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Issue 264 November 2018



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COURT GIVES CAB TRADE GREEN LIGHT FOR UBER J.R

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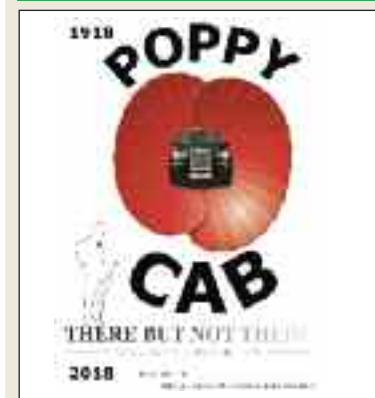
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JUDICIAL REVIEW MOST WELCOME

Finally, some good news for the trade.

Last week, a High Court Judge has allowed the UTAG permission for a JR against Westminster Magistrate Emma Arbuthnot for alleged "bias" in the recent Uber relicence case.

In this edition of the Badge we have exposed more evidence regarding Uber Britannia – please read pages 3-4-5

LISSON GROVE ATTACKS

Taxi drivers and their passengers are being attacked more and more frequently by the gang at Lisson Grove.

The lack of interest from the Met Police is quite shocking and shows us all just what a mess the capital has become under Mayor Khan. Starting from Nov 12th the ITA have called demonstrations on London

Bridge to highlight the lack of action.

Instead of talking about "Ultra Low Emission Zones" ...he should be talking about "Ultra Low Crime Zones".

ELECTRIC INFRASTRUCTURE

In last month's edition of *The Badge*, we highlighted some of the difficulties facing drivers of electric vehicles.

Whilst we at the Club are fully behind the drive to clean up the air in London, it is imperative that the transmission is done in a proper co-ordinated and fully funded way.

Alarm bells are already ringing at Heathrow where it looks like charge prices there will be three times the cost of in town... please see Airport Matters.

Also, presently the Government collected the sum of £29bn in fuel duty... what are they going to replace this money with?

Grant Davis
LCDC Chairman



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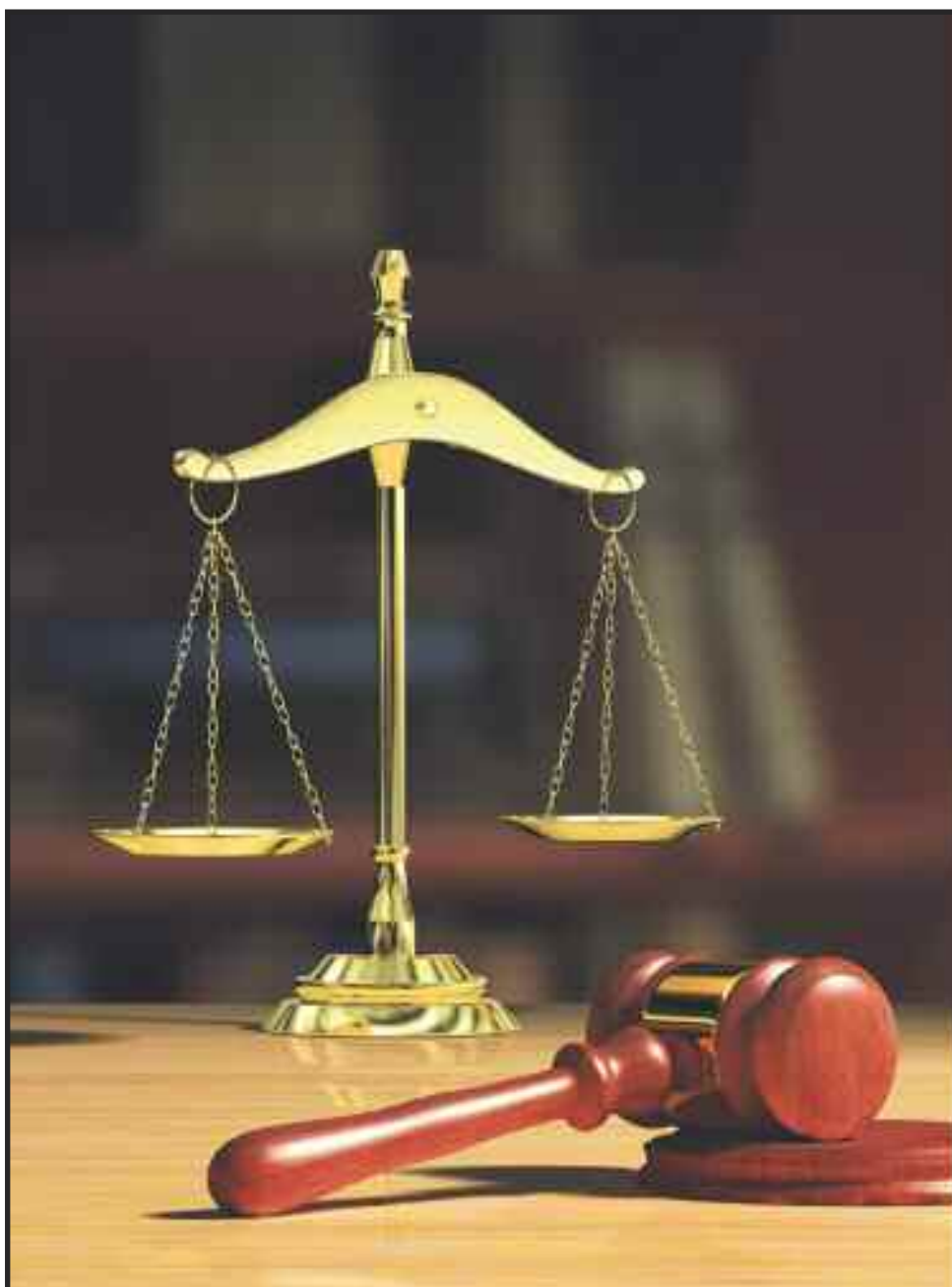
We at the LCDC don't often bang our own drum when it comes to helping our members with their legal troubles. A lot of the cases which come our way with members are quite sensitive and we respect their wishes to keep things in house and out of the paper which I can fully appreciate.

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

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

- Grant Davis, LCDC Chairman

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UBER BRITANNIA... THE SCAM CONTINUES

What happened when the LCDC visited one of firm's 70 offices throughout the UK...

It certainly was a case of déjà vu recently - we have all become accustomed to Uber London (ULL) paying paltry amounts in tax. This seems to have been replicated when Uber Britannia Ltd, their sister company, released their financial statements for the year ending 31st December 2017. The company, which operates outside London, paid a mere £24,443 to Her Majesty's Revenue and Customs.

The accounts also revealed some interesting facts: administrative expenses, the figure for the expenditure in running Britannia came in at £1.24m. This for a company that has approximately 70 private hire operator licences. It stands to reason the cost of running 70 offices - i.e. rent, insurance, licensing fees, telephones, utilities, etc.

would be far in excess of the figure shown above by Uber Britannia. However, amazingly... Uber Britannia do NOT have any employees! Even in these days of advanced technology and cloud-based systems, it is still a requirement that private hire bookings are accepted and recorded on individual operators' databases. They need to be managed and monitored and all the functions TFL deem Uber London are performing in making provisions at their operating centre in Aldgate. **Recently, members of the LCDC Committee undertook a fact-finding mission to the Uber Britannia offices in Slough. On arrival, we were told by the friendly receptionist that there are never any staff present and she believes that it's all done in London...**

So, you have to ask yourselves... by whom, and at what location are these functions being performed on behalf of "employee free" Uber Britannia?

Uber Britannia's registered HQ is 1st floor Aldgate Tower, 2 Leman St, E1 8FA, the very same as Uber London Ltd, what a surprise.

The problem for Britannia is that if provisions, acceptance, recording, managing and monitoring are taking place at Aldgate Tower then it surely is operating illegally?

Section 2 (1) of the Private Hire Vehicles (London) Act 1998 reads:

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



Uber UK Chair Laurel Powers-Freeling
Left: Uber claim to be operating 70 offices around the country

PHV operator's licence"). Uber Britannia Ltd do not hold an operator licence in London!

In her contentious decision in granting Uber London a probationary 15-month licence, Senior District Judge (Chief Magistrate) Emma Arbuthnot relied heavily on the appointment of Laurel Powers-Freeling, as confirmed by the extracts from her judgement below:

"I also heard from the impressive non-executive Chairman of the Board, Ms Laurel Powers-Freeling. Without her evidence I would have had even more concerns about granting a licence. I was struck by the breadth of her experience including in regulated industries. She has the maturity required for the responsibility that she has accepted."

"Laurel Powers-Freeling is the new Chairman of the board of ULL. She was an impressive

witness with an impressive background. She has put her reputation on the line. Although engaged for just 50 days a year, the last few months had been more demanding of her and she had chaired regular meetings which discussed the licensing situation. She had noticed a change of culture in the company over the last few months. I was satisfied that under her Chairmanship, as long as she is kept informed of what is happening day-to-day in the business, that the changes that ULL has put in hand will be maintained." Ms Powers-Freeling is also a director of Uber Britannia. One can only hope, in her gatekeeping duties and for her own reputation, she does not follow in the footsteps of her predecessors, who are found to have "gravely misled the regulator...and the court".

See overleaf



Cabbies' court victory puts Uber in new jam



Andrew Gilligan

Uber's future in London is again in doubt after black cab drivers were granted a judicial review of the decision to award a new licence to the controversial taxi firm:

A High Court judge has allowed the cabbies to take action against Westminster magistrates Court and the alleged "bias" of Emma Arbuthnot, the senior district judge and chief magistrate of England who decided the Uber case. Granting the application, Mr Justice Walker also said Uber had "gravely misled the regulator...and the court".

In August, six weeks after Arbuthnot ruled in favour of Uber, it was revealed that her husband James, a former Tory MP, works for a Strategy firm which advised one of Uber's main Investors. She said she has been unaware of the connection but withdrew from a future Uber case she was due to hear about Brighton's refusal to renew the company's licence. A judicial spokesman said: "It is essential that judges not only are, but are seen to be absolutely impartial" Submissions by Robert Griffiths QC, acting for the London Cab Drivers Club, said Arbuthnot had failed to

explain why, if she was not qualified to hear the Brighton case, she had been qualified to hear the London one? In his ruling, Walker said...the cab drivers' arguments "merit consideration at a hearing". Uber had gravely misled the regulator and the Court. The failure to make an express finding that it had indeed turned into an entity that was "fit and proper" may, at least arguably, reflect an impermissible approach".

Transport for London, the regulator, refused to renew Uber's licence in September last year, saying its behaviour fell below the legal test of being "fit and proper". Uber appealed. In her decision, Arbuthnot said TFL had been right to refuse a licence at the time, since Uber had deceived both it and the High Court in a previous action. However, she said Uber had since improved and gave it a temporary, 15-month licence to allow it to

prove that it deserved a longer licence. Calling her reasoning "unlawful" & "illogical" Griffiths said Arbuthnot was not allowed to reprove Uber "In anticipation of it becoming a fit and proper" but was obliged to decide whether it was actually fit and proper at the time of the case. Uber, which can operate while the case proceeds, declined to comment.

