to you?

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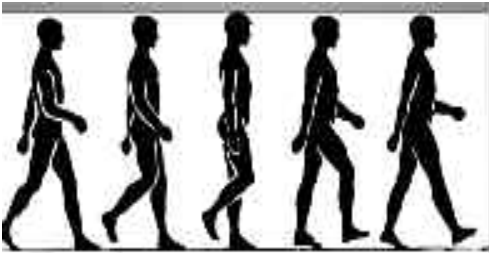
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Walker on the March...

FRIDAY NIGHT NUTTER

It was 2.30am and I found myself in the unlikely place of Canary Wharf rank. She walks up and she looks smart; looking like she's gone from an office to a meal or bar. So, nothing to set the warning radar bleeping in my head.

She asks me for Heathrow. That'll do nicely, out there then on the M25 and home. Lubbly jubbly. Everything seems perfectly ticketyboo so I don't ask for up-front wedge.

As we go past Tower bridge I ask which hotel she wants, knowing there won't be any flights at this time and with her not having any luggage. She replies that she wants the airport. Not a good sign so as we go on I ask which terminal. After thinking about it she says T2. The pause wasn't the kind of trying to remember which terminal but more one of making a choice on spec.

Oh poop, I've dropped one here. I can't ask for up-front money at this point so just make sure the windows and doors are locked; there's bound to be Old Bill around at the other end. By now, my throat's gone dry and I'm clocking her every 10 seconds in the mirror. At Westminster she asks how far; that's not a good sign either.

Happily though, we get to T2 and she asks if she can pay by card and pays up with no problem at all.

Did I misjudge her? Nah, she was a nutter all right. As she leaves the cab, she asks me where she gets a plane to Australia. I tell her to just go through the terminal doors and have it on my toes.

TFL KILLING US FROM THE INSIDE OUT

While we all worry about falling demand for London's taxi service, we may be in danger of missing the problems with our supply. If supply falls, so does service levels and when they fall, customers start looking elsewhere.

The taxi trade is contracting and that isn't our fault. Whether accidentally or deliberately, the outcome is the same; TFL are the cause through both excessive regulation of the taxi trade and lax regulation of the PH trade.

According to TFL figures, the number of licenced taxi drivers has consistently fallen week by week this year. They have fallen by a total of 291 drivers with a weekly average of 22 drivers in the first quarter of this year.

DRIVERS

This decline is likely to accelerate due to the high proportion of cab

drivers approaching retirement age or beyond. Where new blood used to replace these drivers, currently KOL numbers are at an all-time low, with several schools either closing or amalgamating. So much so that in the last published TPH accounts, income from the KOL has fallen by a third.

It is no coincidence that at the same time, PH driver numbers have doubled in 7 years. Why would a new applicant put in the time and money to do the KOL when they can get a Mickey Mouse PH licence in weeks and go straight out to work as a taxi driver by subscribing to a PH App?

They may earn a little less as a PHV driver than as a taxi driver, but against 4 years on the KOL, it would take a decade or more to make up the time and money lost on the KOL.

VEHICLES

Here the situation is even more dire. Once again, every week this year the number of licenced taxis has fallen.

The fleet has been reduced by 712 taxis in the first quarter of 2018, making an average weekly reduction of 55 taxis. Due to TFL not publishing figures for 3 weeks, it is impossible to work out how many old cabs have come off the road and how many TXe's have been licenced.

However, we can make an educated guess by using an average of the 10 weeks figures available. The overall reduction of 712 taxis is absolute but I estimate that this amounts to 789 old taxis coming off the road, while 77 TXe's have been newly plated.

77 new cabs! TFL estimated that 9,000 would be in service in 3 years. That's 3,000 per year and 750 per quarter. Instead of 750, we have 77.

If this trend continues, the existing fleet will see 9,500 cabs coming off the road over 3 years, while only 1,000 new cabs will be licenced. If that happens, the fleet will be reduced overall by 40%. Now I'm not saying this will happen; I am saying it could happen. If it does happen, that will be the end of the London taxi as a viable part of London's transport service. Just 3 short years to kill us off.

TFL may wish to have the ridiculously skewed regulatory system it currently has for taxis and PH, while facilitating open competition between the two services, but it clearly cannot have it long-term. Either it wants a viable taxi service or it doesn't.

If it doesn't want such a taxi service, TFL need do absolutely

nothing at all and it's wish will be granted automatically.

If it wants both, either it has to close the regulatory differences applied to the two services or it has to impose boundaries to maintain differentiated services.

What it cannot have long-term, is a competitive industry whereby it causes one side of the industry to suffer costs that are artificially much higher than the competition. TFLs own figures currently bear testimony to what I am saying.

BEEN FISHING

I've just been on a week's fishing holiday with family. My wife's brother-in-law (one of my best pals), his three adult sons, myself and my three adult sons. This was a proper boys' week. We stayed at the famous Viaduct Fishery in Somerset in two of the three superb

big fry-up breakfast together with loads of craick.

Then fish together or separately until a collective lunch and then the same again until we ate dinner together, either in the lodge or in the town's pubs. The evenings were all beer, laughs and reminiscences.

Nobody shaved, picked up their clothes or tidied their rooms and best of all, no women to point out all our faults. It's the first time we've done this together, although I have done it with my own sons. We had such a good week, it's already decided as an annual event.

Oh yeah, the fishing, for those interested in fishing. We were two Carpers, one match man, one novice and four pleasure anglers. We caught too many Bream to count up to 3lb, a couple of small Tench, loads of F1s up to 5lb and a super perch of 2lb 10oz. As for the Carp,



Scandinavian lodges by the lakeside.

The fishing was almost incidental. The days would start by either doing a morning session on one of the five lakes or having a lie in, as suited individuals. This was followed by a

everybody caught but no idea how many. Among them were about 40 doubles up to 19lb with my own best being a mirror and Common of 18lb each.

We're thinking about Anglers Paradise in Devon next year.

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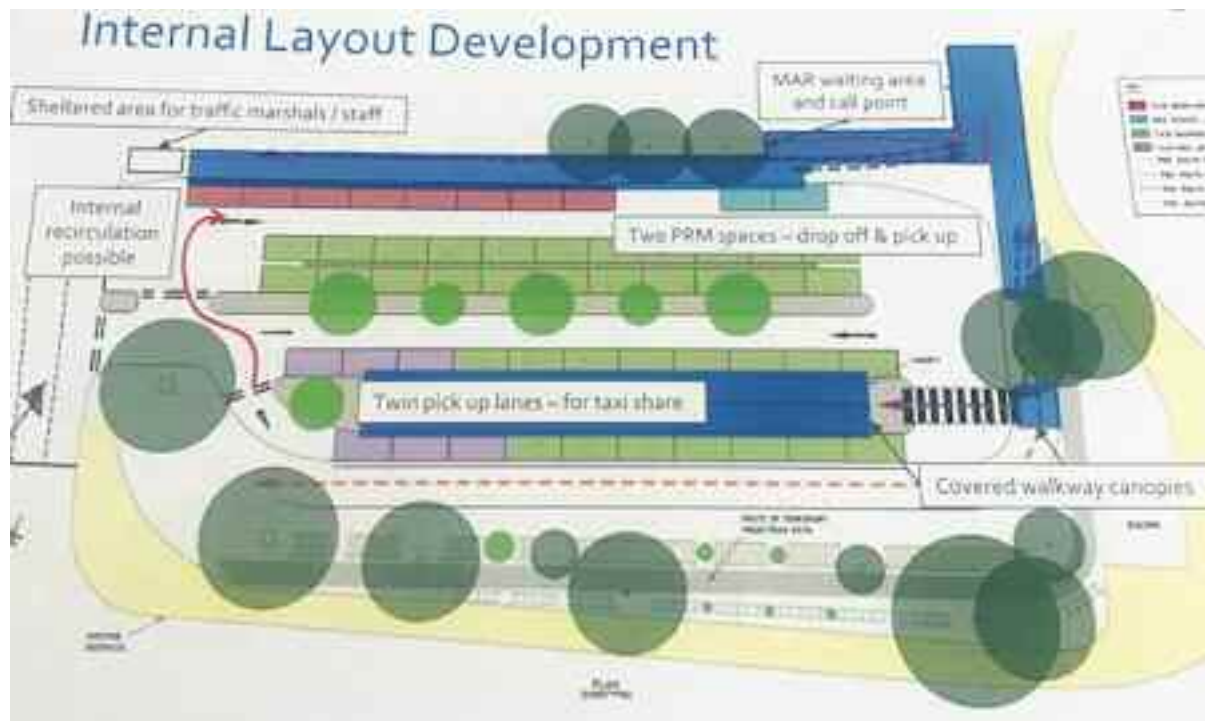
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Alan's Angle



