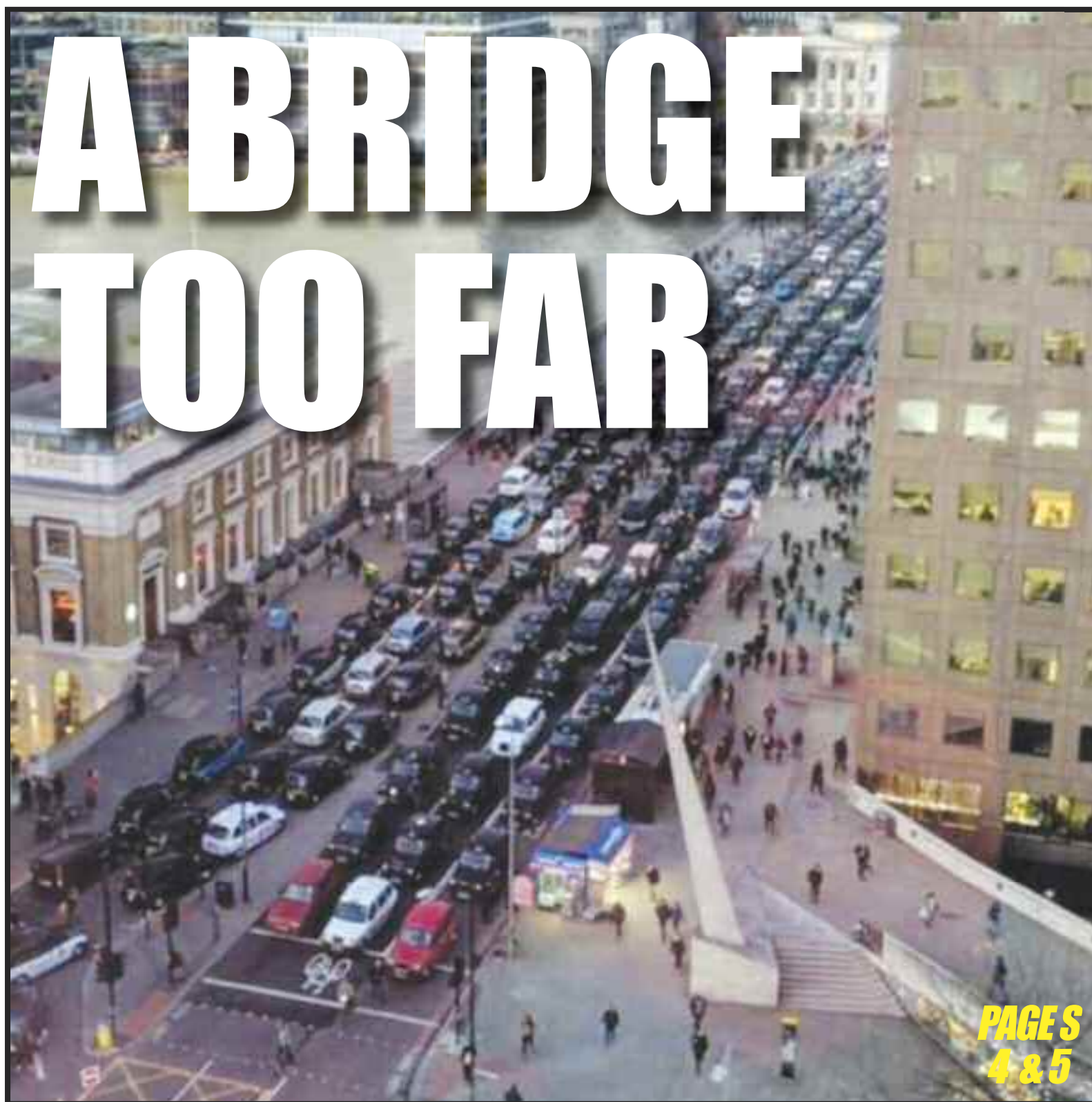




More trade stories than all the others put together

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WE'LL CARRY THE FIGHT TO SAVE OUR TRADE INTO THE NEW YEAR

As we all know, the Trade has experienced yet another roller coaster year and after recent events, it looks like 2019 will be no different.

Last week I attended the trade meeting with the Commissioner, Mike Brown, along with the other trade orgs. Obviously, we spoke about the events the previous week at Tooley Street and the Commissioner told us that he "fully understood and sympathised with the cab trade's situation".

He also explained that these consultations automatically come into play after a major development has occurred (London Bridge Station) but what he did say was that TfL will look at the consultation results and urged every taxi driver to go online and register, as their voice and concerns will be listened to. The Consultation ends on the 8th January and I urge everyone to fill it in.

I don't think there can be any doubt in TfL's mind what the consequences will be if the Trade does not get access to Tooley Street. Going forward it is vital to our future as a trade that we cannot stand by and be refused access to roads that enable us to carry out our job, for which we are fully licensed.

If this means that the cab trade has to fight "STREET BY STREET" against road closures... then so be it.

THANK YOU FOR YOUR SUPPORT

I would like to end by wishing you all a very Happy Christmas and New Year and especially a big thank you for all the support from our members and advertisers.