Courtesy of The Sunday Times

At the High Court: Above left: Mr Justice Walker Above right: Emma Arbuthnot

UNITED TRADE ACTION GROUP (UTAG) AGAINST TFL, WESTMINSTER MAGISTRATES AND UBER

The UCG with support from a key group of trade suppliers has recently instructed senior commercial QC to provide a legal opinion on taking legal action against Transport for London, Westminster Magistrates Court and Uber.

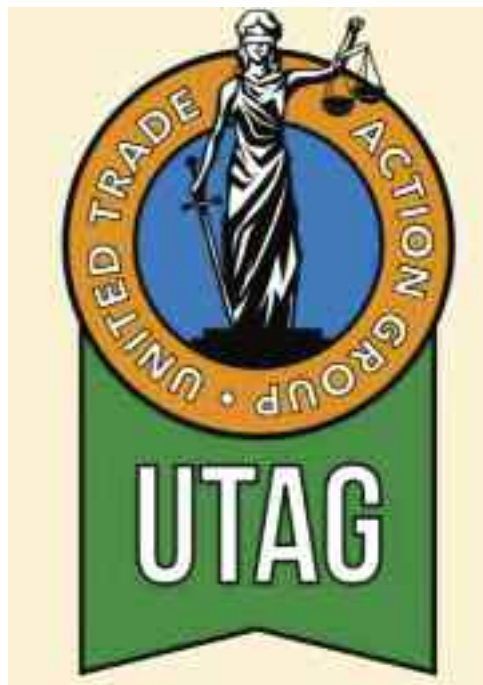
It is now time for you to take action for the right earned by completing the Knowledge of London, abiding by strict regulations enforced by TfL and being forced to drive a prescribed purpose-built vehicle which is both Wheelchair Accessible and subject to very rigorous Conditions of Fitness.

"This is an unprecedented legal challenge against Uber, Transport for London and Westminster Magistrates Court. It will shock many how Uber operate and are allowed to operate under the watchful blindness of the regulatory body there to protect" Robert Griffiths QC and Barrister Stuart Jessop

6 Pump Court, Temple.

This group action will take action:

- 1) Against Westminster Magistrates and Judicially Review the decision to grant a license to Uber on the basis of conflict of interest and flawed reasoning.
- 2) Against Transport for London under multiple causes of action including its



failure to regulate the statutory regime.

- 3) Against Uber under multiple causes of action including economic torts and the interference of your exclusive right to ply for hire.

It has long been known by members of the trade that Uber operates a model which is identical to hailing and therefore

infringes London taxi drivers' exclusive right to ply for hire. This action will seek to address that injustice.

This action will forcefully pursue the argument that TfL knew or ought to have known that Uber is not and has never been a fit and proper person to hold an Operators' Licence.

One of the many reasons why it will be argued that Uber is not a fit and proper person includes issues relating to its corporate structure and fiscal operations.

This is a concerted, comprehensive and unprecedented action against key parties including YOUR regulatory body and will seek to bring each and all parties to account for their part in the damage caused to our 360-year-old trade.

Other similar actions are exclusively seeking damages, but this action will seek more than damages for any previous loss. It will seek to protect YOUR exclusive right to ply for hire and ensure that PHV drivers and London Taxi drivers compete fairly.

It will seek to protect the trade from current and further threats to its exclusive right to ply for hire and ensure that the distinct Two-Tier System is restored and not eroded.

"We will seek to protect and preserve your exclusive right to ply for hire from current and future threats, the two-tier system has to be restored"

Darren Rogers – Chiltern Law

It is the considered opinion of Robert Griffiths QC, Mr Stuart Jessop (6 Pump Court) and Mr Darren Rogers (Chiltern Law) that these series of actions have a very good chance of success. The trade will understand that disclosure of our causes of action are confidential and sensitive, but senior members of the UCG and other key Stakeholders fully support and can attest to the merits of this action.

Although the initial instructions have been given by UCG, this is not a singularly UCG action. The United Trade Action Group (UTAG) is made up from a wider group of taxi supporters. We invite all drivers and stakeholders to support us in this action.

Our future is in the balance, we must act now as a unified trade to protect it. More details regarding projected costs and next steps will follow shortly. UTAG strongly recommends that all London taxi drivers and stakeholders endorse these actions and donate as much as they can to our Crowdfunding to support this historic legal challenge.

If there was ever a time for UNITY between trade organisations, their members and stakeholders it's now. Now because you a committed legal team already taking action, now because never before have you faced the challenges you face today. Now because we have a very strong case and compelling material and arguments to support our legal actions.

Do nothing apart from unhelpfully barrack and comment from the sidelines will only confirm public opinion. Galvanise, modernise and fight for your future will earn some much needed support.

The trade organisations must unite or face the prospect of having nobody to organise in 5 years from now. The stakeholders must support or see the trade they supply be decimated in the same time.

UTAGs legal team has ALREADY acted, we haven't postured and procrastinated, we have been proactive and purposeful. Such expertise, commitment and determination costs and this will need funding. Analogous to what we have done is this: we have picked up a fare in London and driven to Gatwick with a fare that has no money. On route to Gatwick we are told to go to Bournemouth

where our fares friends will have a collection to try and raise the fare. Would you commit to that job? Well, we have and we are the only legal team to be doing anything meaningful at this time, the only team to be genuinely and selflessly behind the trade and ready to charter these murky waters.

A negative thinker sees a difficulty in every opportunity. A positive thinker sees an opportunity in every difficulty. The choice is yours.

How long will the JR and legal actions take?

1. The JR is lodged. Permission will be decided on paper by a single judge. That could be this side of Christmas. If we get permission the hearing will be early New Year, probably. If not we will apply for an oral hearing for permission. That could be December or early New Year. But there is no guarantee re

time as we are in the hands of the court and have no jurisdiction over case listing. In respect of the other claims we would work towards issuing a claim as soon as possible. The claim will require the utmost care to draft and therefore we must take appropriate time to complete it and not be rushed. It is impossible to say how long the whole process might take as one doesn't know what other parties involved will do or how they will respond.

What are the estimated costs to take these 3 actions?

2. Estimated costs for all three claims have been provided. The losing party is responsible for the other sides costs. We understand costs insurance is being sought to cover this eventuality.

Can we hold TfL to account?

3. A claim can be brought against TfL. We are of the view

that TfL has facilitated the conspiracy to cause economic loss and wrongful interference with your exclusive right by its action or inaction. We are also of the view that there is a potential claim against TfL for breaching its statutory duty, by failing to police and regulate the statutory regime. This would be a claim in damages for economic loss.

Can we ban Uber?

4. There is a great deal of evidence to the effect that Uber is not and was not a fit and proper person. If the JR is successful this will result in a rehearing of the licence appeal. Issues as to fit and proper person will feature in that rehearing. But they are also relevant to this claim against Uber. The claim is much more than seeking damages. It will seek to deal with a fundamental issue that really hasn't been grappled with by the courts or

anyone else: whether Uber's model is effectively "plying for hire". If it is, it is unlawful.

Compensation

5. Working out loss will be a major exercise and one of the reasons why the legal team need to get on with the job in hand with the full backing of its clients. But damages are not the client's central concern. We are told the central issues are preserving the two tier system and holding TfL to account over its failure to properly regulate that system, including Uber.

Who will liaise and instruct the legal team?

6. We are instructed by an entity that was in existence at the time that the claim relates to: the UCG. They act on behalf of UTAG. It would be a matter for you how you formulate your instructions but any legal team needs firm and clear instructions from one source.

Who decides when to settle if negotiation is offered?

7. The client. It's up to the client who it consults but it's the client who gives us the instructions.

What is required from you?

8. Funding, clear support, clear instructions

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Caroline to grill TfL on Nov 13th at City Hall

When the London Assembly Transport Committee investigated taxi and private hire services in 2014, the industry was undergoing significant change, and there were concerns the Mayor and Transport for London had not responded adequately. Our report, *Future Proof*, told TfL that action was needed to ensure the safety, accessibility and availability of these services.

This was a wake-up call for TfL, and we've seen a flurry of new policy and action plans ever since. Although of course no-one could argue they have addressed all of the challenges the industry faces. It was disappointing after the current Mayor took office that the Taxi and Private Hire Strategy we pressed for was effectively – and quietly – withdrawn. The action plan published by Sadiq Khan in 2016 had some welcome measures but is far from the comprehensive strategy that is needed. Our new investigation is



underway. We are meeting leading organisations from the industry, including drivers' representatives, private hire operators and others. We want to know about your experiences and concerns - all drivers are welcome to submit written views to the Committee as part of our call for evidence. On 13

November at City Hall we will put questions to Transport for London, asking about progress with the *Future Proof* recommendations, how they will raise standards in the industry. We will also meet representatives of private hire drivers, having previously met the operators. We are

arranging further meetings, to hear from experts in New York, app developers and a Knowledge training centre, and will go out on an enforcement operation with TfL.

**CAROLINE PIDGEON MBE
AM, CHAIR OF THE
LONDON ASSEMBLY
TRANSPORT COMMITTEE**

London Assembly members 'misled' over Crossrail delay

Transport bosses and London's mayor have been accused of being misleading over a delay to the Crossrail project.

London Assembly's transport committee said it had "identified grave discrepancies" in evidence it was given by Crossrail chiefs and Sadiq Khan.

Committee chair Caroline Pidgeon said it was "highly likely" Mr Khan had been told a delay was probable in July. A spokesperson for the mayor said he had only found out about the revised schedule on 29 August.

A Crossrail spokesperson said the project's bosses had "been reporting cost and schedule pressures to sponsors" and a "schedule risk was flagged" at a board meeting on 19 July.

At the end of August transport bosses announced the £15bn Crossrail, which was due to open in December, would start running nine months later than planned.

Image copyright Reuters
Image caption Passenger services are due to begin running beneath central London in autumn 2019
The transport committee heard evidence about why it had been delayed at separate meetings on 6 and 12 September.

In a letter to the mayor, Ms Pidgeon said the details given to committee members "at times seemed partial and contradictory" and "reveal a number of worrying decisions".

She said the timing of when Crossrail knew there would be a delay "remains murky" with bosses publicly claiming throughout spring and summer the deadline would be met, despite later saying there was unfinished construction work and problems with testing.

"Crossrail should have made it clear months earlier to you, its sponsors, the assembly and Londoners that the planned opening date was being reconsidered," she said. *BBC*

GOVERNMENT BAILS OUT TFL FOR £350M OVER CROSSRAIL

The government has announced a £350m bailout to ensure there is "full momentum" behind the delayed Crossrail project. Ministers have handed over the cash as a loan to City Hall to safeguard the multi-billion pound infrastructure project, which has been beset by delays and spiralling costs. Announcing the bailout, rail minister Jo Johnson said: "Today, as an interim measure, we are announcing that £350m of short term repayable financing will be made available to the mayor for the year 2018/19.

"This will ensure that full momentum is maintained behind Crossrail."

The 73-mile express train line, which will run through east to west London, had been due to

open by the end of the year. However Crossrail bosses recently announced that the opening of the central underground section of the £15bn scheme had been pushed back to autumn 2019. Mr Johnson said talks were underway with Transport for London (TfL) over how additional costs from the delays will be met, with London – as the primary beneficiary of Crossrail – bearing the brunt.