EUSTON RANK ON THE MOVE

Due to the HS2 upgrade about to start at Euston our rank AKA The Gas Chamber will be shut down and the new rank will be relocated to the two cab rank in Tavistock Square.

Only joking - I think if Camden council had their way that's where they'd want it. No, the new rank will be relocated to Euston Square Gardens. You might have noticed the trees being cut down lately and the new hoardings going up around the site. This will be our new home for the next three years when we will be on the move again. I'll get to the new location for 2021 next year - nothing very concrete on that yet. So, the new rank should be opening in the autumn, hoping all goes well. The LCDC along with the cabs rank committee have been in many meetings regarding the move and seen many proposals and to be honest were still not overly

happy with the final position, but this is the only area available to us. So, let's start with what we've got and I'll try and tell you where we're still fighting for more space.

The new rank should be opening in the autumn and will consist of eight set down of bays, two disabled pick up and drop off bays and the taxi rank will consist of 37 ranking places. I feel this is way short of where we should be although we're trying to get more ranking places on Melton Street. TFL will be doing more traffic modelling to see if we can get a feeder on Melton Street and also get private hire and the public into the drop off areas without traffic backing up to Euston Road. Now leaving the rank could be the main problem as some of us can remember the problems we had at Paddington when trying to get out onto Bishop's Bridge. The last thing we need is the

scenario that we're queueing to exit the rank and the meter is ticking over. We're only going to get 20 seconds to get out onto Euston Road and this is with all the other vehicles trying to get out as well. But like most things we will have to hope TFL get the timings on the lights right so we don't have problems exiting and I'm laughing as I know their traffic modelling they predict is not what happens. The only problem we might get is that Camden Council wanted to have one of the ranking lines for electric vehicles only. I don't think the Camden representative was happy with my reply which was a quick - No it's not going to happen. If Camden was that worried about pollution they wouldn't imposed upon us the ludicrous one way system around Tavistock Square. I'll try and give you the final plans in the next upcoming editions of the BADGE to the final plans.

HACKNEY CONSULTS ON EMISSION

Ultra low emission streets: Hackney Council consults on plan to ban dirtiest vehicles from parts of Shoreditch

Hackney Council is consulting on an "ultra low emission streets" scheme that would reduce traffic in two separate zones enclosed by both Old Street and Great Eastern Street with Leonard Street and Curtain Road.

Vehicles not classed as "ultra-low emission" would not be allowed to enter eight streets during peak commuter periods of 7am to 10am, and 4pm to 7pm, Monday to Friday. Ultra low emission vehicles (ULEVs) emit less than 75g/km CO2, and include all electric and hydrogen vehicles and some of the "cleanest", least polluting, hybrid vehicles. Restrictions would be enforced using automatic number plate recognition (ANPR) cameras, meaning anyone driving the "wrong" kind of vehicle during peak hours could face a fine of up to £130.

"The streets around Shoreditch suffer from some of the worst air quality in London." Cllr Feryal Demirci A spokesman for the council said: "An aspiration is to reclaim Hackney's neighbourhoods from parked vehicles and motor traffic congestion and transform them

into the most attractive and liveable neighbourhoods in London. This can only be achieved by reducing the dominance of the private vehicle."

Residents and businesses in the zones would be exempt from the restrictions so long as they register.

Zone 1 includes Blackall Street, Cowper Street, Ravey Street, Singer Street, and Willow Street, as well as both Paul Street and Tabernacle Street north of the junction with Leonard Street.

Zone 2 includes Charlotte Road and Rivington Street from the junction with Curtain Road to the junction with Great Eastern Street.

The plans are part of a bigger vision for a "low emission neighbourhood" (LEN) in the area dubbed the City Fringe by planners. It's a partnership with neighbouring Islington and Tower Hamlets councils, and funded by the Mayor of London's Air Quality Fund. Transport boss Cllr Feryal Demirci said: "The streets around Shoreditch suffer from some of the worst air quality in London. Ultra low emission streets will have reduced levels of air and noise pollution, make it easier and safer to walk and cycle and improve the character of the area for all residents and businesses."



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INVESTIGATION? WHAT A SHAM

In 2014, TFL initiated a 24 week investigation into the Uber Model, overseen by former Chief Operating Officer Garret Emmerson, and TFL's General Counsel Howard Carter, this consisted of a series of meetings and correspondent exchanges.

In part, the investigation examined the participation of Uber BV, the so-called intermediary and parent company based in the Netherlands. In the findings, released 2nd July 2014, It was concluded:

Our advice (TFL), is that neither Uber London Limited, Uber drivers, nor Uber BV, are in breach of Section 2 of the 1998 Act.

If Uber BV made provisions for the invitation or acceptance of bookings, or accepted bookings, it would be in breach of Section 2 of the 1998 Act. In those circumstances, TFL would be entitled to initiate proceedings in the UK Courts (against Uber BV) under section 2(2). We

would also have recommended the suspension of ULL's licence on the basis that it was party to a corporate structure that facilitates Uber BV's breaches.

The section of the 1998 Act TFL quotes reads:

2.—(1) No person shall in London make provision for the invitation or acceptance of, or accept, private hire bookings unless he is the holder of a private hire vehicle operator's licence for London (in this Act referred to as a "London PHV operator's licence").

(2) A person who makes provision for the invitation or acceptance of private hire bookings, or who accepts such a booking, in contravention of this section, is guilty of an offence and liable on summary conviction to a fine not exceeding Level 4 on the standard scale.

The investigation continues in its explanation, strangely, to liken Uber BV to a Price Comparison Website, despite the customer choice being only Uber vehicles,

also payment agents.

In the summer of 2017, TFL appointed Deloitte UK to carry out an IT systems architect review of Uber London Limited's (ULL) booking system. Deloitte produced a report dated 7 August 2017 which details ULL's technology and booking process.

In summary TFL stated:

The IT Architect Review has provided TFL with a much clearer understanding of the booking process. Contrary to ULL's explanations of the booking process to TFL in the 2014 Correspondence and to the High Court in the Taximeter challenge, it is clear that ULL's system automatically "accepts" the booking only after a driver has "accepted" the trip.

If the first driver, to whom a booking is offered, rejects the trip, it is then forwarded to the next available driver. ULL's prior assertions, that the dispatch servers arranged for drivers to discharge a booking already accepted by ULL, and that receipt and acceptance by ULL of the passenger's

booking takes place at the same time as the relevant driver is notified of the booking, were false.