Grant Davis
LCDC Chairman



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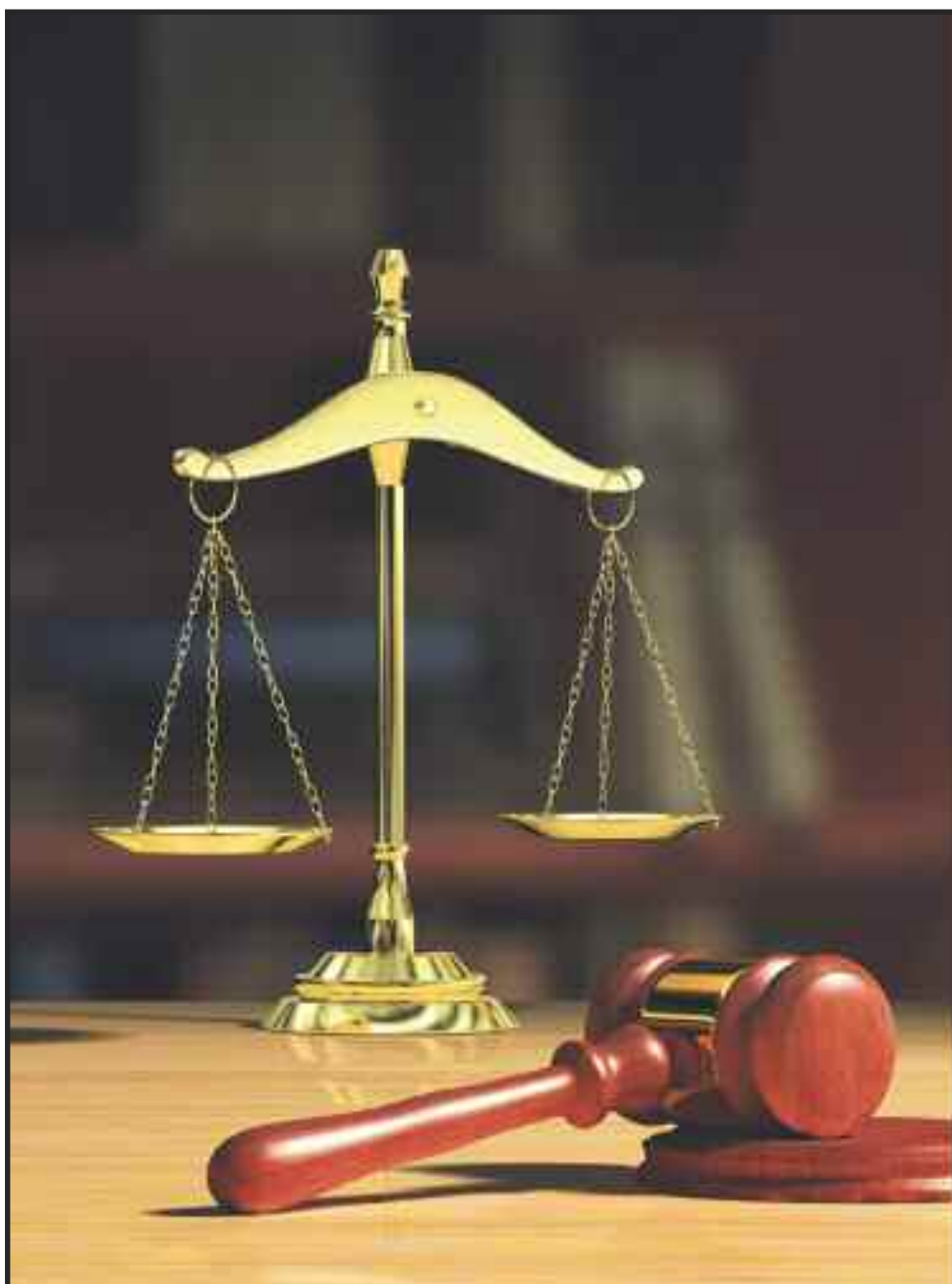
We at the LCDC don't often bang our own drum when it comes to helping our members with their legal troubles. A lot of the cases which come our way with members are quite sensitive and we respect their wishes to keep things in house and out of the paper which I can fully appreciate.

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

Tel: 0207 405 1999
FAX: 0207 405 1991



DANNY O'REGAN ON UBER WATCH

SEVENTEEN REASONS FOR REVOCATION

LCDC committee member Danny O'Regan is without doubt the most authoritative person in the cab trade today regarding the licensing of Uber, especially when it comes to its cosy relationship with TfL.

Recently he has uncovered some disturbing facts and figures concerning the period when Uber were issued a four-month temporary licence in May 2017. Danny submitted an FOI request for that period and was staggered to find that 17 allegations of a sexual nature were made against drivers who at that time were working for UBER!

It seems incredible to think that TfL, after Uber's temporary licence expired, did not REVOKE their licence. Surely if ever there was proof that they were not fit and proper then that was



it. To add insult to injury the evidence they used in making their decision not to renew Uber's licence (instead of revocation) was partly based on

Metropolitan Police Inspector Neil Billany, who had raised serious concerns with Uber and the level of sexual assaults by their drivers. In his letter to TfL Neil Billany stated that in January an Uber driver had sexually assaulted a female passenger - Uber spoke to the driver who denied the charge. The passenger had wrongly believed that Uber had informed the police of the assault. The same driver still working on the Uber platform committed a more serious sexual assault on the 10th May.

TfL received Inspector Bellany's letter BEFORE they decided to issue the four-month temporary licence to Uber - so why did they then give them an extra four months' grace?

CONFUSION REIGNS OVER TFL TAXI & PH CRASH DATA

At the most recent T.O.P.S meeting on 10th December I raised an issue regarding the recent taxi and PH crash figures released by TfL.