An independent review of Crossrail's governance and a separate review on finance have also been commissioned.

Mr Johnson added: "When open, Crossrail will be transformative and carry up to 200 million passengers a year, delivering £42bn of investment



into the UK economy.

"A further update will be provided once the discussions on the financing arrangements have concluded."

It comes after it emerged that Crossrail's budget was being increased by £600m due to "cost pressures".

London mayor Sadiq Khan told Sky News: "I was angered, disappointed and frustrated when I was told by Crossrail Ltd that the central section of Crossrail wouldn't open in December as had been promised for a number of years now.

"It's quite clear, as a consequence of that delay,

there are additional costs to be expended.

"I've met with the chancellor, I've spoken on a couple of occasions with the secretary of state for the Department for Transport.

"As joint sponsors, we agree this amazing project has got to be finished."

Mr Khan said the additional costs would not impact on his promise to freeze fares for the remainder of his term. Some 200 million passengers are expected to use the service each year, which will be known as the Elizabeth Line.

The Independent

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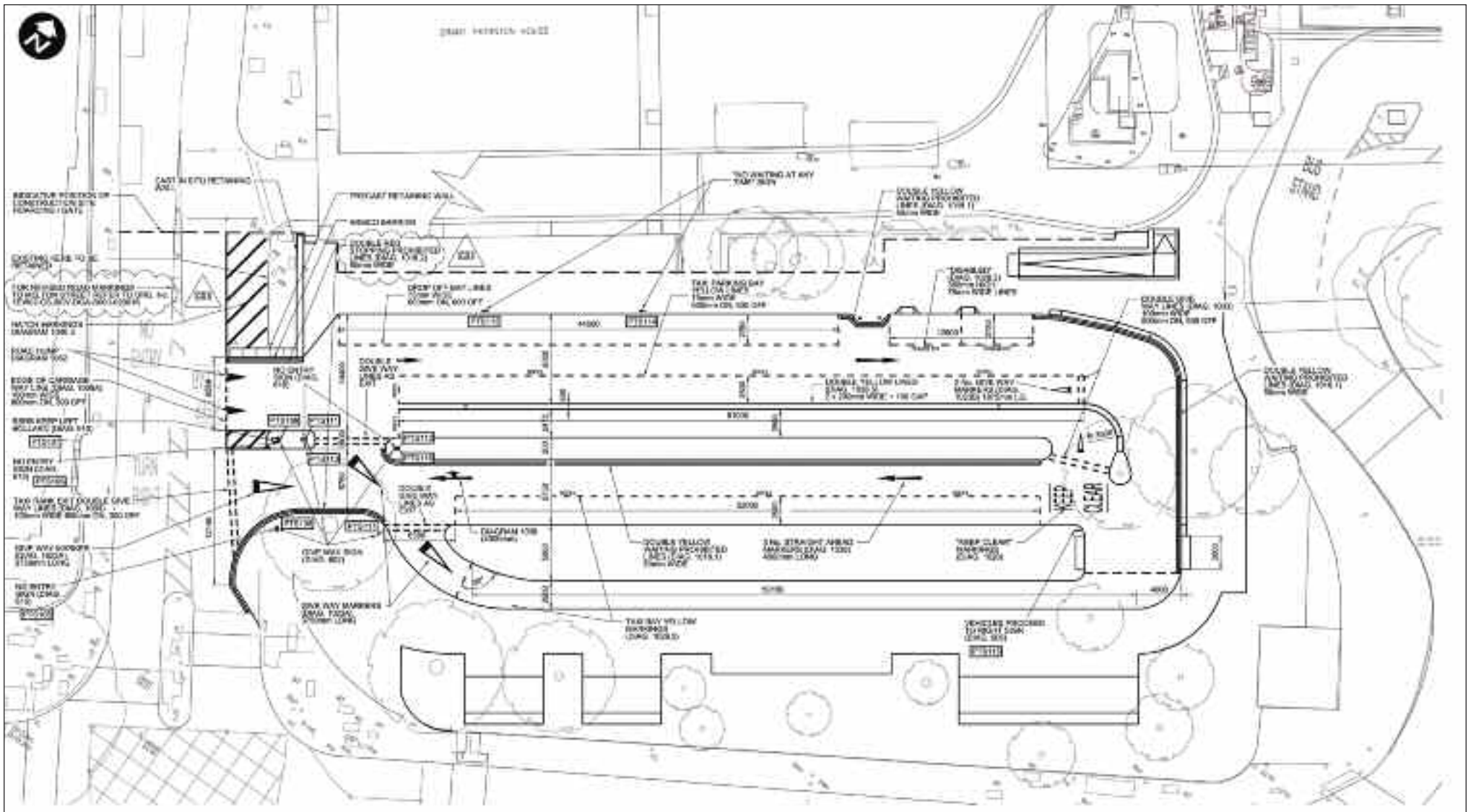
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Euston Rank update... by Alan McGrady

On November 23rd Euston Station Rank will finally close and the new rank in Euston Gardens will open on the 24th.

The trade has been in talks with HS2 and Network Rail for what seems like years to get to this stage. We've seen so many plans of different Ranks in loads of meetings and wouldn't you know the one that HS2 and Network Rail have pushed through is not the final version that the trade wanted.

The rank is way too small for what the taxi trade requires and we were turned down for a feeder rank in Endsleigh Gardens.

TfL Compliance Officers and RTEOs will be present during the first and possibly the second week of opening to support management of taxis and the surrounding roads.

We foresee many issues with the rank and maybe TfL or Network Rail will have to employ Marshall's

for a bit longer than the two weeks that they believe will be the bedding in period.

For starters this rank is the drop off and pick up area for taxis, private hire and the public, for those who work Euston you'll know there are already problems when exiting. Now to make matters worse we're closer to the lights and TfL have stated that we will get no more green time at the lights on Melton Street. All the way through the rank negotiations we have been worried about exiting and entry to the rank and drop off areas. We've argued that drivers will be left queuing back into the rank after picking up, as the green light will not allow many vehicles to leave Euston Gardens, meaning the knock on will be for passengers getting frustrated - as the meter will be ticking over making it more expensive for them. We also see another problem and that is entering the rank either for



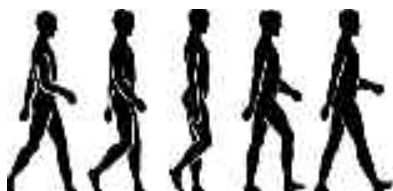
dropping off or ranking up. We have argued that we will be queuing back into Euston Road if the rank isn't marshalled properly and while it will maybe work for the first few weeks, it's what happens when they are withdrawn. So this is just a heads up that we've tried to feed back all our concerns over

the new rank and it seems mostly to have fallen on deaf ears. Let's hope we're proved wrong but I very much doubt it. So here's to four years in Euston Gardens and then the rank is on the move to Eversholt Street in 2020. We're already having meetings regarding the new rank in Eversholt

Street, we've have seen the first three options and they vary a lot regarding rank space. A huge stumbling block to the relocation could be our favourite council, that being Camden, who always want to put pedestrian and cycle schemes in.

Also they are worried that some trees may need to be cut down for rank space and they want the trees to stay in situ due to the clean air they provide. This is the same council that creates more traffic congestion and pollution in their borough due to mad traffic plans. So I don't think cutting down eight trees is going to make our air quality any better, bearing in mind we've been ranked up in a polluted underground bunker at Euston for years.

So here's to the opening of a new rank in the gardens and hopefully we adjust to the daylight and cleaner air pretty quickly.



Walker on the March...

IF WE HAD UBER'S PR MACHINE, WE'D RULE THE WORLD

Have you seen Uber's latest wheeze? They are going to do everybody a favour by putting their fares up by 15p per mile in January. This is so they can raise a £200 million fund to assist their drivers to make all their fleet electric by 2025.

Hey, but at least the customer has the satisfaction of knowing they are helping to save the planet, eh?

What a load of old cods. They are putting up their prices to make more money – or to lose less money? I doubt it has anything to do with their imminent public share offering – much!

The first question is why don't they just let the drivers keep the increase and make their own decisions? After all, they are self-employed, aren't they? All Uber have to do is set rules of entry that achieves the same end.

Anyway, beyond the story of The Three Bears, the real story is that their fleet will be electric by the end of 2025 whether they do anything or not.

THE LIFESPAN OF AN UBER DRIVER

In New York, drivers last less than six months, on average. In London it's a bit longer but not longer than the span of the driver's first lease deal on a car. How many 5-10 year old Uber PHVs do you see on the road? That's right – none.

Uber is a sort of Ponzi Scheme where they rely on a constant influx of new drivers.

They entice new drivers with claims of inflated earnings and lose drivers when the reality of driver earnings sets in and the driver is able to get out. It's slave labour with a get-out clause.

All this means that as the new rules come in, Uber's fleet will become green with or without their "fund" to assist the process.

ONE RULE FOR US, SEVERAL FOR THEM

For us it was "go ZEC by 1 January 2018 or if you don't like it, then you can do one".

For them it's "we understand your problems in making your fleet ZEC so we'll do it in stages until 2023. Is that OK with you?"

Currently, PHV, new or used, being plated for the first time has to be a minimum Euro 6 or Euro 4 hybrid. Any pre-existing PHVs below Euro 4 (petrol) or Euro 6 (diesel) will be subject to the £12.50 per day Con Charge from



January 2019. Not us though; we get told to fork out £55,500 now.

From 1 January 2020, all PHVs being plated for the first time have to be ZEC. That's two years after we've been told to pay £55,500 for an untested vehicle or else do one.

From 1 January 2023, they all have to be ZEC just like taxis a full five years before them.

So, if an Uber driver is mad enough to lease a non – ZEC vehicle before being compelled to do so by TFL, the latest date to do this will be 31 December 2019. That vehicle will be five years old by the time Uber want to be all electric. How many five year old Uber PHVs do you see on the road?

None, because no driver is mad or rich enough to work for Uber for five years.

WHAT A CON!

It's brilliant. First, they persuade the customer that putting up fares by 15p is in their interest because they are saving the planet.

Then they with-hold all or part of the increase from the drivers to create a fund to "green" their fleet.

Yet, all the time they were going to have to do exactly that with or without charging the customer 15p extra per mile for five years to pay for it.

I NEVER LEARN

She staggers over to the cab while I was waiting at the light at Southwark Stn and ask if I'll take her to Forest Gate. If she'd been a bloke I wouldn't have opened the doors but it's a young woman on

her own so berk that I am, I agree.

I ask for the address but she wants to direct me when we get there. I know though, that she'll be fast asleep by then so insist on the name of the road. She sounds like she has a football in her gob but I eventually get the street name and the main road it's off.

The ride is uneventful, other than her falling off the seat onto the floor twice. The trouble started when we get to the main road, Odessa Rd. I manage to wake her quite easily but when we get to the crossroads, I ask left or right and she says left. It's one-way so I ask if she wants to get out or go around the block and she says go round.

I go around and now it's still one-way against me so ask if she wants to get out and she says it isn't her street. I point out the street sign but no, this isn't her street.