Consequently, if the Deloitte Report is found correct, we have a situation where a customer request is directed to the driver by Uber BV and not ULL's dispatch servers after the operator acceptance.

. Uber BV supplies the software (App) to the customer

. Uber BV takes payment

. Uber BV contracts the driver

A mere intermediary?

One conclusion, the driver - by accepting prior to Uber London's involvement - is in breach of section 2(2) of the 1998 Act.

- What role Uber BV in making provisions for that invited booking?
- What of the legitimacy of Uber's "Double Dutch" tax avoidance scheme?

Incidentally, a recent FOI disclosure, obtained by the

Club, raises questions of the thoroughness of that investigation. In his email reply to former Deputy Mayor for Transport Isabel Dedring, after she indirectly received correspondence from former government adviser Daniel Korski, Garrett Emmerson (lead officer in the investigation) states:

"I met with Cory Owens et al from Uber last week"

"Their PH operators licence is not in question"

"When we confirm that we've got no problem with the way Uber are operating"

After receiving his reply, Dedring requests her PA to inform Korski's office, "all probably fine and no need for a meeting as Garrett is sorting".

These exchanges took place just four days after the initial Uber meeting, the investigation supposedly continued for a further 23 weeks.

I for one would love to know where Mr Emmerson purchased his crystal ball!



Left to right:
Howard Carter,
Isabel Dedring and
Garrett Emmerson

From: Isabel Dedring
To: Emmerson Garrett
Cc: Kennedy Todd Silka : Taylor Lisa : Osborne Emma : Anita Chen
Subject: RE: UBER UK
Date: 14 January 2014 11.47.39

That's Helpful,

Anita can you tell Daniel's office all probably fine and no need for meeting as Garrett sorting – I will call Daniel Friday (can you book something in) and if he still feels need for meeting after that I am happy to meet next week.

Isabel

From: Emmerson Garrett
Sent: Tuesday, January 14, 2014 11.07 AM GMT Standard Time

To : Isabel Dedring
Subject FW: UBER UK

Hi Isabel,

I can update you fully on Thursday but, I met with Cory Owens et al from Uber last week and there is not really a substantive issue with their compliance. I appreciate that they are very good at lobbying in the highest circles, but I really don't think there is a need for a meeting – their PH license is not in question!

The meeting with them was very positive. The bigger problem we are going to have is with Steve Wright, the LPCHA and the rest of the private hire trade who will be up in arms when we confirm that we've got no problems with the way Uber are operating, this is really all about competition within the industry and indeed with the Hackney Trade who Steve is also winding up. Uber are a big threat to all of them.

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■ 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.

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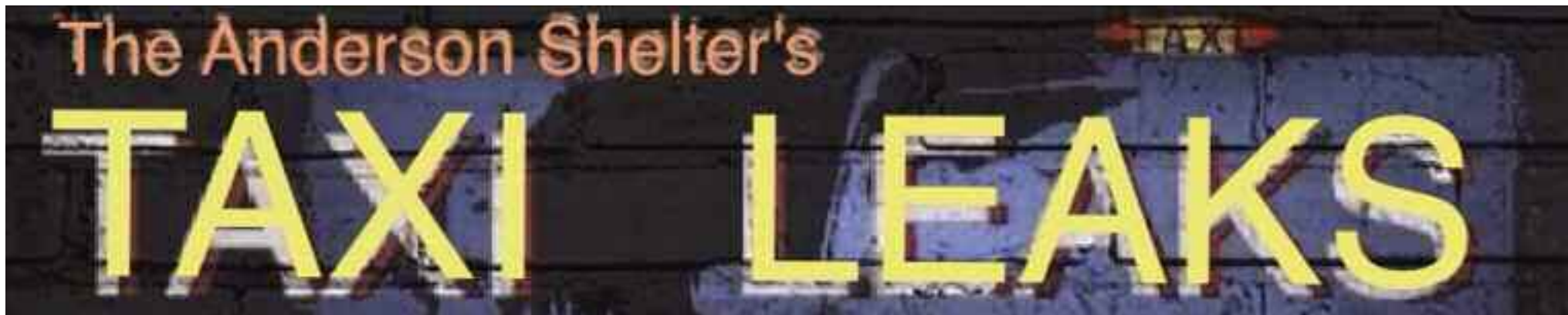
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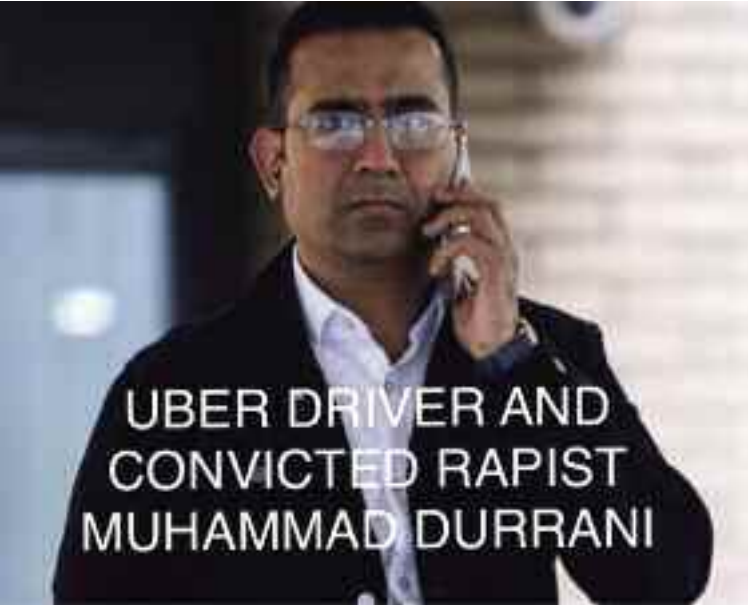
I understand that I will not be eligible for legal representation for matters arising prior to the date of this application. Thereby declare that I have no outstanding PCO or police matters pending.

Signed: Date:



Uber driver jailed

The Uber driver from a previous post is tonight behind bars after being convicted of raping a drunken passenger. The Uber driver, Muhammad Durrani, then took intimate pictures of them together as the woman lay helpless on the back seat of his car. Muhammad Durrani, 38, attacked the 27 year-old after picking her up outside a live music club in Clapham, south London. He followed his victim out of the car and up the steps to her front door, when they reached her home and carried her back to his Toyota where he performed a sex act before taking the intimate photos. As Muhammad likes selfies, let's see how he likes this one! This crime should never have taken place, TfL should have ordered a cease and desist against Uber back in 2013 when they found out that Uber London Limited were operating illegally. Instead they decided to cover up for Uber until their licence expire in 2017. TfL are responsible for the rape if this young lady and if it were my daughter I would be suing all the directors and managers who were and still are involved in this cover up.



TAXI LEAKS EXTRA BIT: It would be very interesting to see if this Uber driver, Muhammad Durrani, was actually one of the 13,000 Uber drivers with a fake DBS certificate. Didn't Helen Chapman say that she would personally vouch for all these drivers? If Durrani is found to be one, should Chapman resign???

UNAUTHORISED SIGNAGE One more thing, although you may feel like printing out the photo of the statement from Court News UK and

CourtNewsUK @CourtNewsUK
Guilty: Uber driver behind bars after he raped a drunken passenger and then took intimate pictures of them together as the woman lay helpless on the back seat of his car
displaying it in your vehicle to warn the unsuspecting public -who believe (misguidedly) that TfL are looking after their personal safety- don't forget that Helen Chapman's goons vigorously protect this company and you could be reported for 'unauthorised signage'.