The Mayor had said that he wanted separation and transparency on taxi & PH crashes.

TAXIS: In 2017 in the first three quarters of the year there were 110 all casualty injuries, slight, serious.

PH: In the same period there were 504.

However, for the whole of 2017 Transport for London said the breakdown was 67% PH and 33% Taxis. This just does not make sense - for these figures to be correct it would have meant that in the final quarter of the year there would have to have been 188 accidents in Taxis and only 101 accidents in PH. This would have been a complete reversal of the trend in the previous three quarters of the year.

Surely something isn't right?



DARA AND MIKE - THE BROMANCE CONTINUES...

Underneath you can see an email which I received through an FOI request. It seems the licensed taxi trade has to wait for their quarterly meetings, yet when Dara flies into town he gets a meeting with the TfL Commissioner at the drop of an email.

Jacob Gemma

Subject: FW: NOTE OF MEETING WITH UBER - MONDAY 22 OCTOBER 2018

From: Everitt, Vernon

Sent: 25 October 2018 15:48

To: Powell Gareth, Chapman Helen (TPH); Carter Howard; Robinson Graham

Cc: Thomson Linda; Branks Kirsten; Tagg Ella (ST); Quinn Amy; Lee Stuart; Henshaw Jenna

Subject: NOTE OF MEETING WITH UBER - MONDAY 22 OCTOBER 2018

Meeting held at TfL's Palestra office on Monday 22 October 2018

Present:

TfL

Mike Brown, Commissioner

Vernon Everitt, Managing Director, Customers, Communication & Technology

Uber

Dara Khosrowshahi, Chief Executive

Tom Elvidge, General Manager, Uber UK

Adam Atashzai, Head of Public Policy, Northern Europe

The Commissioner said that all regulatory matters associated with Uber in London were being handled, as normal, through the formal Taxi and Private Hire (TPH) regulatory relationship. The purpose of this meeting was, therefore, to focus on broader strategic matters rather than any specific regulatory issues.

Mr Khosrowshahi said that Uber is totally committed to meeting all of the conditions placed on ULL's operations and to ultimately earn the right to be a long-term partner of TfL and London.

Mr Khosrowshahi explained the background to Uber's announcement on clean vehicles which was the primary purpose of his visit to London. Mr Khosrowshahi noted the challenge of putting in place infrastructure to charge electric vehicles. The Commissioner welcomed any action that helped deliver the Mayor's ambitious objectives to clean up London's poor air quality and explained what we were doing to put the necessary electric vehicle charging infrastructure in place.

Mr Khosrowshahi also explained plans for the Uber app to integrate public transport options alongside its vehicles and other services and to examine what more can be done to promote the 'pooling' of rides. He also summarised recent developments regarding Uber's e-bike operation and driverless vehicle trials in the US.



From: Andrew Byrne (mailto:andrew@uber.com)
Sent: 22 August 2018 07:10
To: Tagg Ella (ST)
Subject: Meeting request - Uber & TfL

Hi Ella,

Hope all good with you.

Dara Khosrowshahi is in London for a couple of days from 22nd - 23rd October and we wondered whether Mike had any availability for a meeting? Perhaps in the afternoon of the Monday?

Thanks so much. And always happy to discuss.
Andrew



TRADE TAKES BUS LANE

As you can see from the following pictures, the planned exclusion of taxis at Tooley Street has sparked outrage in the Trade and a series of protests called by the ITA were very strongly supported.

In fact, every day the growing momentum saw more and more drivers make their way to London Bridge, Southwark Street, Tooley Street and Southwark Bridge, reluctantly bringing the areas into total gridlock.

We do not seek to inconvenience the travelling public, but TfL have brought the battle to us - and the Trade must come together to say that this is a line in the sand that we cannot cross. Once the principle is established that TfL can ban taxis from bus routes,



it's a cancer that will spread across the capital. We have had to endure Bank junction, and there are currently plans on the table to exclude the cab Trade from Oxford Street and Tottenham Court Road. We cannot allow this to happen. There are demonstrations planned for January regarding Tottenham Court Road, and we urge all drivers to follow Twitter and the LCDC Periscopes for updates.



London Bridge southbound gridlock back to the City

WHERE BUSES GO - WE GO!

The City of London's

PHONEY

BANK ON SAFETY

Chris Hayward's incestuous relationship with TfL.

The working class suffer whilst this man prospers!

TfL shuns safety in favour of **GREED**



LCDC Chairman Grant Davis talks with Inspector Hay of City of London Police

BATTLE TO THE STREETS

Tweets Tweets & replies Media Likes



London Taxi Radio @Lon... -4d ✓
Dan - the young blood entering the trade! Already aware that the trade is hijacked by policy makers.

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#TheKnowledge
#PoliticalAgendas #BusesUnsafe



8 29 42



Onwards and upwards - bring on 2019!



Lovely to see lady cabbies showing their support for Bank Junction



Great to see the new young drivers getting involved



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Freedom of Information Act be like...

By Sean Stockings

Make no mistake without the Billany FOI which resulted in a Sunday Times front page story (Uber not reporting crimes to the police because they didn't want to look bad) Uber's dodgy licence would have been rubber stamped by TFL.

FOIs have proved an invaluable tool in our fightback against TFL shoe homing Uber into London's landscape and flooding London's roads with PHVs. You want scale Travis? Sure thing bro!