I check it is the street she wants and get the door number, go around and pull up outside her house. No, this isn't her house. Check the address again – same – I point out another street name on the wall and we're at stalemate. In the end she agrees to get out but is disgusted with me for not being more helpful and dumping her in the street.

Now I have to get paid. After ten minutes of scratching around, she decides she has no money and is shocked that I was prepared to call Old Bill for a £45 cab fare. I explained that I realized she intended to pay me and must have the means to pay me somewhere, so I really don't want to involve Old Bill.

As I'm ringing 101, she discovers

her phone on the floor and can now pay me. I check my machine and it's saying no payment has been made and I want her to swipe it again. She says the payment has gone through but my machine usually confirms instantly and she is p**ed.

I have to call 101 but after about five minutes waiting, the payment goes through and I man up and apologise, call Old Bill and tell them it's sorted. The Old Bill was great, by the way.

Meanwhile, I'm being told I'm a b****d and a lot of other things I won't even asterisk. So, I tell her that I'm happy for her to sit in the cab verbally abusing me but unless she gets out, she'll be abusing me while we're driving back to central London. She gets out.

If I'm being sexist, I'm not about to apologise. Drunk women are far worse to deal with than men. A man will give you abuse, even threaten you but underneath it all, they know they are in the wrong, even drunk, and if it gets as far as Old Bill, they give up.

A drunken woman is a different animal altogether. If they give you wrong direction or don't have the means to pay the fare, etc, they are the one given offence to. You're a horrible man, the fare shouldn't be that much and good, get Old Bill because they are going to get you, the driver, arrested.

I've had so many over the years; the best was one where she was insisting on paying me with make-up and I was not being very helpful in not accepting it. Women eh, can't live without them, not allowed to kill them.

Following on from 'Future Proof'

GLA TRANSPORT COMMITTEE MEETING: 6 OCTOBER 2018

At this meeting delegations from the taxi and PH trades were invited to give evidence.

This is a series of meetings that are a follow on from the 2014 "Future Proof" report produced by the committee and to evaluate the progress of Mayor Khan's 2016 Taxi and PH Action plan.

Originally, the taxi delegation of Steve McNamara (LTDA), Mi Walker (LCDC), Trevor Merrills (UCG) and Alana Miller (LSTC) were intended to be first up but due to other commitments, the PH group went up first. The first half then over-ran, leaving a bit less than the 90 minutes allocated to the taxi delegation.

The following is a brief account of the questions asked and answered. The whole transcript is far too long to produce here as it is 15,000 words in length. However, the transcript is available on the GLA website if anybody is interested.

The Chair, Caroline Pidgeon, invited David Kurten to kick off the questions.

DAVID KURTEN AM (UKIP) QUESTION:

what are the key challenges currently facing the taxi trade?

The trade responded by placing the failure of primary legislation as the biggest problem. The trade desperately needs "plying for hire" and "pre-booked to



Chair: Caroline Pidgeon

be clearly defined but legislation is currently failing to do this and is allowing PH wriggle room to effectively ply for hire by accepting immediate hiring. Apps are openly offering "ride-hailing" services and governmental bodies are using the term. This is effectively plying for hire.

Legislation is required to cap PH driver numbers that are so oversubscribed in London that there is one taxi/PH driver for every 50 residents. Legislation is required to put an end to cross-border hiring. Currently, we have a situation drivers are obtaining a licence for areas they never intend to work in, making compliance and enforcement virtually impossible.

Taxi and PH regulations are too skewed and disparate; PH regulations need to be

increased in order to maintain the two-tier system. Reduced road space increases congestion and the taxi drivers' ability to move around the streets.

QUESTION:
Are the current vehicle grants enough?

No, because this is linked to the question of Apps effectively plying for hire. Under these conditions, the driver still has to pay £55,500 + interest for a new ZEC taxi. It is too big a risk for the average driver when the trade's future is uncertain. Also, technology is moving so rapidly that the current vehicle could quickly become old technology.

QUESTION:
Is TFL's performance adequate?



David Kurten AM, UKIP

Far from it. The regulator is letting the taxi trade down badly on several levels. TFL have no interest in defining "plying for hire" or "pre-booking". As the regulator, TFL should define and apply these terms. IF PH object, they should take TFL to court and let a judge then define the issue. As things stand, TFL say that if the taxi trade doesn't like the status quo, they should make a challenge in court. However, this would not carry the same weight as the regulator defending a position under challenge. The regulator continues to allow on-screen display of available vehicles on Apps. We say this is electronically making offer i.e. plying for hire. The Jacobs Report has highlighted the adverse effect these displays on the immediate taxi hire market.

Communication between TFL and the trade are lacking. Meetings are cancelled. TFL refuse to take minutes of meetings and are often guilty of denying things said in previous meetings. Regulator and trade have a common interest in the welfare of the travelling public, yet the relationship is adversarial rather than co-operative. TFL appear to concentrate on establishing what the public want and facilitating that. That is not the job of a regulator and makes it redundant as left to itself the market will do this work. However, when the market fails to produce the right outcome, regulation is needed. In short, the regulator is there as much to protect the public from itself as to give it what it asks for.



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John Gaunt on healthier living

Presenter wants to help London cabbies lose weight and feel great

1) Why is it called simple as fat? Surely eating fat is bad for us and will clog our arteries?

It is called as Simple as Fat because after my own research and huge weight loss I realised losing weight was simple, as simple as fat if you ignored the dietary guidelines we have been given. These guidelines are based on research back in the Sixties and Seventies which was in turn based on false science that demonised animal fat and said that fat was responsible for blocked arteries and heart attacks. This nonsense has now been completely busted - look at this article in the Mail:

<https://www.dailymail.co.uk/health/article-5946487/Saturated-fats-yoghurt-cheese-butter-NOT-increase-risk-heart-disease.html>

Or this one
<https://www.dailymail.co.uk/health/article-6105925/Eating-unprocessed-meat-dairy-products-REDUCES-persons-risk-heart-attack.html>

In simple terms eating animal fat does not make you fat and does not block your arteries so our diet is based on eating Low Carbs and High Fat. Similar to a keto diet. The body can run on sugar and starchy carbs or fat. Our plan turns you in to a fat burner.

2) How did you discover it and how do we find out more?

I discovered it really by accident not design. I was the best part of 22 stone, I was a type 2 diabetic with gout, depression, cataracts and blood pressure through the roof, I even had erectile dysfunction!

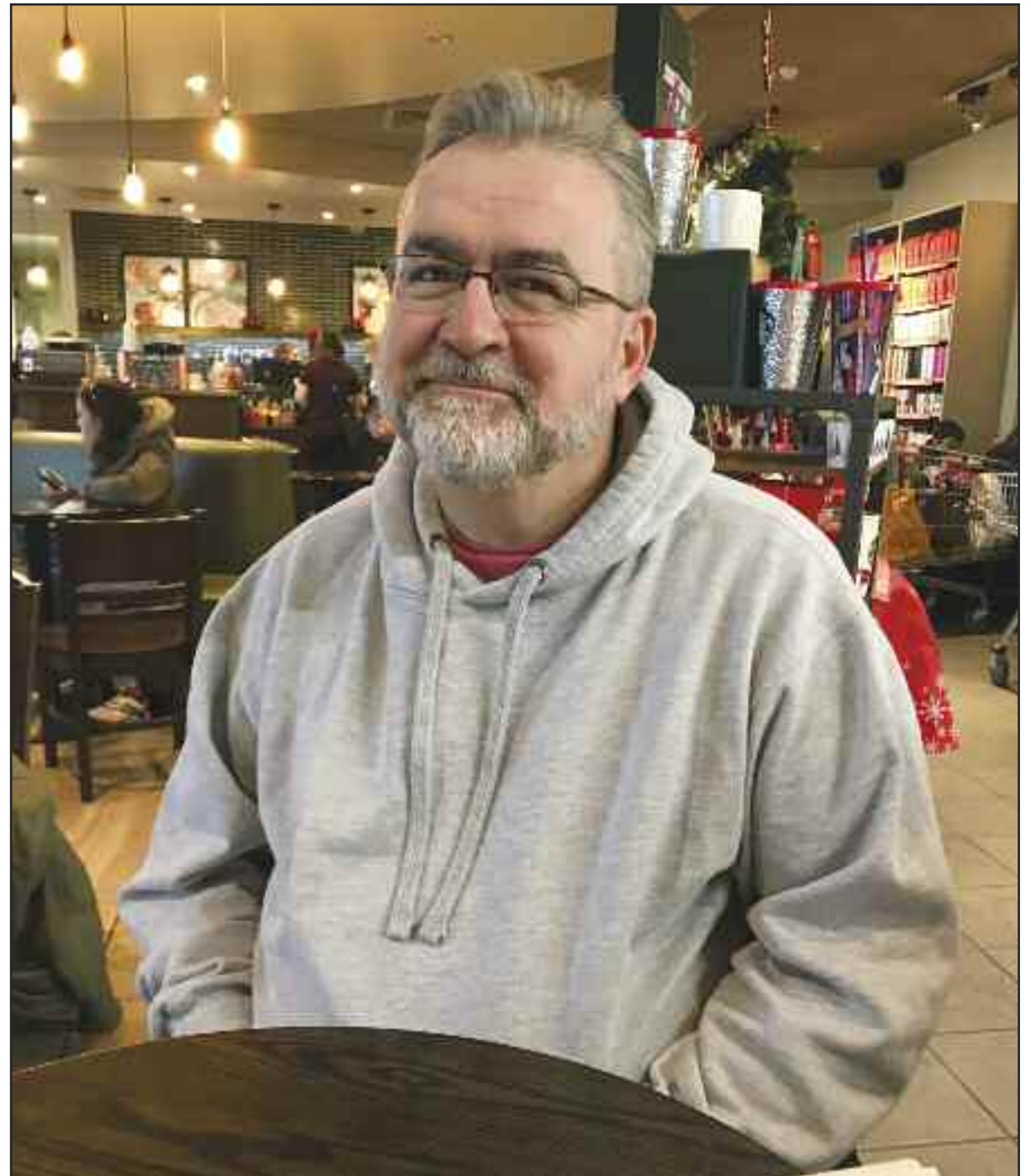
Then one day, just over a year ago, I decided that I

was no longer going to be defined by being morbidly obese and I got off my fat ass and started walking. After a few days I felt better but then began to research the tablets I was on and realised I was not going to lose weight on the road I would only do that in the kitchen. I discovered a bloke in South Africa called Professor Tim Noakes who talked about the fact that, "you cannot out run a bad diet" and realised that it was sugar that was killing me and more specifically hidden sugar. I suddenly realised sugar was in everything and indeed most of the food advice I had been given was a crock of the proverbial! I would not have discovered all of this if it wasn't for the internet, so I just carried on walking and carried on researching and the weight dropped off. That is why I set up www.simpleasfat.com because I realised there were loads of other blokes out there just like me, just getting fatter and fatter and waiting to die. So, I have simplified everything and put it all in one place on my website www.simpleasfat.com

3) What was your own personal experience on the diet?

It was brilliant because I realised I could eat all the things I loved! A fry up or eggs for brekkie, salad for lunch or soup and steak, mushrooms and great home cooked food for tea. I had to give up beer but I discovered I could still drink red wine and dry white and even champers as long as I didn't go crazy. I had to give up beer but that was a no brainer because the choice was another Carlsberg or a longer healthier life!