Uber target airport trips in Southend

Uber cabs are still picking up fares in Southend illegally - and are mainly targeting the airport. And it is feared some of the drivers are taking cash jobs. This is despite measures being put in place by Uber bosses to stop them operating outside London. Last month Uber changed its app to let passengers know Transport for London (TfL) had licensed their driver, alongside information such as their name, photo, private hire licence number and car registration. Previously the message would simply state a driver was being found. This means passengers in Southend, and elsewhere outside London, can no longer request an Uber cab via the app as it is "geo-fenced" which prevents the driver operating

outside a GPS area where they are not licensed. The move came as Uber appealed a decision by TfL to withdraw its operating licence over concerns about Uber drivers operating outside London. Despite the restrictions, it appears Uber drivers are still picking up fares in Southend, particularly at the airport. Doing so is illegal and puts them outside the authority of local councils as hackney carriage licensing authorities and outside Uber's meagre controls. Tony Cox, councillor responsible for transport said: "I am aware of this problem and have met with taxi drivers. If anyone sees this sort of activity we want to know about it. We need the evidence and then we will act on it."



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France says NON! to Uber

France is entitled to bring criminal proceedings against local managers of ride-hailing app Uber for running an illegal taxi service, the EU top court ruled on Tuesday, dealing the Silicon Valley start-up another legal setback.

Uber's loss follows an earlier one last year where the Luxembourg-based Court of Justice of the European Union (ECJ) classified the company as a transport service rather than a digital one, which stripped it of protections against undue national regulation that digital services enjoy under EU law. The latest case concerned Uber's use of unlicensed drivers as part of its UberPOP service in France, which has since been suspended there and in several other cities. Uber still uses its service with professional licensed drivers in France, which is not affected by the ruling.

"Member states may prohibit and punish, as a matter of criminal law, the illegal exercise of transport activities in the context of the UberPOP service, without notifying the Commission in advance of the draft legislation," the ECJ said in a statement.

Uber had argued that France should have sought the European Commission's approval for a new taxi law, which contained measures on taxis and mobility apps, including one that said only official taxis could use



geolocation technology to show available cars.

As France did not seek the Commission's approval Uber argued that criminal charges brought against two of the company's French managers were not valid.

"This case is about whether a French law from 2014 should have been pre-notified to the European Commission and related to peer-to-peer services which we stopped in 2015," a

spokeswoman for Uber said. "As our new CEO has said, it is appropriate to regulate services such as Uber and so we will continue the dialogue with cities across Europe."

Uber, which allows users to summon a ride through an app on their smartphones, has roiled the traditional taxi industry since it launched in Europe in 2011, triggering protests and clashes with local authorities.

It recently adopted a more conciliatory

approach, voluntarily suspending its services in some cities to comply with local legislation.

It has also been forced to quit countries such as Denmark and Hungary. Under EU law, national legislation affecting digital services needs to be pre-notified to Brussels to ensure it is not distorting the single market.

The ECJ said that since Uber was offering a transport service under EU law the obligation to notify the Commission in advance did not apply. Last year, London deemed Uber unfit to run a taxi service and stripped it of its license to operate. Uber is appealing against the decision.

The Computer & Communications Industry Association (CCIA) - which represents major technology companies, including Uber - said the importance of the case went beyond the ride-hailing app.

"It is about the Commission's effective oversight powers, and we regret to see those being curtailed after today's judgment," said Jakob Kucharczyk, Vice President, Competition & EU Regulatory Policy at CCIA.

"Unfortunately, the Court has given member states more room to thwart the Digital Single Market through restrictive, disproportionate and unjustified measures at national level."

**Article courtesy of Reuters*

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Apps, anger and abdication: a legal pe



John Halford, judicial review and licensing law specialist, gives his opinion on the current stand-off between the taxi trade and TfL



This article is taken from The Badge in 2014. If the club had been supported by the other trade orgs, which we asked for, we believe we wouldn't be in the mess we're in now.

John Halford, a judicial review and licensing law specialist at Bindmans LLP, considers TfL's response to Uber and taxi drivers' options for enforcing the law.

"The UK's taxi licensing system has remained essentially unchanged for decades, but it has suddenly been confronted with two demands for change.

The first, which is, extreme and immediate, arises from the ever-increasing use of the private hire vehicle summoning app, Uber, and TfL's remarkably ineffectual response to it. The second is the product of three years of research and consultation by the Law Commission, the special body maintained at taxpayers' expense to recommend law reform in the public interest. Its 291-

page report was published a few weeks ago to little fanfare.

By contrast, TfL's reaction to Uber has prompted headlines, private anger and, on 11 June, widespread public protest by London's taxi drivers.

Despite these differences, the two developments are connected. The Law Commission was ultimately persuaded that the existing hackney and private hire structure 'promotes consumer choice and the provision of a wide range of services'. Uber's spokespeople also claim it promotes choice.

This is far-fetched given it is intended and advertised as a substitute for hailing hackney cabs and so is a real threat their existence. Critically, Uber believes this can be done lawfully without any consultation, proposals for, or actual change in, the law.

Enter the regulator

In these circumstances, taxi users and drivers might well expect TfL, as overseer and enforcer of the existing law, to have a clear position and show leadership. But its response to Uber has been extraordinary. TfL took months to express a 'preliminary view' that Uber was operating lawfully.

It then announced on 29 May that a definitive ruling would need be sought from the High Court, something Leon Daniels, surface transport head, described as 'the sensible approach'. Daniels added that he hoped 'that London's taxi drivers and private hire drivers and operators will work with us to bring clarity on this issue'. But the ink on that press release was barely dry when, on 3 July, a note was sent to TfL's board advising that the LTDA had

issued summonses in Westminster Magistrates' Court against a number of Uber drivers under the 1998 Private Hire Vehicles (London) Act alleging the offence of using a taximeter. It continues:

'This now prevents TfL proceeding as we had intended as the High Court will not consider the issue whilst there are ongoing criminal proceedings on the same issues of law.

TfL is therefore now unable to seek early clarification from the High Court. In due course the LTDA summonses will be heard in the Magistrates' court. The Magistrates' decision is not binding, will almost certainly be appealed (by someone), which inevitably means the matter will end up, rather later than sooner, in the High Court.

I regret therefore that the essential, and binding, clarity about how the law should be applied in these

perspective on TfL's submission to UBER

circumstances will not be delivered for some considerable time.'

These carefully crafted statements demand equally careful scrutiny.

First, it is apparent that TfL is no particular hurry. Presumably it reached a view of some kind when Uber first began operating. Either the law was clear to TfL then or it was not. If a definitive ruling was needed, why was one not sought months ago? And why, when it decided to pursue a declaration back in May, did TfL not press on and do that? The note offers no answers.

Secondly, the procedure TfL eventually chose to seek clarity was an obscure one. Unlike judicial review which is the normal means to clarify the law, especially on regulatory issues, the declaratory judgment procedure has no special machinery to ensure urgent cases are identified and expedited. TfL could have applied for an urgent judicial review of its own preliminary view, ensuring court involvement as quickly as possible. It chose not to.

Thirdly, the declaratory judgment procedure lacks another important feature of judicial review - the basic rule that others 'directly affected' by a case have a right to participate and have their views heard by the Court even though they are neither claimants or defendants. Sometimes the arguments of such 'interested parties' will be decisive. It is odd that TfL should be calling on taxi drivers to 'work with it' to clarify the law, yet chose a legal procedure that did not guarantee them a voice.