Dodgy medical, topographical tests and even the holy grail of public safety... background checks have all been exposed without any managers being disciplined.

An FOI I filed last week was whether the Exhibition Rd Uber driver Mr Juma Ali Omar had his background check processed by Onfido. If you remember this is the same driver who ploughed into 11 pedestrians and who managed to obtain a private hire licence using a fake passport and driving licence.

If you remember this was the company who Uber used with TFL's approval to "streamline" the background check process. It was revealed that Onfido had not done this properly and that

13,000 drivers at one stage were driving around illegally.

Helen Chapman personally vouched for these 13,000 drivers - if Mr Omar was processed by Onfido then surely Helen must go?

We didn't choose our cabs, TFL has, at every stage they have dictated what we drive, even down to the types of tyres we use.

At the moment there is an agenda to scale up cab drivers' contribution to pollution and congestion in London, despite the fleet being a meagre 20,504 vehicles that work shifts.

Flawed congestion zone data is used that does not differentiate between unique "one off" entries and multiple entries which in the course of a single shift we do many times.

There are 87,466 private hire vehicles licenced in London. I have tried on many occasions to ascertain how many of these are diesels - the GLA & TFL do not want to reveal these figures as it will dispel the myth that all minicabs are Priuses.

Being forced to buy an electric £62,000 cab in order to "clear up London" whilst TFL are simultaneously licensing diesel PHVs is an attempt to further hobble the cab trade and shows that no one from TFL is "onside". A Prius is 15ft long, add on 3ft



from the car in front and that's 18ft.

There are 5280ft in a mile, divide that by 18ft means that 293 Prius' equates to one mile of lost roadspace.

87,466 divided by 293 equates to 298 miles of roadspace.

This is a best case scenario and the real figure is well in excess of 300 miles of vehicles nose to tail virtually plying 4 hire on a platform that allocates jobs by vicinity.

Over an 18 month period TFL WERE LICENCING 600 DRIVERS EVERY WEEK.

Blaming congestion on the cab fleet that has remained static over 2 decades is ridiculous.

One of my FOIs earlier this year was the now infamous emails between Steve McNamara & Mike Brown where Steve refers

to his own members as "loonies".

If your representation is being undermined in communications by the leader of the biggest org what chance as a cab driver do you have in unminuted meetings where your corner "is being fought"?

McNamara's current 'solution' to restricted roads and junctions is to push for ZEC only access.

Great if you can afford the £62k Cab, have a drive, do not live too far out or can earn commission on every TXe sold.

Anyone can request FOIs.

Google "TFL FOI" or go to <https://tfl.gov.uk/corporate/transparency/freedom-of-information> Think of any questions you have. Anything from TFL managers' emails to Uber, the GLA or even LEVC.

Another area of interest is the Conway CSH procurement process which has virtually gridlocked London.

Given McNamara's dire performance over the last six years (during which time the LTDA collected over £12 million from members) further examination of his emails to and from TFL are needed.

Voluminous requests will be refused on "costs" ground so use narrow bandwidth searches.

A good example is splitting yearly email requests into individual months and organising with your friends to do a month each.

Another "holy grail" out there is the Deloitte report used in the temporary Uber re-licensing debacle.

All the info is out there, you just need to know how to ask for it. If you get the runaround from a innocuous FOI request then you are probably onto something.

A very special Christmas heartfelt thanks to all the managers at TFL.

Dropping a customer off in Kensington in a £4 million pound house and dealing with their stropiness because cabs are "expensive" and they've had to "resort" to using you because Uber is surging really makes this job worthwhile.

Uber driver who sparked a major terrorist alert when he ploughed into a crowd of tourists had been driving around London uninsured and without a licence for two years

An Uber driver who sparked a major terror alert when he ploughed into a crowd of tourists had been driving around London uninsured and without a licence for two years.

Tanzanian Juma Omar, 48, floored the throttle of his Toyota Prius outside the Natural History Museum and careered over the pavement, sending pedestrians flying into the air as others ran screaming from his path.

He claimed the brakes had failed, but he was convicted of dangerous driving by a jury at the Old Bailey.

The court heard Omar came to Britain as an asylum seeker in 1995, but was told to get out the country in 1998.

He met his wife shortly afterwards and they had four children together.

Omar applied for a replacement passport in another man's name and used that identity to pass his driving test.

He got a job with Uber using the fake documents and did not have insurance when hit the pedestrians in on October 7 last year.

Up to 11 people suffered non-life threatening injuries and Omar was wrestled to the floor and detained by members of the public, including Pixie

Lott's boyfriend, Oliver Cheshire.

Dozen of armed police arrived fearing another terror attack was in progress in the aftermath of the London Bridge and Westminster attacks earlier that year.

Omar admitted having a passport in a false name after his application for asylum was rejected.

He also admitted having a false private taxi licence as well as having no insurance and no driving licence.

Jailing him for 15 months the judge, Mr Recorder Oliver Sells, QC, said the driving was 'appallingly dangerous.'

'The public is entitled to assume that the driver of an Uber car is who he says he is and they have proper qualifications - licence, insurance and the necessary paperwork' the judge said.

'You flouted those important safeguards so the public was at risk whenever you were driving.'

Turning to the incident the judge said: 'You drove that Toyota Prius with your foot on the accelerator at 100 per cent pressure for over six seconds reaching speeds of almost 30mph.'

'Witnesses spoke of being run down thrown on to the bonnet of the car and railings as you careered around.