4) we haven't got much time to go to the gym Jon, let alone anything else, so can we lose weight just by eating?



The plan does not involve you putting on lycra, getting a bike or being a gym bunny. You lose weight as I said earlier by what you put in your gob. But exercise is good for other aspects of your all-round health so we encourage gentle walking and later in the plan some squats and a bit of resistance training. But not getting sweaty and giving yourself a heart attack in the gym or by running at your age!

5) When I sign up to www.simpleasfat.com as a subscriber, what will I get for my subs and what makes yours different to say...weight watchers?

Please do not swear WW?! No seriously what you get is

access to our brilliant and easy to use website with over 100 free and exclusive podcasts with me, loads of videos of experts talking about cancer, diabetes, weight loss etc. Plus, a full 90-day meal plan with all the recipes and even the shopping lists, even instructions for the hard of cooking, i.e. the blokes! But most importantly you get access to our Members only Facebook group where you can chat, get tips and ideas from other people just like you who are doing the plan. This is one of the most important parts of the Simple as Fat experience. I had to do it on my own but you don't you can access to all these other fat gits who just like you are on the same journey. We already have loads of cabbies on

the plan and the results speak for themselves.

6) And finally, Jon, are you still on the radio and if so, where can we find you?

I am now concentrating on my podcasts and I do one most days and they are all available for free here www.jongaunt.com

I also do a weekly show for Sputnik where I do long form interviews with people who never seem to get enough exposure on the MSM. So, I have done people like Raheem Kassam, James Delingpole, Tommy Robinson, Gerard Batten etc. You can find them here, <https://sputniknews.com/radio-shooting-from-the-lip/>

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LOSS OF EARNINGS DUE TO UBER? SIGN UP TO CABBIE ACTION GROUP TODAY!

Have you experienced a loss of earnings at the hands of Uber? Sign up to Cabbie Group Action today

You may have heard that thousands of taxi drivers across London are signing up to join a potential group legal action against Uber. We at law firm Mishcon de Reya believe there is a good case to be made against Uber and are encouraging as many drivers as possible to sign up to ensure the claim is a huge success.

Cabbie Group Action aims to hold Uber to account for what we believe are its unlawful operations since 2012 until at least the end of 2017. We believe Uber failed to adhere to the relevant statutory framework, and that this has been to the detriment of licensed taxi drivers who have been operating lawfully. Uber should not be allowed to get away with this.

Over 7,500 drivers across London have registered their interest in Cabbie Group Action and we continue to ask others to do the same. The more drivers that join the claim, then the more evidence we can gather to put together the best possible case. This includes drivers working longer hours as well as a loss of earnings.

Any cabbie who is or has been licensed by TfL to operate in London may be able to take part. Even if you are now retired, you may be able to participate if it can be demonstrated that Uber operating unlawfully in London caused you a loss of earnings.

All you have to do at this stage to register your interest in taking part is provide your name, badge number and contact details. This does not commit you to formally



joining the legal action. We will then come back to you at a later date with more information about how the group action works, and will ask you to provide information about the loss you have suffered.

Should the action be successful, everyone who takes part will win back a share of their lost earnings from Uber. The case is being entirely funded by litigation funding firm Harbour, subject to enough drivers signing up to be able to demonstrate a significant loss. Harbour will take a percentage

share of the damages awarded (up to a maximum of 30%), in return for funding the case. If we lose, Harbour loses its investment with no recourse to the drivers.

We know some of you have been asking why we aren't taking legal action against TfL for failing to regulate Uber. We completely understand the trade's frustration towards TfL, and why this has led to a separate group action on this issue. However, we believe Cabbie Group Action benefits from a direct and streamlined

approach that will have the best chance of addressing the damage that has been caused by Uber's unlawful actions. A legal finding that Uber has operated unlawfully should force the regulator to come to the correct conclusion over Uber's suitability to hold an operator's licence.

We are delighted that so many stakeholders in the cab trade, including LCDC, have been supportive of Cabbie Group Action. We want to make clear that none of the trade's stakeholders are receiving a financial incentive in

exchange for their support. They are backing this because they agree that Uber should be held responsible for its actions.

Please register today at www.cabbiegroupaction.com to find out more and encourage other drivers to do the same.

If you've already registered your interest in taking part, then thank you. We will be contacting you soon with further information about how the claim will work and what it will involve.

**By Richard Leedham,
Partner, Mishcon de Reya**

CALL FOR WATCHDOG TO

George Osborne's Evening Standard under fire (again) over lucrative Uber deal

Exclusive: Politicians call on UK advertising watchdog to investigate paid-for content dressed up as news at London's biggest paper, after glowing articles about the controversial taxi app firm appear – but with no mention of sponsorship in hundreds of thousands of copies of the newspaper

There are widespread calls for the UK's advertising regulator to mount a fast-track investigation into George Osborne's Evening Standard following the publication this week of an effusive interview with Uber's chief executive. The article, presented as news, failed to inform readers that Uber is one of the key partners in a £3 million commercial deal – called Future London – with the London paper for “money-can't-buy” positive news and comment, as revealed by openDemocracy earlier this summer.

The Standard told openDemocracy that it was “made clear in the article that Uber supported the Future London Initiative.” But hundreds of thousands of copies of the paper distributed throughout London on Tuesday made no mention of Future London, the paper's rebranded commercial tie-in with Uber, Google and other companies.

Green Party MP Caroline Lucas and Liberal Democrat London Assembly member Caroline Pidgeon have both

called on the Advertising Standards Authority (ASA) to investigate the Standard. Guardian columnist George Monbiot called the Uber coverage “a disgraceful blurring of the line between journalism and advertising”.

The current online version of the Standard's interview with Uber CEO Dara Khosrowshahi, however, does include a minor reference to Uber's involvement in Future London in the text of the piece. The normal industry convention is use a company logo and clearly flag up any commercial partnership – this has not been done in either the print or online version.

The Standard initially claimed there was full “transparency” over Uber's role in Future London, then a day later claimed “edition pressures” had led to the absence of any mention of the financial tie-up in over 400,000 copies. An executive spokesman said the sentence was added at the first “opportunity” and was present on more than half a million copies of the free paper and had not been added earlier.

One industry insider, with connections to advertising regulation, called the explanation, “A pathetic arse-covering exercise that will not fool anyone with knowledge of how a feature of this scale is produced in a newspaper, especially in a project where millions of pounds in needed revenue is at stake. This has all the hallmarks of a bullshit afterthought; throwing in a sentence that treats readers like idiots.”

The advertising regulator's rules stipulate that native advertising – essentially commercial content dressed up to look like independent reporting – must be identifiable to readers.

The political commentator, Peter Osborne, who has been highly critical of commercial pressure overruling independent journalism, told openDemocracy: “If there is any point in being a journalist, it is to hold companies like Uber to account and ask them telling questions. So I hope the

Evening Standard will explain fully what has happened here.”

This week's interview with Uber's Khosrowshahi was presented over a two-page spread as “news in focus” with no mention in the paper of Uber's commercial relationship with the Standard. The interview followed a one-sided news story on an earlier page which puffed Uber's new “clean air levy” and downplayed a 12 per cent hike in Uber fares as a “fee” which would help “tackle air pollution in the capital and raise £200 million to help Uber drivers switch to electric power. The hike is almost five times the rate of inflation.

In May, an openDemocracy investigation revealed that Uber was then one of six companies including tech giant Google, who were paying a minimum of £500,000 each to be partners in a commercial project directed by Osborne and run by ESI Media, the advertising division of the Standard. Each partner was promised positive news and comment coverage in the newspaper. The number of companies involved is now five.

The project, initially called London 2020, had its launch postponed after openDemocracy's reporting on the “money can't buy” offer triggered a storm of outrage. The initiative was later rebranded as ‘Future London’.

Labour's deputy leader, Tom Watson, called it “cash for column inches” adding that Osborne's role as a credible editor was in question. The former Green Party leader, Natalie Bennett, said if Osborne was allowed to remain as editor “it is the end of mainstream journalism.”

ESI Media have previously denied the editorial-advertising divide has been crossed or that “money-can't-buy” news coverage has been promised. The company runs marketing for the Standard, the online Independent and the London Live local tv station, all owned by Evgeny and Alexander Lebedev, with



recent substantial investment from Saudi Arabia.

Calls for investigation

When ESI launched Future London in July, readers were promised: “Where businesses have supported us, we'll make that clear on the page.” Osborne said his paper would be “reporting the truth”.

However the Khosrowshahi interview, written by a high-profile staff journalist and accompanied by a specially commissioned portrait, was branded as “news in focus” without any openly clear reference to Uber's commercial deal with the Standard.

Khosrowshahi, 49, was described as “gentle, unassuming, with a clerical calm and a clean-cut CV”.

Uber has previously had a testy relationship with the London mayor's office, but the article claimed Khosrowshahi's plans now chimed with mayor Sadiq Khan's policy “to reduce pollution” in London by 2020.

The Uber boss said he wanted “nothing less than revolutionising the transport industry”, adding that in “an ideal world” Uber would “put all London transport – Tube, buses, Overground – on Uber's platform”. The Standard piece also quoted the CEO saying, “I would love to have black cabs on Uber as well.”

Green Party MP Caroline Lucas is now asking the ASA to investigate the Standard's interview with Khosrowshahi and the commercial contract behind Future London.

INVESTIGATE STANDARD



East London said "This illustrates the significant gap in UK regulations. In television, the rule against undue prominence for brands in programmes allows ordinary people to use regulation to identify and challenge embedded advertising. We need the same across publishing."

Other politicians and leading advertising executives told openDemocracy that they regard the Uber interview as "brazen", "arrogant" and "a shameless dismissal of journalistic ethics". Many, however, said the power of the Evening Standard (as London's only freesheet distributed in the afternoon) and Osborne's track record of attacking critics meant they were reluctant to go on-the-record with their concerns.

Guardian columnist George Monbiot called it "a disgraceful blurring of the line between journalism and advertising" adding: "The Evening Standard can no longer be trusted as a source of news."

"If advertising standards means anything then the Advertising Standards Authority should carry out an urgent and full investigation and determine if this article – as a picture of Uber's business – has been labelled correctly."

Do you really think this is a good idea?

One senior Standard staff journalist told openDemocracy: "I would have expected this interview to at least have stated somewhere 'In Association

them back off. Now we have this."

Under the editorship of the former chancellor George Osborne, the Standard is not making a profit. It lost £10 million last year and is on course for further huge losses. The daily distribution figure of 900,000 – key to its advertising rates – is also privately questioned by some agencies who believe the pulping of unwanted copies is a growing operation.

There have also been eyebrows raised at Osborne's other business relationships with Uber. The former chancellor is paid £650,000 a year for a four-days-a-month advisory role with fund managers Blackrock. Blackrock has a stake in Uber which has been estimated to be worth £500m.

Uber, which is forecast to become publicly listed over the next two years, has had legal difficulties in London. It was branded "not a fit and proper company" to operate private cars, with Transport for London giving notification that its London licence was being withdrawn.