However questionable the decision to seek a declaratory judgement was, it at least involved action. TfL has now decided not to act at all, preferring to sit on the uncomfortable wooden benches of Westminster Magistrates Court's public gallery watching the LTDA pursue a handful of Uber drivers, then wait for those cases to reach the High Court because 'someone' appeals the outcome. On the important question of what role TfL will take at that point, if any, the note to the Board is once again silent.

The regulator abdicates

TfL's actions are nothing short of regulatory abdication and the explanation it has offered to its board simply doesn't stand up. In 1999, through the Greater London Authority Act, Parliament made TfL the regulator for London's taxi trade.

It remains London's licensing

authority. The decision of the LTDA (or anyone else) to bring private prosecutions relying on licensing law does not change that, any more than a private prosecution of an alleged criminal would change the responsibilities of the police. And when a private prosecution is underway, there is no prohibition on the High



Taxi Drivers demonstrating against Transport for London

Court considering the same or similar issues. It is not uncommon for test cases to begin in parallel in different courts and end up in the High Court listed together, or for Magistrates to adjourn to await the High Court's view on a difficult issue of law before applying it to cases before them. The note to the TfL Board claims an appeal to the High Court is 'inevitable'. That is also wrong. An appeal depends on the prosecution, here the LTDA, or the defence both having the resources and will to take the matter further and the Magistrates Court 'stating' the case as appropriate for an appeal. None of this can be guaranteed.

What is certain is delay. The Magistrates' Court trial is probably three to six months off. If the case is stated and reaches the High Court, that could easily take another six months to a year. TfL's decision to take no action itself could, if unchallenged, allow Uber two to three years to consolidate its position in the London market by default.

What can be done?

Taxi drivers and their representatives would have plenty to say about Uber's operation, given the chance. The LTDA arguments, and the basis of the Magistrates'

Court prosecutions, are that the Uber app operates as a taximeter, allowing the driver to calculate a fare by reference to distance travelled and time taken.

Taximeters are not lawful in private hire vehicles, of course. Uber argues that a driver's smartphone is simply the means of gathering distance and price

invites passengers to use those closest to them. It is not 'virtual' plying for hire, it comes precariously close.

Then there are questions around Uber's operator's licence. The Private Hire Vehicles (London) (Operators' Licences) Regulations 2000 require bookings to be made through centres identified in licences themselves. Uber appears to argue its bookings are made in cyberspace or not at all. Its terms and conditions of use assert that it 'does not provide transportation services' and 'only acts as an intermediary between [the passenger] and the Transportation Provider'. If Uber is not actually acting as an operator, despite its licence, then every Uber driver may be required to hold an operator's licence in order to take bookings.

Can taxi drivers do more to ensure all the legal arguments about Uber are considered? The short answer is yes. TfL has decided to take no action and in doing so has made a public decision as regulator that itself could be challenged by drivers in their own judicial review claim. It would be open to them to raise any viable legal arguments about TfL's failure to take regulatory action against Uber. Disclosure of TfL's correspondence and minuted meetings with Uber would be required. Drivers would be able to ask the High Court to expedite the case and there is a strong possibility it would overstate the private prosecutions. The worst case is that the appeals in those cases would be

"TfL's actions are nothing short of regulatory abdication and the explanation it has offered to its board simply doesn't stand up" - John Halford

the whole point of the Uber app is to generate a distance-based fare. Its own driver manual strongly suggests that too.

But these are not the only arguments. For example, the 1869 Metropolitan Public Carriage Act prohibits vehicles from 'plying for hire' without hackney licence. This concept is not defined in any statute. In older cases the courts held that the vehicle whose driver was 'plying' needed to be visible to the public and they should be invited and free to use it immediately. But 10 years ago, in Nottingham City Council v Woodings, the Divisional Court held that visibility, whilst relevant, was not a necessary factor. Uber's app includes a map which clearly indicates the real time location of Uber vehicles and

heard together with the judicial review, ensuring a Magistrate's view of what happened in a handful of Uber cabs gets considered in its proper context, leaving no legal stone unturned.

To challenge TfL's abdication in the courts, drivers would need to act swiftly and decisively – a claim might well need to be issued well within three months of the 29 May announcement. And drivers would need to show the courage that TfL has so far lacked. But a claim of this kind would mean that they would be in the driving seat – precisely where they ought to be, given what is at stake.

Mr. Halford has not been paid for this article by the LCDC

Airport matters... by Mark White



APRIL 2018

New signs have been put up in the Taxi Feeder Park detailing the Heathrow Bye-Laws so that all Drivers are aware of them.

Taxis:

9.1 Ply for hire

No person shall cause or permit a Taxi to ply for hire or load passengers unless:

- (a) He is authorised to do so by the Airport Company; and
- (b) He does so from an Authorised Standing provided that it shall not be an offence to load passengers in a public car park or at a distance of more than half a mile from the nearest of such Authorised Standings or, with the consent of a Constable or an Airport Official at any distance from such Authorised Standings.

9.2 Authorised standing

No person shall cause or permit any Vehicle other than a Taxi to stand on an Authorised Standing.

9.3 Permitted number standing

No person shall cause or permit a Taxi to stand on an Authorised Standing in excess of the maximum permitted number of Taxis as indicated by a Sign at the head of the Authorised Standing.

9.4 Taxi drivers

Taxi drivers on an Authorised Standing shall be with their Taxis and be available and willing to be hired immediately.

9.5 Disabled taxis

Disabled Taxis shall not be left by their drivers on an Authorised Standing or Taxi Feeder Park longer than is reasonably necessary to effect removal unless such disablement is temporary and is remedied without delay.



9.6 Obstruction

Taxi drivers shall not obstruct the carriageway, footpath or buildings or cause annoyance or disturbance to persons in the vicinity.

9.7 Washing down

No person shall wash down or clean out a Taxi on an Authorised Standing.

9.8 Wearing of badge

Taxi and Private Hire Vehicle drivers shall display their Badge at all times whilst on the Airport.

9.9 Taxi Feeder Park

No person shall drive a Taxi on to an Authorised Standing without having first driven through a Taxi Feeder Park unless at the direction or with the consent of a Constable, an Airport Official or the Airport Company.

9.10 Entering taxi feeder park

No person shall bring a Taxi into the Taxi Feeder Park unless he has been permitted to do so by the Airport Company and displays a Ticket issued for that purpose in the windscreen of the Taxi.

9.11 No more than one taxi

No person who has driven a Taxi onto the Airport shall, while that Taxi remains on the Airport, drive another Taxi onto the Airport.

9.12 Taxi feeder park parking

No person shall without the

permission of the Airport Company leave a Taxi on a Taxi Feeder Park unless willing to be despatched immediately to an Authorised Standing.

9.13 Filling vacancies

Drivers shall move up their Taxis on an authorised standing or Taxi Feeder Park by filling vacancies as they occur.

9.14 Taxi feeder park good order

Taxi drivers who are for the time being in a Taxi Feeder Park shall comply with such directions for ensuring good order and an orderly movement of traffic within that Taxi Feeder Park as may be given by a Constable, an Airport Official or the Airport Company.

9.15 Leaving taxi feeder park

Taxi drivers who are for the time being in a Taxi Feeder Park shall:

- (a) Leave the Taxi Feeder Park by an exit for the time being designated for that purpose and in the order in which they entered immediately they are required to do so by a Constable, or an Airport Official; and
- (b) Proceed directly and without delay to the Authorised Standing provided that nothing in this byelaw shall apply to anything to the contrary done at the direction of, or with the consent of a Constable, the Airport Company or an Airport Official.

9.16 Defacing tickets

No person shall deface, alter or amend any Ticket issued for the purpose referred to in byelaw 9.11.