'The crowds fled in fear of their lives, leaving the injured lying on the ground. Prosecutor Bill McGivern said: 'Mr Omar was waiting for his passenger when his vehicle shot forward, mounting the pavement and hitting a number of pedestrians.'

'People thought it was some kind of attack going on - this man put his foot down on the accelerator and instead of



taking his foot off he kept it down. CCTV footage played to an Old Bailey jury showed the heart-stopping moment Omar slammed on the accelerator, launching members of the public into the air. People can be seen running in panic as Omar's car drove across the pavement before doing a U-turn and continuing to hit those in his path. Omar's out of control Prius was only

halted when he smashed into two parked cars. Fortunately no one suffered any serious injury, only 'cuts and bruises.'

Omar emerged from the car frantically saying 'I'm so sorry, I'm so sorry.'

He was then wrestled to the ground and detained by passers-by.

Omar insisted that the car had started moving on its own when he leant out the door to wave to a customer.

'As soon as the car started I pressed the car brake but the car didn't stop, I don't know why,' he told the jury.

'The car went forward and hit two stationary people. I am sorry for everyone who got injured, I didn't mean that. That is from my heart.'

But investigators who inspected Omar's car found it was in perfect working order before the crash.

Any of those injured would not have been able to claim compensation from Omar's insurance, or Uber.

Omar, of Barking, east London, was convicted of dangerous driving.

He slumped over the dock as he was convicted and looked sadly at friends and relatives in the public gallery as he was led to the cells.

Courtesy of The Daily Mail

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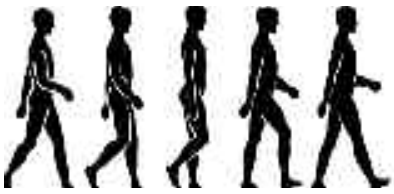
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Walker on the March...

THE GOLDEN DAYS OF RADIO CIRCUITS

The circuits began in the 1950s. While smaller circuits came and went, the mainstay was Lords (Dial-A-Cab) and Mountview (Radio Taxis).

These were owned by the drivers themselves and were so successful by the end of the 1960s that the only way one could become a subscriber was to be recommended by a friend or family to go onto a waiting list and more or less wait for somebody to retire or die.

This duopoly was broken by the LTDA when they established London-Wide (now Comcab) in 1974 at the grand cost of £40,000. All a driver needed to join London-Wide (LW) was to be a member of the LTDA and prepared to purchase his/her own radio equipment.

The equipment wasn't cheap. If memory serves correctly, mine cost about £400 in 1980. That may not seem a lot now but at the time a week's takings was around £300. Diesel for a week would have been around £50.

The circuits were a community as well as an excellent way of making money. On LW we had several clubs – Scuba-Diving, Squash, football, etc. This was also the days of "voice dispatch" so we had dispatchers. These were real stars and would keep drivers amused at the same time, remembering that these were days without mobile telephony or even the ability to have a radio-cassette player in the cab.

Every circuit had its own favourites and on LW it was the likes of Micky Sullivan, Big Barry Levine (The Hulk) and Champagne Charlie Cockburn. These guys would be cracking jokes non-stop and arranging meets between drivers stopping for tea, etc.

Oh, and the money! Every single job carried a run-in, 12.5% gratuity and additional waiting time of 5p per minute. The run-in on Comcab today varies between £3.00 to £4.20; the Apps have no run-in. If the LW run-in had risen with our tariff, it would currently be £13.40 during the day, £15.80 on weekends and early evening and £18.20 on the night rate.

Roaders were frequent and all on the meter. LW had the London Transport Account to ferry staff and that account was absolutely mad in those days. You were given a book of "scheduled runs" and the dispatcher would give you the schedule number and you ran the route, picking up and dropping off staff at the stations en route.

The maddest schedule I ever did was from Hainault, Essex to Amersham, Bucks and back again. That was the holy grail as it was worth the equivalent of about one

and half nights' work. The only passengers I picked up were two people. One travelled one station distance and the other two stations.

These were Halcyon days that were never going to last but the three circuits did very well, as did the drivers. The start of the end came with the full licensing of PH in 2003 and the job was finished off by the 2008 recession and the advent of the App.

In 2006, Comcab alone had a bigger turnover than Addison Lee. By 2010, Addison Lee turnover was greater than the three circuits put together. The peak for the circuits was in 2007 and was £171 million. Comcab alone turned £70 million and made a £6.25 million profit, of which the LTDA drew a dividend of £600,000 from their remaining 20% holding.

It's sad to see the situation today. Radio Taxis was demutualised in 2004, with the subscribers receiving only about a quarter of what they were led to believe the sell-off would be worth. The circuit never made a

million but is a shadow of its former self. It lost £463,000 last year but still paid its owners. Delgro, a £5 million dividend. This should be a warning to the trade because that dividend was paid not from profits but by reducing cash assets. This could be a sign that the owners have a plan to strip Comcab down to nothing over the next few years.

So what are we left with now, Comcab apart? Apps, that's what; My Taxi and Gett. These are businesses, end of story. They have no allegiance to the cab trade but only to profit and shareholders. That's why we have to pay to get to a fare, then pay to wait for the fare, then pay 10% for the fare.

All the time we are doing that, it is their stated aim to win our street work from us, convert it into their work and charge us 10% to get it back. I'm not saying they can work any other way but rather just pointing out just how far our "pre-booked" business has fallen in just eleven years.