There were damaging issues over payments to drivers below the minimum wage, passenger safety and unreported sexual assaults. A stay of execution this year gave Uber a probation period of 15 months.

The Standard interview this week, however, stated that Uber "was so woven into the fabric of Londoner's lives that they had no idea how they

on Uber's business model, both Osborne and prime minister David Cameron are understood to have ordered a lobbying operation to encourage Johnson to back off. Johnson eventually abandoned his plans. An initial statement from Evening Standard said the national media, including the BBC, had carried a news story about Uber announcing its introduction of a clean air fee. He added: "It made absolute journalistic sense [for the Evening Standard] to publish on the same day an exclusive interview with the CEO of Uber about the company's plans to go fully electric."

"Neither the news story nor the interview were part of the Future London initiative. They were editorial stories which this newspaper was proud to publish and other publications followed. As such, the articles do not come under the jurisdiction of the Advertising Standards Authority." The statement said there had been "transparency" about Uber's role in the Future London initiative.

However a day later, after openDemocracy questioned the facts of the first description, another statement was issued. It said there was a "simple explanation". A spokesman said "edition pressures" had meant that the sentence on Uber's link to Future London failed to be included, but this had been "changed at the next opportunity on the presses."

The Standard claims to have a daily distribution rate of 900,000. It said 564,716 copies of Tuesday's edition carried the sentence on the commercial tie-up with Uber. The paper's statement said "There was no legal obligation" for this to happen and this was done by "editorial executives for transparency."

Uber has so far not responded to requests for comment.

By James Cusick
opendemocracy.net

"This article is clearly Uber-sponsored greenwash. It's vital the Advertising Standards Authority investigates these unlabelled adverts and sends a signal that the media must make clear the difference between paid-for content and independent journalism," Lucas said.

"Newspapers have a crucial role to play in holding corporations and those in power to account. In an age of fake news, journalistic integrity is more important than ever, and deals like this only undermine the public's already wavering trust."

Caroline Pidgeon, chair of the London Assembly's transport committee, said the ASA should investigate the Uber articles and the wider breakdown of the editorial-advertising divide being

overseen by Osborne at the paper.

"Good journalism should mean that people know the source of funding that media outlets are receiving and the Evening Standard is clearly failing to do that," Pidgeon

Green Party MP Caroline Lucas is now asking the ASA to investigate the Standard's interview with Khosrowshahi and the commercial contract behind Future London.

"This article is clearly Uber-sponsored greenwash."

told openDemocracy.

"The two-page puff piece on Uber that appeared this week is a clear example where the word 'advertorial' or some something similar, should appear."

Jonathan Hardy, professor of journalism at the University of

With Uber'. Since openDemocracy published its story [on London 2020] many staff journalists pressured by the ad department have simply pointed to the fallout from that piece and told pushy ad execs 'Do you really think this is a good idea?' That has made a lot of

would cope without it."

During his time in the Treasury, Osborne was widely seen as one of Uber's strongest supporters. When the then London mayor, Boris Johnson, launched a review of private hire regulations that would have directly impacted

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■ **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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What's new with Cab Chat...

The Cab Chat Team are still getting to grips with their daily show which has been a little bit hit and miss over the past few weeks due to one thing or another.

The daily show intends to bring news and updates to Taxi Drivers in a short daily podcast that you can listen to while on the go.

The team felt there was a need for a short podcast that drivers could listen to while driving to hear the latest news and information about the trade and London, rather than having to stop and read online publications.

The daily show goes out on Mondays, Tuesdays, Thursdays and Fridays although some days there may not be a show due to the team's other commitments.

The Pie & Mash Club

We started the Cab Chat Pie &

Mash Club as the team felt that far too many of London's traditional eating venues were closing due to the emergence of outlets like Costa, and Starbucks where the snowflakes prefer to spend their money.

We decided to visit many of these establishments before they closed for good and document, photograph and video our visits and occasionally interview either the owners or the staff of the shop.

Also, all the team love Pie & Mash and of course Liquor, only heathens eat Pie & mash with Gravy.

Our Pie & Mash Club Meets usually take place on the 2nd Wednesday of each month, so if you love Pie & Mash as much as the team does then why not come along and join us. For a full list of the Pie & Mash shops we will be visiting please visit our website and click on the calendar.



Other Eateries

Cab Chat not only visits Pie & mash shops, but we are also intending to do a feature on the Cabman's Shelters in the new year and other establishments that are fast disappearing from London's streets.

The problem with these features is that the team is made up of

working Taxi drivers so finding the time out of everyone's busy lives can sometimes be difficult.

Photography Project

SuperCabby & ParkerCabbie, also a LCDC member have embarked on a little bit of a photography project, taking photographs of London and posting them on an Instagram account.

The Instagram account can be found at

Instagram.com/bigcityblackcab and if you are into photography and pictures of London please give us a follow.

We have also decided to take a walk around London once a month taking pictures, so if you see us both with our cameras please give us a wave and a smile, you never know you may feature in one of the photographs that might even appear on the LCDC website as some stage.

Cab Chat Radio Show

Our weekly show continues to grow again after a slight dip last year, with downloads and listens increasing month on month.

The show is published every week on a Wednesday and usually runs about 2 hours, which for some may sound a little long, but the beauty with a podcast is you can listen to it in bite sized chunks and stop and start it whenever you want.

The show is full of useful information and is very light hearted, we do obviously tackle the serious subjects within the trade but no longer dwell on the doom and gloom issues.

Well that's all from us this month, if you want to contact us at Cab Chat please visit our website where you can find all of the contact information and links <http://cabchat.london>


 cabchat.london

Cab Chat Radio Show

The show that takes a light hearted look at London and it's World Famous Cabbies

Hosted by @SuperCabby and the Team

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VETERAN CELEBRATES 101st WITH VISIT

Basingstoke resident Thomas Henry Holt will mark his 101st birthday in style.

Born on 11th November 1917, Thomas's birthday falls on the same date as the signing of the Armistice ending World War 1 a year later.

This year the 11th of November falls on Sunday and coincides with the annual Remembrance Sunday service. Although he always remembers, Thomas has never previously attended the service and parade at Whitehall. With the help of his daughter Jenny Philby, Thomas applied for tickets. Then they turned their attention to just how they would get to Whitehall.

Fortunately their instructions included the fact that there was a free taxi service provided by London taxi drivers. Known as Poppy Cabs the taxis normally pick up from all main line terminal stations, taking veterans free of charge to and from the drop off points. But Thomas will be leaving from Frimley, Surrey.

Would Poppy Cabs help? Jenny contacted Poppy Cabs Independent Taxi Coordinator Mike Hughes who put out a request via the @PoppyCabs Twitter feed.



Cab driver to the rescue Fiona Kennedy, based in New Malden, Surrey answered the call. Accompanied by her 9 year old son Oliver, she will be collecting Thomas from Thomas's daughter Jenny's home and taking him to Whitehall and back. Jenny Philby said "Without contact with Poppy Cabs I don't know how we would have got to Horse Guards Parade. I had been trying to find an association mini bus that's going up, but hadn't been able to. And they said I couldn't drive and



park or be dropped off near, so Poppy Cabs have made it possible for us to go" Fiona Kennedy said "There was no hesitation in replying to the request for help. To be able to help Thomas celebrate his birthday in this special way is all the reward any London taxi driver wants". Mike Hughes, Poppy Cab taxi coordinator said "I've been associated with Poppy Cabs for 9 years. It is being able to help our veterans such as Thomas fulfil their wishes that makes it all worthwhile".

Thomas Holt life history (written by his daughter)

Thomas Henry Holt Born 11th November 1917
Born in Putney south west London had 8 brothers and a sister, the only sibling alive today.

He left school at 14 and went to work in the building trade. Learned to be a bricklayer. Married my mother Gladys Grant (died 1974 from motor neurone disease) 24th May 1939 In 1939 conscripted into the rifle brigade, then transferred to the Royal Engineers, spent time building railways for the army for them to move equipment etc. helped build the military road in the Isle of Wight. He did serve in the war and went to Europe, but finds it all very upsetting and cannot talk about it without breaking down. He says he did what he was asked to do, and there are better and braver men than him who never came back and others that can tell their stories.

He came back and then he collapsed on the parade ground and found himself in hospital and had gangrene in his intestines and was operated on several times and now only has a small stomach and small amount of intestines. He spent time in Cornwall recuperating. He was discharged in 1944 with a full war pension as he wasn't able to work. My mother was evacuated to Yorkshire so they didn't see each other very much. In 1946 he was fit for work and got a job with the London County Council where he became a master bricklayer and eventually a foreman, and then it became the Greater London Council and he worked on building council houses around the home counties.

He retired from the GLC in 1979 - that is when you got a gold watch on your retirement, which he still has.

The Poppy Cab Remembrance Sunday Free Taxi Service

Started in 2009 as a direct response to the shutting down of several tube lines and stations for maintenance that veterans going to and from the Remembrance Sunday service use, the Poppy Cab service has grown from the first year of taking veterans from Victory Services Club, Union Jack Club and Waterloo Station to become something that is, for many wishing to attend, an integral part of the decision to attend the annual Service and Parade.

Indeed, especially for those wheelchair users, it would be almost impossible to attend without the help provided by London's taxi service.

There are more than 1000 free taxi journeys in just 2 hours for the veterans going to and from the Cenotaph service with drivers, knowledge students and family members helping to marshal the event. Many drivers give up their day entirely for this service with others providing free service from the normal taxi ranks.

While the majority of taxis are

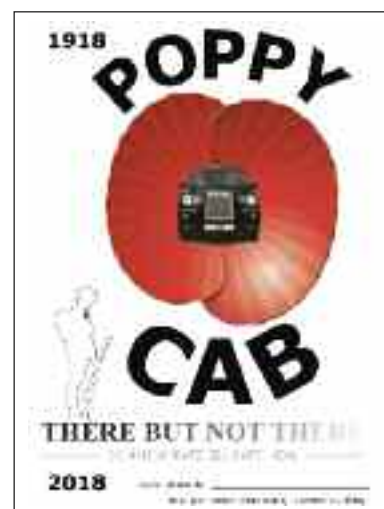
identified by the Poppy Cab logo placed in the windscreen of each taxi (see below), some taxi drivers enhance this with additional poppy logos. There are a number of 'turn up and go' hub locations which includes

- Victory Services Club
- Union Jack Club
- Kings Cross (main line)
- Liverpool Street
- Paddington (main line)
- Fenchurch Street
- London Bridge
- Victoria (main line)
- Victoria Coach Station
- Waterloo (main line)
- Euston
- Marylebone

In addition there are a number of special pickups for wheelchair users, those with ambulatory problems and some larger groups. The majority of veterans are taken to Admiralty Arch for the service and parade but some are taken to other locations such as Westminster Abbey, Hyde Park Corner or Grosvenor Gardens where there are special services. Return journeys start from Westminster Bridge where there

are around 150 taxis lined up to take the veterans back to their various locations. There is also, subject to security arrangements, a limited pick up from Spring Gardens, Admiralty Arch. Other taxis are waiting nearby to fill the holding area as soon as the parade finishes, giving the returning veterans a smooth, uninterrupted service. It is difficult to be exact but it is estimated that in recent years well in excess of 5000 veterans use the Poppy Cab service on the day.