The Bye-Law's will be available to all new Drivers in an Heathrow Airport Guide that HAL are going to issue at an induction class before Drivers are given Tags to work the Airport. 5,000 Cab Tags are still Missing in Action. 11,000 have been issued but there are cost implications. New Tags will have to be paid for.

The new cabinet in the Canteen lobby will also contain the Service Level Agreements for Taxi Marshals, who work to stop touting in the Terminals, and the Wardens who assist in making sure all Drivers park sensibly in the Feeder Parks. This is to make sure that all Drivers can see that the Driver Operations are open and transparent. There will be contact details of those running the schemes and HAL's Liaison Officer, Charanjit Brar, for any queries.

A Twitter feed has been set up by LCDC Rep Alex White and given to APCOA so that Drivers can get up to date Info. Please be patient as it is a work in progress with more details to be added and refined.

The Feeder Park itself is subject to a Demand Analysis Report. However, the Officer responsible has left HAL and an update from his replacement has yet to be made.

HAL have advised that ALL Pre-booked pick ups must go through the Car Parks. Drivers should use either the AVA Car Park (£1/hr) and/or Official Terminal Car Parks at £4 for 30 minutes with PH and Out of Town Taxis. Drivers picking up from Terminal Forecourts have already been reported and banned from the Airport for 24 hours.

Liaison Officer Charanjit Brar gave a brief on what to expect for future meetings. Clear rules & meeting etiquette have been set and agreed on by all.

HAL are to look at improving 'Wayfinding' (Signage) in all terminals.

Charanjit Brar is waiting for a quote on Ladies Showers and a Multi-faith room. WIFI in the Feeder Park was discussed - an email was sent to HAL's Sarah Strange for costing etc., a project that is now over 3 years old.

The Feeder Park contract was also discussed recently. APCOA still have 18 months left on their agreement before it is renewed or goes out to full tender. The IT system has been upgraded to Windows 7 & the Entrance Barriers are being replaced.

APCOA have purchased personal cameras for all their staff to wear with immediate effect; the only reason why staff wouldn't wear them would be if there were any IT issues. Consequently, both Agents & Drivers can now be subject to disciplinary action based on CCTV footage.

Concerns have been raised about staff working for Hotel/Information Desks Touting for PH Companies in the Terminals. The Hotel booking desk was recently told to remove mobile desks that appeared without permission. Complaints have also been made about misleading adverts and claims from Heathrow Express. The LCDC have previously complained to the Advertising Standards Authority who refused to take action as staff were Airside and Paddington (West 2) is, according to the ASA, in Central London, despite the fact it is 4 miles or so to their Central London Office in High Holborn (West Central 2).

There are now 7 Electric Chargepoints available in the Taxi Feeder Park (North) and Drivers should move onto the Holding Area clearly marked out on the wall closest to the Bath Road when waiting to be allocated to a Terminal after charging. At this moment in time, charging is free. Taxi Credits remain the same price as any other Cab (LPG is still 50% discount).

The issue of the Canteen Office Space was also raised in recent meetings. Unite took over the HALT Office (when that Org went out of



business) and turned it into a Library that was never open. It's still closed. Charanjit gave an update on this and said that it was HAL's property and he would look at the issue before making a decision on how to proceed. Unite's Reps have previously claimed the space using a number of spurious excuses why they should retain exclusive possession. Neither Organisation occupying Offices have ever paid rent for the facilities they occupy and the LCDC have asked that both Offices be knocked into one for the common use of ALL the Trade Orgs (Reps/Marshals/Wardens). It was suggested that the space could be available for Meetings (on an exclusive basis) via a booking system. This would be only fair and reasonable to all Trade groups. It's ironic that certain Senior Trade Reps have stated that they cannot work with a Club Rep, yet he's the one who had to suggest that everyone be treated equally and that the Offices benefit ALL THE TRADE not just a few who believe they are more entitled than others. Before HATDU folded, their Reps had to operate from the Canteen Broom Cupboard.

During the most recent Meeting, the RMT's Representative, Paul Walsh, suggested that another portacabin be erected on top of the Unite Learning Centre. Meanwhile, the two Offices that are available, sit idle for most of the day. Drivers have often raised concerns about some of the activities that take place behind these closed doors and asked why it's necessary for Trade Reps to park in the bay's by the TFP (North) fence rather than going through the Feeder

Park when no actual work seems to take place in the Offices. With parking at a premium, and if more Marshals are recruited, then pressure for space will mount. LCDC Reps only park in the bays when going to Official meetings. At all other times our Reps go through the TFP. Only Unite & LTDA Reps do not. At night time, one of the Offices (Library) is used to store supplies for the makeshift shop run by 'Fever'; even renting the space to him would be a better alternative than the scenario we currently have now.

There have been a couple of incidents in the last 12 months that have seen two Drivers suffer from Cardiac Arrests. Sadly one Driver did not survive, whilst another was only saved by the life-saving skills of a colleague. A request was made to HAL for a Defibrillator to be put in the Canteen. Following discussions it was suggested that a collection be held to raise funds for this project.

HAL issued a statement with regard to Uber Operating at Heathrow: they will be waiting to see the outcome of this Summer's legal action before acting.

HAL are also still waiting for Gov't to give permission for their own Forecourt Enforcement. There are no (Traffic Warden) PCSO's or permanent police patrolling due to cutbacks and/or Tout Squad in operation. Heathrow CID will be picking up on Complaints making an effective Marshalling scheme all the more important. At present there are 33 Marshals with a ratio of 3:1 on Days to Nights. The scheme has a capacity of 50 but there have never

been more than 40 at any given time. Drivers wishing to apply should see the details in the new cabinet when they are posted.

On the 9th of April, LCDC Rep, Jamie Hawes, attended a site meeting with TPH Officers. The aim was to educate the Trade Reps about how Compliance Operations at Heathrow are managed. During the briefing, Senior Operations & Licensing Compliance Manager, Cliff Llewelyn, made a comment that the Marshalls working at Heathrow were not being adequately facilitated by Heathrow Police. He stated that although the intelligence being collected by Marshalls was good, it was not being acted upon.

However, and even more worrying, he went on to say that touting at Terminal 4 by unlicensed drivers was dangerous enough for him (he stated that knives had been pulled by touts) not to place TfL Compliance Officers in harms way by having them operate on T4 without adequate Police backup. This statement raises concerns that Taxi Marshalls must also be at risk, given they have zero training and very little support from Heathrow Police. At the very least, Marshalls must have a clear line of contact to the Police should the need arise for them to be called. The Police were not in attendance at the Compliance Meeting following the demonstrations on site at the Airport.

A further update will be in a future edition of the Badge, as soon as Unite's Peter Rose sends us the Minutes.

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When every car will need charging overnight

Graeme Cooper is fast becoming a connoisseur of motorway service stations. The National Grid executive operates a project exploring how to upgrade the power cables that run to Britain's services so they can cope with a surge in demand from electric vehicles.

"Most service stations are in farmland, and the power comes in on a long pole-mounted wire. In most of those situations there's not much more you can get out of that wire. You need to upgrade, and if you upgrade, it must be future-proofed."

Cooper's project envisages boosting 50 sites via high voltage links to the core transmission network, to allow for fast charging of cars, lorries and buses. That could cost £500m to £1bn, National Grid reckons, and is crucial in solving the issue of range anxiety — the fear that your battery will run out before you reach your destination.

"The challenge with any new disruptive technology is it's a bit chicken and egg," said Cooper. "It's about having the right infrastructure in the right place to stimulate the right-sized charging."