Merry Christmas everybody!

happen here in London? I don't know if TFL have the power to do this through secondary legislation but the question has been raised. When the PH driver lobby gave evidence at the on-going GLA Transport Committee investigation, they claimed the need for drivers to earn the London Living Wage. This would certainly sort out many of our problems.

The TFL taxi tariff formula is 40% expenses and 60% driver earnings.

The PH lobby claimed that driver net pay was often as little as £5.00 per hour after expenses. If we assume, as above, that this is 60% of the fare a driver receives, then the current hourly return after operator share is £8.35 per hour. The London Living Wage is £9.15 per hour. To achieve this, the driver would have to take £15.25 per hour.

In this situation, "ride-hail" operators like Uber would probably have to reduce their own cut of the fares but they couldn't absorb the whole increase. That would mean their fares would rise significantly and in addition to the 15p per mile increase



NEW YORK, NEW YORK: SO GOOD THEY NAMED IT TWICE

So, the New York Taxi Commission has imposed a pay formula on "ride-hailing" operators, setting a minimum wage for drivers at \$17.22 (£13.45) per hour.

Vancouver did something similar. The Commission claim this will increase driver earnings by \$10,000 (£7,800) per year. They haven't yet said how they are going to achieve this, other than it being based on a reasonable number of working hours.

Presumably, when they say "pay", they mean \$17.22 per hour + the expense of running a car and paying operator commission. The intention is not just to lift drivers out of poverty but also to reduce traffic congestion.

This begs the question of could it

in the new year. In turn, their demand would fall significantly. They would end up with less drivers earning more money.

Good things could come from this, not least the end of the slave wages many PH drivers are currently making. Also though, this would ease congestion caused by PHVs cruising while empty or parking illegally. It would also put passengers back on public transport that unsustainably cheap PH fares have drawn away in the recent past. This would have an obvious advantageous effect on air pollution in the Capitol.

Additionally, this would end the indirect subsidies paid to Uber and its ilk, through in-work benefits received by under-paid drivers. The state would not have to pay these if the drivers were earning the London Living Wage.

So, what's not to like about this?

Finally if anybody reads my stuff, I wish you a Merry Christmas and Happy New Year.

ALL ABOARD MAYOR SADIQ



By Guy Adams for the Daily Mail

Like many commuters, Brian Woodhead wastes much of his life navigating London's creaking transport network, travelling from his home in a village just outside Hitchin in Hertfordshire.

The journey may be gruelling, but it does come with a perk — a salary that most British workers can only dream of.

Last year, Mr Woodhead pulled in a hefty £292,137, equivalent to roughly 11 times the national average wage.

Yet if you thought this sort of fat-cat package was reserved for high-flying bankers, City lawyers, and hedge-funding members of London's corporate elite, think again.

For this 58-year-old graduate of the University of Huddersfield is actually on the books of one of our most generous state employers.

He's the Customer Service Director of Transport for London (TfL), a quango run by London Mayor Sadiq Khan, which is in charge of the capital's road, rail and bus networks.

Woodhead is just one of 63 TfL staffers who last year took home more than £200,000, and sits in the third tier of the organisation's managerial flow-chart. Last week, he was at the centre of a heated party-political row.

To blame was a press release by the London Conservatives, accusing Mayor Khan of wasting tens of millions of pounds on 'eye-watering pay rises' to TfL staff.

The document contained extraordinary revelations about employment practices at the organisation, alleging that behind the steel and glass exterior of the HQ in Greenwich, South-East London, Khan is presiding over a culture of untrammelled corporate excess.

It noted, for example, that TfL's 26,994 staffers last year took home a combined £2.25 billion, according to its last annual report.

That equates to an average of £83,337 each. The gargantuan, some might say scandalous, figure is unrivalled almost anywhere in the public sector.

It's higher than the equivalent at some of London's major finance houses.

Average Transport for London salary is now £83k despite £11bn debts, whilst Mayor's delay-ridden £15bn Crossrail that was meant to open this month

What's more, it represents a 17.6 per cent rise from the previous year, when 27,131 people on TfL's payroll earned £1.96 billion, equating to £71,238 each.

In comparison, the Tories point out,

trousering salaries upwards of £150,000 has also grown from 90 to 154, up 71 per cent over the same period.

Those on more than £200,000 have increased from 46 to 63, a rise of 36

CV-Library, which advertises almost 14,000 customer services jobs each month and maintains a database of 14 million CVs.

It is also substantially more than is paid for the equivalent job in New York. There, the most senior executive of its Transport Authority, Andy Byford, was hired on a promise of a mere \$325,000 (£255,000) salary.

Alongside Woodhead in TfL's HQ are the likes of Gareth Powell, the man in charge of Surface Transport (his earnings last year went up by £23,000 from £287,000 to £313,000), Lester Hampson, who oversees property development (£307,000), Stephen Field, a pensions director (who got a £41,000 rise from £226,000 to £267,000) and Stuart Harvey, TfL's 'major projects director' (whose pay went up £38,000 from £280,000 to £318,000).

Several owe their pay increases to a 'restructuring' of TfL overseen by Mayor Khan which saw a total of £51.4 million paid in 'golden goodbyes' to 704 departing staff.

According to accounts for the 2017/8 financial year, the recipients included a £270,000-a-year former bus chief called Leon Daniels, who was given £444,000 for 'loss of office', and a £190,000 former surface transport boss named Garrett Emmerson, who got a payoff of £245,000.