There is no single organisation that organises the Poppy Cab service. The drivers provide their taxis and their time free of charge to the veterans. The independent coordinator prior to the event is Mike Hughes (mike@mikehughes.org.uk) who matches drivers with special need users. On the actual day there are a number of drivers, knowledge students and family members who marshal the event, helping veterans into the taxis at each pick up point to ensure a smooth journey for those attending the Remembrance



Sunday service and parade. Funded entirely by the drivers themselves, this is seen, alongside events organised by The Taxi Charity and others, as one of the highlights of the taxi trade year when taxi drivers make a special effort to pay back part of the debt owed to our military veterans. Vintage taxis also take part in the event, including some that have been used on television and in films. Add to this the latest taxis available for drivers to see firsthand and this all adds to the

experience for those attending the event.

Although the Chelsea Pensioners, resplendent in their scarlet uniforms are represented by a group that march in the general parade, we identified a number of residents of the Royal Hospital, Chelsea that were unable to stand for any length of time. Their needs are catered for by specially detailed taxis that collect them from Chelsea, transport them to Westminster Bridge where they can mark the eleventh hour and then return a little in advance of the main body of those on parade. Their presence is appreciated by all concerned with providing the Poppy Cab service.

All London taxis are wheelchair accessible, a feature much appreciated by many of those attending the service and parade at the Cenotaph in Whitehall.

You can follow Poppy Cabs on Twitter @PoppyCabs. Further information contact Mike Hughes (preferably by SMS or e-mail) on 07973 430022 or mike@mikehughes.org.uk.

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Bellew promises 'rude awakening for Usyk



Unified world cruiserweight champion Oleksandr Usyk will get a "rude awakening" if he is already thinking of a fight with heavyweight champion Anthony Joshua, says Tony Bellew.

Bellew, 35, takes on the Ukrainian - who holds the IBF, WBA, WBO and WBC cruiserweight titles - on Saturday.

Usyk, 31, is likely to move up to heavyweight after the bout.

"He's another fighter who wants to get through me to the king - AJ. He is another who will fail," said Bellew. "He is underestimating me and already asking promoters which heavyweight will he face after this. He is in for a rude awakening. When I hit him for the first time he will feel it."

The Briton will start as underdog at Manchester Arena against a fighter who has won all 15 of his professional bouts. Usyk wanted to make the

fight at heavyweight, the weight at which he won Olympic gold in London in 2012, but Bellew insisted his motivation was to hold all four titles, something no British fighter has done in a weight division.

Bellew, who has shed around 34lbs in dropping down to cruiserweight, has repeatedly said on social media that this will be his "last" training camp, and seems almost certain to retire in the weeks after the contest.

"I understand why people write me off as he looks so formidable," he said. "I have no doubt in my mind that I am going to find a way through him and shock the world again. Against the odds, I just know I can do it. "He makes mistakes, as we all do. We all have vulnerabilities. I have seen the speed and come across the awkwardness he brings. I have experienced all the things but he has never experienced what I am capable of doing. "When I do it, I can say I have won everything. One



Oleksandr Usyk tries his hand at a spot of juggling as he works on his hand-eye coordination ahead of Saturday's fight against Tony Bellew.

The undisputed cruiserweight champion faces Bellew in a high-profile clash this weekend, and proved he is leaving no stone unturned in preparation for the bout by juggling balls in the gym.

Images from his session in Manchester on Tuesday showed the 31-year-old Ukrainian taking part in a variety of exercises as he bids to get himself in peak condition for Bellew.

After maintaining focus while juggling three balls, Usyk also worked on his core fitness before engaging in a sparring session with his trainer.

Working from his usual southpaw stance, the Ukrainian appeared to be in good shape as he fired rapid combinations at both his trainer and the punchbag. Indeed, boasting 11 KOs from his 15 fights, Usyk will provide formidable opposition for Liverpoolian Bellew on what could well be his final fight.

Speaking this week, Bellew revealed that he is coming under increasing pressure from his wife Rachael to hang up his gloves.

However, with a big pay-day against Usyk on the cards, he has been tempted back into the ring once more.



more night to survive through and then I go on to live the dream life with my family."

Bellew enters what is expected to be his final bout following back-to-back wins against David Haye - another fighter who had been eyeing heavyweight title shots before finally retiring for good earlier this year.

The Liverpoolian said he had

"retired" from the sport until Usyk called him out immediately after winning the World Boxing Super Series to seal all four cruiserweight belts.

"It is a dream. My life achievement would have been to get near these belts and I am going to win all four of them," added Bellew. "Retired or not, it had to happen. I am going to find a way."

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Airport matters

... by Mark White

LCDC Rep Jamie Hawes recently attended the Heathrow Compliance and Liaison Meetings.

"There is a problem at Heathrow. The various trade organisations at Heathrow have banded together to form an umbrella group called the HUTG (Heathrow United Taxi Group). One can assume that this group was formed so as to present a United front to represent drivers at Heathrow. All well and good until you discover that in fact the HUTG doesn't exist.

Stuart Wilder (a noteworthy ex Met detective and author) Eugene Offord (the 3rd) and I discovered this upon suing Apcoa via the small claims court for losses incurred when we believed that the trade had been badly let down by the slow administration during the snow storms of 2017, when customers queued for up to 3 hours on ranks while cabs were still waiting in the feeder park.

In court Apcoa relied heavily upon their insistence that a contract existed between the HUTG and APCOA/HAL regarding the operating of the TFP and 'Code Reds' in particular. Only for us to be informed by APCOA less than an hour after leaving court that no such a contract existed. This is how it works between the trade and APCOA/HAL: contracts exist when HAL/APCOA say they do and

disappear into the ether whenever there are important decisions to be made regarding the future of the trade at Heathrow. The HUTG doesn't exist because it is not a properly constituted body. Therefore it has no rights and carries zero clout with any of the corporations that are managing or overseeing taxi operations at the Airport.

At the Heathrow Compliance Meeting on the 10/10/2018 one of the hot topics was drivers committing the alleged 'offence' of using what TfL describe as a secondary Credit Card payment device). It was pointed out to TfL, by Sam Houston of the LTDA, that the growing consensus among drivers was that TfL policy makers had no legal standing in this issue.

In an attempt to get more clarity on the issue I questioned TfL representatives as to how many drivers had had licenses revoked or suspended as a result of using a secondary device; the answer seemed to be that if a driver was found to be using a secondary device then the driver in question would have any past misdemeanours on his record taken into account before any action was taken against them for use of a that device.

In my humble opinion, this tells us two things:

One, that TfL are indeed on shaky ground regarding the

legality of the 'offence' of using a secondary device as they seem unwilling to get into a licence dispute with a driver solely on the grounds of using another device.

Secondly, that TfL, quite deviously, are trying to tie in any alleged 'offence' of using a secondary device with a previous complaint which is dubious practice to say the least and any good lawyer would I'm sure unpick this practice in a court of law.

I was told that if a driver decided to take up court proceedings should he or she wish to dispute the legality of TfL's standpoint on cc devices that that driver would be welcome to 'take a gamble' at which point, I pointed out that surely it was TfL policy makers that had taken a gamble by bringing in an 'offence' without seemingly knowing if the law was actually on their side or not and that a floodgate of claims could open should a driver successfully sue TfL.

Also on the Compliance Meeting agenda was the request from spokesman Ben Ellis that Marshalls be issued with bodycams as a deterrent to touts operating at Heathrow. HAL Curiously would not accept any liability for the scheme or for any Data breaches that could possibly occur as a result and suggested that if bodycams were to be used they would have to be funded by one or more of the cab trade

organisations. This begs the question of who is ultimately responsible for the marshalling operation at the Airport should an incident happen in which a member of the public or a Marshall should be injured?

HAL have in the past accepted responsibility for the Marshalling operation but seemingly run for the hills at the mention of any liability. This needs clarifying urgently as currently we have 40 Marshalls operating within the terminals engaging with touts and the public on a daily basis.

On the same note, Heathrow Police, who were present at the meeting, stated that they had made one arrest for touting and had ejected two further Touts from the terminals. Whilst this is to be applauded it's obvious that touting at Heathrow is a low priority for Airport Police and this undermines a lot of the good work the Marshalls do in gathering intelligence on persistent touts.

The following Liaison Meeting was largely taken up with the issue of electric taxis operating at Heathrow. Brian (LCDC member) and Electric taxi driver, put a very eloquent case to Colin Fox of HAL that a load demand survey be carried out in the TFP to assess all available power sources that could be utilised in respect of more charging points in both the North and South Park and to his credit was extremely well read. He put a case to Colin Fox that not only

could more low voltage charging points be easily made available, but also argued that cheaper alternative electricity could also be sourced possibly from outside of the Airport's regular suppliers so as to make charging an economically viable solution for drivers of electric taxis.

The Heathrow Car Park Warden spokeswoman Suzanne Sullivan, also commented that Electric Taxi drivers were now booking in to the TFP and then driving away to charge their vehicles at alternative charging points (Asda, AVA etc). Drivers are reminded that this is prohibited and anyone reported doing this could possibly face sanctions.

FEEDER PARK ELECTRIC CHARGING COST by Brian Nayar

On Thursday 31st October, Heathrow announced the price per kW for the electric taxi charging units in the Taxi Feeder Park (TFP) at the Liaison Meeting: the price is 25.5p per kW.

However, this doesn't include VAT or the 1% handling fee for SWARCO. The cost is actually a whopping 30.9p per kW. This is effectively the equivalent of charging motorway services prices, and one of the most expensive in the country. Not only that, the price goes up on January the 1st 2019 to 31.8p per kW (inclusive). The tariff is

set by Heathrow and it falls into their 'other regulated charges'. Apparently, the price has been known for over a year, yet Heathrow only announced this to the taxi trade 5 days before going live.

Since January 2018, the charging units have been free to use. Statistics show in September 2018, there were over 1,400 times that electric taxis connected to the units to charge their vehicle. Due to the free electricity supplied, Heathrow have deemed these figures unrealistic. They have stated once the electricity is chargeable, they will reassess these figures, and use this to see if more charging units are required. With the tariff being set so high, it is now cheaper for drivers of the LEVC TX-e to run the vehicle on the range extender petrol generator. This being the case, it means that no driver will use the charging units, which in turn would convince Heathrow there is no requirement to install more charging units in the TFP.

Drivers have invested heavily in the purchase, lease or rental of the LEVC TX on the promise running costs will be low. Heathrow have negated all of this, by pricing drivers out of recharging their vehicles at the TFP. Charging vehicles in the TFP had many advantages. The convenience of the units meant downtime was kept to a minimum. Only a few drivers live within 5 miles of the airport, and of the regular LEVC TX drivers, only 42% have the ability to charge their vehicle at home. This means to drive the vehicle emissions free, the vast majority would need to charge whilst at the TFP.

The only new taxi you can buy and have licenced by Transport for London (TfL) has to be Zero Emissions Capable (ZEC). TfL are expecting there to be 9,000 electric taxis on the roads of London by 2020. Currently, there are around 700 operating in London. There has been anything between 60-80 electric taxis regularly servicing Heathrow Airport, all running emissions free. What will happen now, is either these drivers will no longer bother to come to Heathrow, or they will be running on the petrol generator – negating the zero emissions capability.