Cooper's project underlines the challenges facing the power network from electric cars. Manufacturers are racing to introduce electric vehicles as the ripples from Volkswagen's dieselgate emissions-rigging scandal spread. Cities including London, Oxford, Paris, Mexico City and Copenhagen,

are considering bans of varying degrees of severity on combustion engines. The UK plans to ban new petrol and diesel cars by 2040.

Volvo says every model will be partially or fully battery-powered by 2019.

Jaguar Land Rover says all models will be fully electric or hybrid by 2020, and earlier this month launched its first all-electric car, the Jaguar I-Pace.

Sales of electric and alternatively powered vehicles leapt 35% in 2017 to about 120,000, the Society of Motor Manufacturers and Traders said — though that is less than 5% of the 2.5m total vehicle registrations. Only about 13,600 were pure electric.

Can the power grid cope? Jaguar chief executive Ralf Speth warned last year that Britain was unprepared for a flood of electric cars: "Where is the network of charging points that they [electric cars] will require to function? Indeed, where is the power grid that will allow us to build them?" Experts are split on how quickly electric vehicles will take off, and how much power this will require. However, as battery costs fall, so too will the cost of electric cars, making them more attractive to more motorists. BP reckons charging electric vehicles could increase demand for power by about 19 terawatt hours (TWh) by 2030 and by about 70 TWh by 2050 — potentially 5%-10% of total power

demand.

In its most extreme scenario, National Grid forecasts up to 35m pure electric vehicles on the roads by 2050, with sales of petrol and diesel cars halting by 2025. That scenario sees peak demand from electric vehicles rising by 30



gigawatts — the equivalent of 10 new Hinkley Point power stations — adding to a current peak demand of 61GW. With a fleet of ageing coal and nuclear power stations due to close over the next decade, depriving Britain of about 15GW of power, will that require a wave of new giant power stations? Simon Virley, UK head of power and utilities at KPMG, said electric vehicles' impact on the power system "should be manageable if we have a smarter energy system in place".

That is likely to mean a handful of new, big power stations, coupled with

innovations including smart meters, flexible charging of vehicles, adjusting the demand from big industrial users and even getting supermarkets to turn down their freezers.

However, Virley warned that some areas could face problems if their local

network did not have enough power. "There could still be local pinch points on the distribution network in areas of particularly high, or sudden, take-up of electric vehicles," he said.

Driverless electric vehicles could pose another problem, Virley warned, because they are likely to be charged en-masse in concentrated locations such as depots — further straining local networks. "We need to think about energy infrastructure requirements with both electric vehicles and

autonomous in mind," he said.

Rather than its doomsday scenario, National Grid reckons flexible and smarter use of power will likely mean that peak demand rises by only 4GW to 10GW. That would involve spreading demand so there is not a huge surge at 5.30pm when people arrive home from work and plug in their cars.

"If everybody did everything at the same time, then there's a challenge to meet that demand," said Cooper, "but people don't do things at the same time."

**Article courtesy of Sunday Times*

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Uber: Boris said it was illegal

It was during the City Hall tenure of London's formerly very occasional Mayor Alexander Boris de Pfeffel Johnson that driver and rider matching service Uber was first allowed on to the capital's streets, and then permitted to expand to the detriment not only of established taxi and private hire operators, but the very ability of the city's traffic to keep moving, such has been the congestion caused by Uber vehicles cruising in search of jobs.

As a result, Bozza, who shamelessly courted the cab trade in both 2008 and 2012, was so despised by it towards the end that it was no surprise when one cabbie drove up alongside him when he was cycling back to his home one evening, lowered the driver's window, stuck out his hand, made a gesture suggesting stimulation by hand, and called after him "You're one of them, you are, mate". What a bell and cranker!

But what Bozza also did - although neither TfL, the Metropolitan Police, or the cab trade seems to have noticed it at the time - was to state unequivocally, in a mass-market newspaper, that Uber was an illegal operation. You read that right: he did so in his column for the increasingly desperate and downmarket Telegraph. Worse, he suggested that breaking the law was not such a bad thing.

The column in question is available without paywall access, and is dated 4th October 2015. Bozza wrote it during the "consultation" on new proposals for minicab licences. These were vehemently opposed by Uber, and more importantly, their very vocal cheerleaders in the media. This is some of what he had to say.

"Don't bash Uber, they wail, and the phones in City Hall have been ringing off the hook with scandalised calls. I understand completely the points they make: that Uber and other such apps are helping to create jobs for thousands. The service is cheap, it is convenient, it is ever more popular. As I write, 128,620 people have signed a petition calling for TfL to drop its proposals - and I am inclined to believe those numbers are genuine: that there is a massive and growing constituency



of people who use the app, and who swear by it".

Uber and other similar apps may enable some to find work, but this is often sub-minimum wage work, putting in dangerous numbers of hours, and becoming slaves to the App in order to pay the bills. Those in the media making the most noise were, generally, not as badly off. Nor were they inclined to give a damn about why Uber was cheap.

An absolute Muppet. And Elmo from Sesame Street

Still, Bozza did have time to alienate the cab trade yet further: "The black taxi trade has not always been its own most effective advocate, and in recent months cabbies have been badly let down by the behaviour of a few. You cannot expect to command public sympathy if you blockade the traffic. You won't win people over by stampeding City Hall and roughing up staff - in protest, absurdly, at the use of the word 'Luddite'".

Moving right along from the realisation that London's former Mayor does not understand what the term "Luddite" actually means, we arrive at his first admission that Uber was breaking the law.

"The reason TfL is consulting on new regulations for minicabs is very simple: we need to uphold the law. At present that law is being systematically broken - or at least circumvented - by the use of the Uber app" [my emphasis].

And it's not as if he did not know his law: "the law says that only black cabs may stand or ply for hire in the streets, and only black cabs can be hailed in the streets. Parliament has been very precise. A minicab may not rank up, a minicab may not ply for hire - cruise in search of passengers - and a minicab may not be hailed in the street. Indeed, a minicab must be booked through a third party, a licensee or booking agency".

He then went on to illustrate how those laws were being broken. "You only have to consider the habits of many Uber minicabs - not all, but many - to see that this law is systematically broken; and that is because technology makes it so easy for it to be broken". Out comes the excuse: it's tech, so, well, meh.

The result of this? "You no longer need to hail a taxi by sticking your arm out or shouting; you just press a button and within minutes - seconds - the car will be at your side. The car can be parked up at a petrol station, or down a side street, or just dawdling in traffic, and - ping - it will be there". It's called plying

for hire. Which he just admitted was illegal.

But he suggested that this lawbreaking was a good thing: "In other words the app is allowing private hire vehicles to behave like black taxis: to be hailed, to ply for hire in the streets, to do exactly what the law says they are not supposed to do. You have the instant (or virtually instant) accessibility of the black cab, with none of the extra costs entailed by the vehicle regulations or the Knowledge, and the growth of the business is huge". It was the app's wot did it, Officer, honestly!

Somehow, the reasons for The Knowledge Of London, and the vehicle regulations, are not merely forgotten - they are simply disregarded, by the then Mayor, who concludes his spiel "I agree completely with the free-marketeers: it is nuts to try to ban technology".

Think about that. London's then Mayor knew the law well enough to summarise it and explain it to readers at the Telegraph. He knew it was being systematically broken. But when push came to shove, he just stood there and let it happen.

Worse, his excuses are lame in the extreme: no-one is suggesting "banning technology". This is another in the series of whinnying excuses from Uber cheerleaders, that enforcing the law means "banning technology". It doesn't. Enforcing the law means just that. If it impinges on apps like Uber, then that means apps like Uber are breaking the law.