TfL argues that a large proportion of last year's highest earners owed their remuneration to pay-offs and one-off bonuses, rather than regular income, and says the number of staff on basic wages of over £100,000 has slightly fallen in recent years. It claims that it pays market rates to attract top global talent.

Be that as it may, such free spending would perhaps be easier to stomach were TfL a model of solvency.

But in fact, it's almost comically dysfunctional. Indeed, under Mayor Khan's leadership, it increasingly finds itself mired in financial crisis.

The organisation, which has an annual budget of £10 billion, was more-or-less solvent two years ago, but now finds itself losing cash at a rate of around £1 billion a year.

Overall debts are more than £11



Khan's predecessor as TfL chair Boris Johnson, was a model of restraint.

He oversaw the employment of 27,501 staff on an average of a mere £70,615, at a total cost of £1.94 billion.

The press release also pointed out that the stewardship of the Labour Mayor, who took office in May 2016, has seen TfL employees on more than £100,000 a year spiral upwards at an equally stratospheric rate.

It has increased from 458 when Johnson left office in 2016, to 607 in the last financial year, which ended on April 1 — a 34 per cent rise.

The small army of TfL staff

per cent.

Like all TfL employees, they receive pension contributions of around 35 per cent of salary (three times the rate of local government employees) and free travel across the capital for both themselves and a member of their household, a perk worth £2,500 per person per year.

Meanwhile, the higher tiers of this pay pyramid contain staff on individual packages which seem, to a layman at least, astonishing.

Woodhead is a case in point. His £292,000 is around 3.5 times what the average UK company pays its customer services director, according to research by the recruitment firm

KHAN'S TfL GRAVY TRAIN!

billion, meaning it's unable to borrow further under local government rules, and inside City Hall there are fears they may be forced into the humiliating position of requiring Transport Secretary Chris Grayling to take over its management.

To blame are a combination of events that occurred on Khan's watch, from the phasing out of a £700 million-a-year government grant, to a somewhat reckless decision by the Mayor to freeze fares, costing around £640 million over four years.

Then there has been a drop in passenger journeys which caused him to underestimate revenue by around £230 million.

The latter fall, partly caused by more people working from home, was exacerbated by the gridlocked state of London's roads under Khan's reign.

With average traffic speeds of around 8mph, many Londoners are abandoning buses and choosing to walk or cycle instead.

Adding to problems is the impact of costly, politically motivated PR stunts, such as the decision to ban so-called 'junk food' advertising on TfL's network, at an estimated cost of £20 million.

Perhaps the most damaging misstep, however, concerns Crossrail, the £15 billion new Tube line that will eventually run from London's western suburbs into deepest Essex, linking Maidenhead and Heathrow Airport, with Paddington, Canary Wharf with Shenfield and Abbey Wood.

When Khan took office, the project was on time and budget. Its central section, which runs through the West End, was scheduled to be opened by the Queen this month.

But now it seems unlikely to open until late next year, costing TfL an estimated £600 million in lost revenue.

It's also running rapidly over budget, having required loans of almost £1 billion to stay afloat in recent months, and is expected to need 'hundreds of millions' more in the New Year, according to a Financial Times expose.

The delay is the subject of an investigation by auditor KPMG, appointed by Khan despite having worked extensively on the project, leading a former Tory Minister, Greg Hands, to claim it was hired to deliver a 'whitewash'.

In a second political row, Khan was accused of misleading voters and (crucially) the financial markets over its state of Crossrail.

At the centre of this kerfuffle is the fact that neither the public, nor bondholders who own Crossrail's debt, were informed that the opening deadline would be missed until



Top left: Stuart Harvey - on £318,000
Top right: Gareth Powell - on £313,000
Above: Brian Woodhead - on £292,137

August 31, when it was announced that another year was needed for 'safety testing'.

A week later, amid growing criticism of his stewardship, Khan informed the London Assembly he'd been blindsided about the problems by Crossrail managers, claiming he'd found out about this delay only some two days earlier. He was, he claimed, 'frustrated, disappointed and angry'.

However, Crossrail's then chairman, Sir Terry Morgan, sacked by Khan last week, has recently claimed that answer was quite simply untrue.

In a number of interviews, Morgan alleges he informed the Mayor that a delay was inevitable at a face-to-face meeting on July 19.

A nine-page document that he presented at that meeting is said to have stated that 'delivery in 2018 is not feasible'.

Although Khan denies telling lies, his regime (which he promised would provide 'the most transparent,

engaged and accessible administration London has ever seen') has spent the past two months blocking attempts by news organisations to gain access to the crucial document under the Freedom of Information Act.

Last Wednesday, the London Assembly's transport committee was therefore forced into the unprecedented step of issuing a summons for it to be published.

The contents, when they emerge, could be hugely important, because Khan is required by law to promptly inform the financial markets of any issues which may affect the value of investments held by Crossrail's bondholders.

The Financial Conduct Authority says it is 'aware of and is reviewing' the matter.

If Khan's reign were proving an untrammelled success, he could perhaps ride out this storm.

But in his first two years in City Hall,

knife attacks in London soared by 21 per cent, shooting incidents by 23 per cent, street robberies by 33 per cent, motorbike robberies by 50 per cent and murders by 44 per cent. There have been more than 120 murders in the city this year.

Khan blames government cuts to police budgets, though critics argue that there's nothing to stop him spending some of the millions he's splurging on staff salaries, at TfL and elsewhere, on employing more coppers.