The ramifications of the high tariff are huge. Heathrow Airport are pushing for a third runway. Lowering their carbon footprint and emissions is a key target for them. Pricing



SPOT THE DIFFERENCE: Top: free to charge and below: 31.8p per KW charging

drivers out of running their ZEC taxi emissions free goes totally against their vision. Heathrow Airport are boasting all their vehicles airside will be electric within the next couple of years. They are also spending £5m on ensuring their electric vehicle charging infrastructure is in place to accommodate this. Yet, the TFP have only 7 charging units to accommodate over 13,000 taxis that are TFP tag holders.

There appears to be no desire from Heathrow to look into the pricing structure, or to investigate the possibility of installing more charging units. If drivers wish to operate their vehicle whilst servicing Heathrow emissions free, they will have to find a suitable charging unit, at a reasonable cost, close to the TFP. This will be mean the driver will then have to add an extra hour or more onto their working day, whilst they charge their vehicle. Assuming a driver undertakes 3 journeys a day from the TFP and works 5 days a week, this will mean an extra 15 hours added onto their working week – all to ensure they are able to run their electric taxi, emissions free, at a cost cheaper than the polluting petrol generator. Put simply, this will not happen.

Heathrow Airport need to respond fast and reduce the tariff at the TFP. The negative consequences are far reaching and will impact on the third runway. It will impact on the

vision TfL have of 9,000 ZEC taxis by 2020. Plus, there is a massive knock on effect on LEVC as drivers will not want to relinquish their diesel taxi.

• **Why would a driver of an electric taxi service Heathrow Airport when they have effectively been told they are not wanted?**

• **Why would a regular driver at Heathrow Airport with a diesel taxi, bother to invest in an electric taxi?**

• **Why does it cost taxi drivers 30.9p per kW to charge their vehicle, yet in the Authorised Vehicle Area (AVA) there is no charge until June 2019?**

• **Why have taxi drivers been fighting over the 7 charging units in the north TFP, yet the AVA have 20 with a further 25 to be installed?**

• **If Heathrow are serious about trying to reduce their emissions of vehicles in and around the airport, why are they discouraging drivers of the electric taxi to drive emissions free by setting the tariff so high?**


Editor's comment: "Watt a shambles!"

Exactly a year ago, the LCDC reported that TfL had failed to deliver on rapid charge points.

Almost 2 years ago, Lilli Matson of TfL, told Taxi Trade Reps that there would be plenty of brownfield sites at the Airport

used to provide an abundance of chargers. So far, there are 7 Charge points.

STOP PRESS: The Taxi Feeder Park Charge will be frozen at £3.50 and the £1 fee for Fair Fares will be scrapped.



From Thursday Nov 8th 2018 the current process for EV charging will be discontinued and you may only charge once you have entered the North Park.

New Process:
When entering the North Park please ensure you make a note of your place in the queue, and ensure you let the drivers in front and behind you that you will be charging. When your line is moving over to the south park, rejoin your place in the queue.

You are no longer be allowed to exit the south park via the escape lane, to charge your vehicle in the north park.

You may, however, exit the escape lane to go and charge your vehicle in the Authorised Vehicle Area (AVA). You must pay the £1 per hour AVA fee.

You have 15 minutes from entering the south park barrier to enter the AVA. Your ticket must show that you have been in the AVA for at least 20 minutes.

On your return to the Cabin to be assigned a terminal, you must present your AVA parking ticket. Failure to produce your AVA parking ticket and not adhering to the above timings will result in you not being assigned a terminal.

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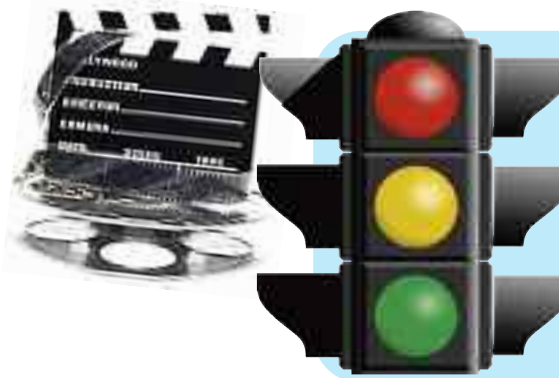
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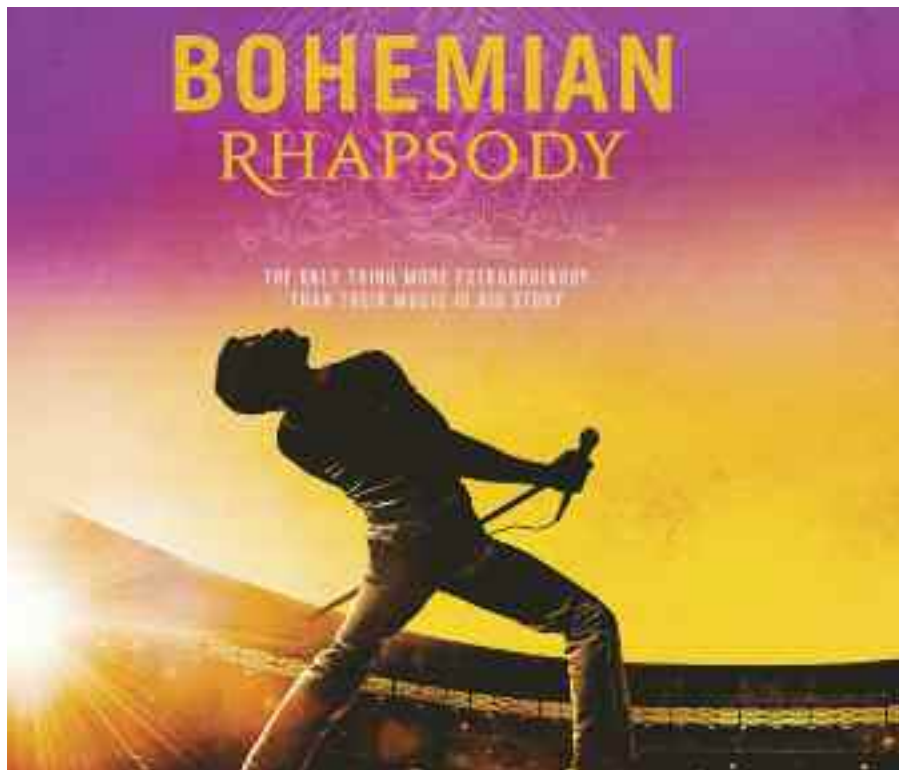
by Norman Barry



RED – Stop, don't bother wasting your money

AMBER – It's alright, go if you want. Or wait for the DVD

GREEN – Put your foot down, go and see it.



BOHEMIAN RHAPSODY (12A)

Is this the real life? Is this just fantasy?

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Rami Malek does an impressive job of re-creating Mercury's moves onstage, but the core of the performance is his intensely thoughtful channelling of Mercury's hurt, his alienation and isolation even at the height of his fame.

Whilst taking dramatic licence with some facts, the highs and lows with his bandmates, it's the last 20 minutes at Live Aid that make it work.

Freddie leads the band in one of the greatest performances in the history of rock music. The film gets away with it purely because of the go-for-broke gusto with which Malek as Mercury storms the stage.

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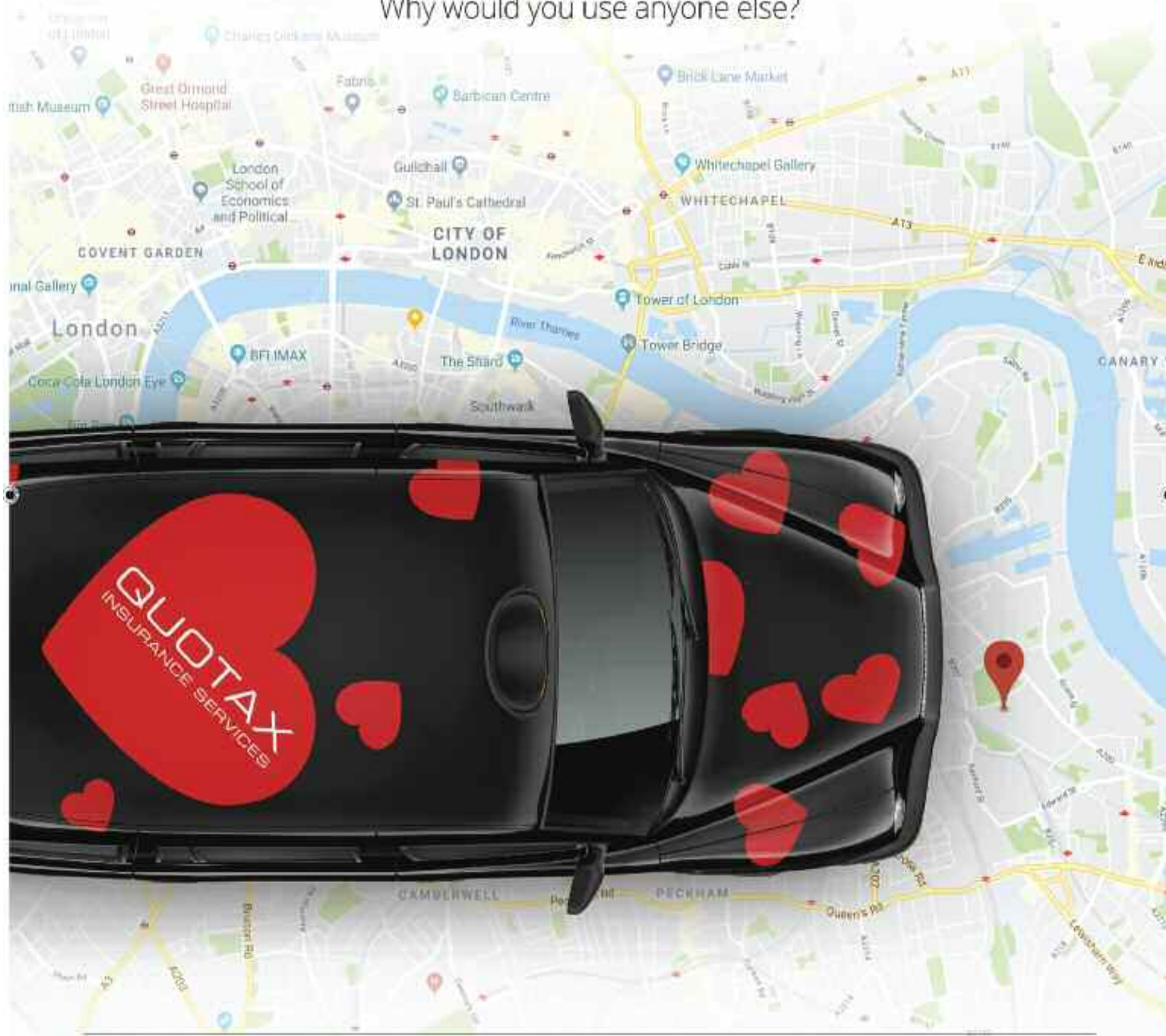
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