"But it's shiny and new and, well, tech" is not going to persuade any law enforcement authority anywhere in the civilised world, and nor will it persuade any court, if that is the defence advanced for breaking the law. That, though, is more or less what London's former Mayor was claiming, even as he explained to Telegraph readers that Uber was an illegal show, and that he as Mayor was doing nothing about it.

TfL knew it was illegal. Uber admitted that it was illegal. And Bozza told the whole world it was illegal. And what did they all do about it? Nothing. Nil. Nada. Zip. Zero. Zilch. Not a sausage. Bugger all.

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BILLY JOE SAUNDERS WANTS GGG FIGHT

Billy Joe Saunders has offered to meet Gennady Golovkin for the undisputed world middleweight title, if the Kazakh knock-out merchant can wait until the first week of June.

No sooner was Golovkin's mega rematch with Canelo Alvarez cancelled here in Las Vegas late Tuesday night than Frank Warren was burning the transatlantic phone line.

Warren said: 'Golovkin has always said that he wants to get the last middleweight belt he doesn't hold yet by fighting Billy Joe. This is the chance for both of them

Saunders has had to postpone a defence of his WBO title next month because of a broken hand.

That fight against Martin Murray has been rescheduled for the 02 on June 23 but Warren says: 'That was the only date in June available at that arena.

'Although Billy Joe can't recover in time for May 5 he could go as early as the first or second Saturday in June.

'I am making a huge offer for Gennady to come to a football ground in London. Otherwise we are just as happy to go to Las Vegas, where Golovkin is keen to headline for the first time in his career.'

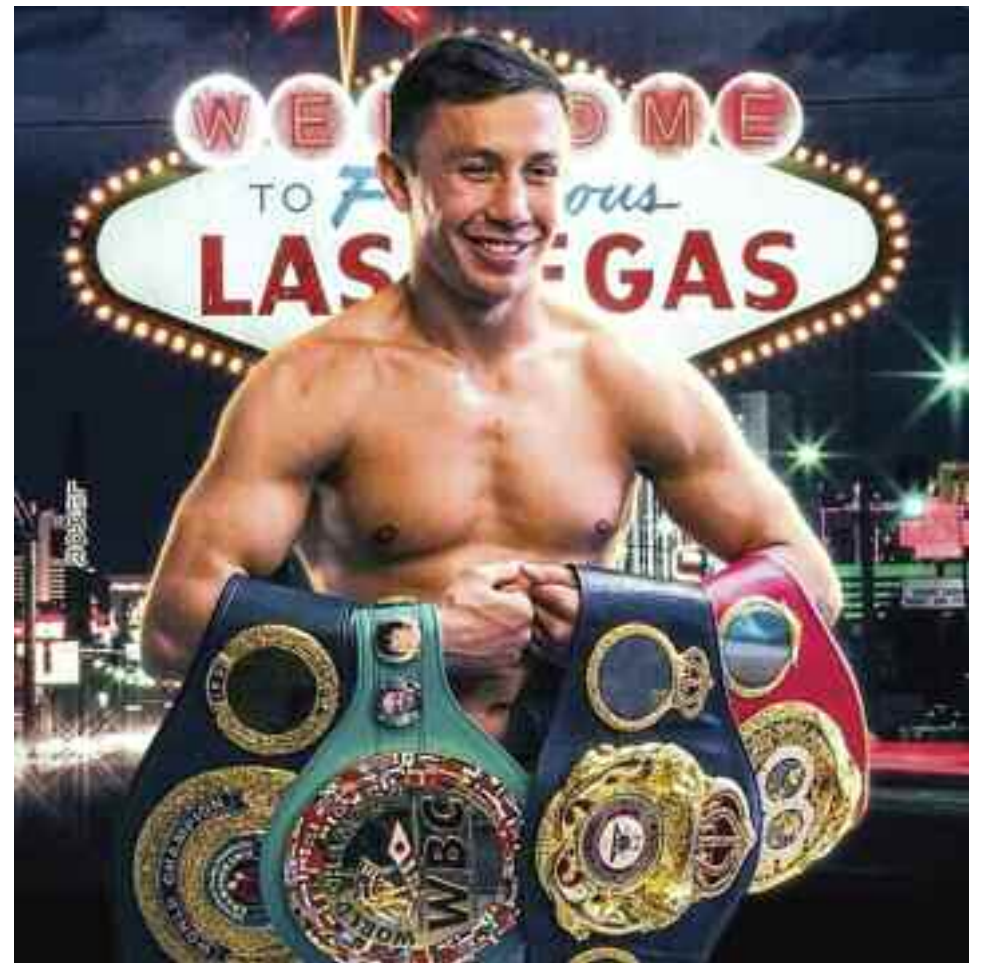
Golovkin confirmed he would still

fight on May 5 but Saunders has asked him to wait until June. When Canelo pulled out as it became clear that the Nevada State Athletic Commission are unlikely to excuse his failed clenbuterol drugs test, Golovkin announced that he would go ahead on May 5 against another opponent.

Says Warren: 'The T-Mobile Area in Vegas are already refunding the high-price tickets for Canelo-Golovkin. Their problem now is that the date coincides with a Mexican national holiday and most of those expensive seats have been taken by the thousands who come across the southern border to celebrate. 'It might be wiser for Gennady to take a slightly smaller arena in June and fill it with Billy Joe, who really believes he has a great chance of winning that fight.'

The WBO champion has postponed his title defence against Martin Murray due to a hand injury. Canelo's mea culpa appears to have two purposes. One is an attempt to retrieve something of his tarnished reputation, not only in the US and Europe but in his native Mexico.

There is this illusion at home with his blaming of Mexican meat for returning two positive drug samples in February.



There was already a weakening of his support in Mexico following the controversial draw he was gifted by the Las Vegas judges in their first fight.

Frank Warren said he will make a huge offer to Golovkin to fight in a London football stadium. Secondly, by withdrawing prior to the April 18 hearing called by the Nevada commission, he is hoping to be free to make the big bucks with Golovkin come the September date of the next Mexican national holiday.

Alvarez was initially suspended until the hearing. The commission were under pressure not to go soft on the contaminated meat excuse which has now been largely discredited. Many in world boxing have been calling for an exemplary ban. However, if he can raise sufficient doubt about the source of the clenbuterol they may bring down a six-month suspension back dated to the February tests. Canelo has not failed any of his several tests since.

JOSHUA TELLS FURY TO TRAIN AND NOT TALK

Anthony Joshua has told Tyson Fury to stop talking and get in shape as the two British heavyweights continue to circle each other at the very top of the sport.

Joshua defended his IBF, WBA and WBO titles against Joseph Parker at the end of last month and has now set his sights on unifying the heavyweight division.

Fury - who hasn't fought since winning the WBA, IBF, WBO and IBO titles with victory over Wladimir Klitschko back in 2015 - was less than impressed with Joshua's performance in Cardiff quickly proclaiming himself as 'the true king' on social media. But Joshua remains unmoved and has called on Fury to get back in the ring if he's to be taken seriously once more.

"After the Klitschko fight, that was a guy I called out to challenge me

straight away and I still mention it now," he said. "There is no denying Tyson knows how to box. He is a good boxer.

Joshua's camp set to make offer that will 'stop Wilder whining'

"But until he makes his return to the ring, I cannot sit down and wait patiently at home for Tyson Fury's return. I have a career and goals I want to achieve so I am focusing on what I am doing.

"When he gets himself together.... boxing fans are awaiting his return. He has to get himself back in action and worry about what he is doing, rather than sitting at home commentating on my fights.

"He should be getting a bit of motivation and hunger back in the belly to get training and get back in the ring because realistically people don't want to see a commentator. They want to see a fighter fight."





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