He's also failed to fulfil other promises, including one to build 80,000 affordable houses a year (his tally in his first two years is 21,461).

On the transport front, he promised 'zero days of strikes', saying they were 'a sign of failure'. So far, there have been 18.

To opponents, the only area where he's exceeded expectations is social media usage.

He runs two Twitter feeds, two Facebook pages and two Instagram accounts, updated almost hourly with selfies, day and night.

In the first six days of this month, for example, a total of 93 pictures and nine videos of him were added to the feeds.

In the first two months of the year, to cite another example, they were jollified with more than 400 pictures and 61 images of Sadiq Khan. To celebrate International Women's Day in March, he posted 14 pictures and three videos of himself.

This New Labour-style spin has led critics to dub him Britain's most vain politician. Maintaining a 24-hour brand costs lots of money — supplied by taxpayers.

During his first year, 21 more staff were put on the Greater London Assembly payroll. During his second, another 93.

Over the two years, overall numbers rose 14 per cent, from 795 to 909. By November, the figure was 953 (almost 250 more than during the Boris Johnson era), costing an extra £9 million a year. The number on more than £100,000 was up by a quarter.

It has since emerged that he intends to hire almost 100 extra staff next year.

Meantime, the headcount in Khan's private office has increased by 23 per cent, from 48 to 59, since he took office. The cost of employing them is up by 60 per cent, from £3.8 million to £6 million.

These are big numbers, and opponents understandably wonder what all these people do all day.

But whether in Khan's own office or elsewhere across his sprawling empire, working for London's increasingly profligate Mayor sounds like very nice work if you can get it.

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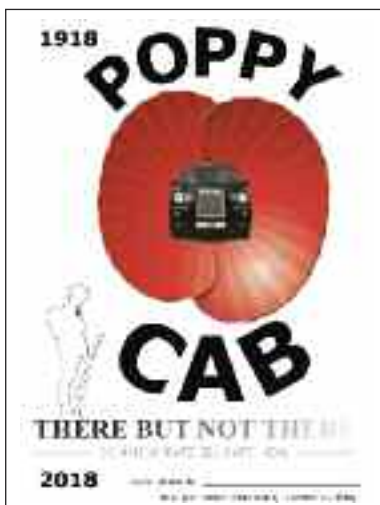
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POPPY CABS DO VETERANS PROUD



POPPY CABS SERVICE 2018
The gun sounded the start of the 2 minute silence as Big Ben struck the first note to mark the eleventh hour of the eleventh day of the eleventh month. We all fell silent. Here I was, surrounded by my fellow taxi drivers, their family and friends as we all marked this special anniversary.

Around 150 taxis were assembled on Westminster Bridge ready to return the veterans who were parading along Whitehall on this special Remembrance Sunday which marked 100 years since the ending of WW1. The Drivers were all Poppy Cab volunteers. Started in 2009 when just 14 drivers lined up on Westminster Bridge, Poppy Cabs has become something that, along with the Taxi Charity outings to Worthing and trips for War Veterans to Normandy and Holland, Underprivileged Children outings, Disney trip,

Children's parties plus many more, as one of the highlights of the taxi driver's year.

This is a time when the taxi trade says THANK YOU to all those military veterans who were prepared to give everything so that we could have the freedoms we enjoy today. Many of the veterans attend the parade to remember their fallen comrades in arms. Operating under the name of Poppy Cabs, London taxis once again provided free rides from all main line stations, Victoria Coach Station and the Victory Services and Union Jack Clubs, with special pickups made for those in wheelchairs and with severe ambulatory problems. Indeed, many veterans tell me that without the Poppy Cab service they would not be able to attend the Remembrance Sunday service at all. For example, veteran Thomas Holt born 11/11/17 had never been to the Remembrance Sunday service. He was brought in from Frimley in Surrey to mark his 101 birthday. One driver drove in from Gillingham in Kent to Acton to pick up a Polish veteran who had fought in the same campaign as his grandfather. The famous Chelsea Pensioners were there. Retired Gurkhas were brought in from Plumstead. Vintage taxis members of the London Vintage Taxi Association also helped make this a day of special memories. A count of the taxis dropping off within a 2 hour inbound period showed that



there were close to 1000 free taxi journeys provided. I have been helping with the pre-event logistics since 2009. It never ceases to amaze me the way the whole of the taxi trade comes together to honour our veterans. I have seen drivers from every one of our trade organisations, most trade suppliers, Knowledge students, plus friends and family of taxi drivers give up their valuable time to help out. It is always difficult to single out any individual, group or organisation when so many are involved. To them all I can only say, on behalf of the veterans who are so grateful, a big THANK YOU for all the time and effort you put in. Having said that I must say an extra THANK YOU to the small volunteer 'management' team who played such a big part on the day. You know who you are and what you did. I'd also like to say thank you



to the LCDC for once again supplying the hi-vis vests, Cabvision for sponsoring the printing of 10,000 flyers, plus all those who helped with getting our message out to all those who took part. Once again the taxi tradeshow what a big collective heart it has in helping so many people

commemorate 100 years since the ending of WW1. Next year marks 10 years since the start of Poppy Cabs. If I'm spared, I'll be there once again. Will you?

*Mike Hughes
Poppy Cabs Independent
Taxi Coordinator*

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Finance, fans, fights and fiascos!



So Crossrail, the largest infrastructure project in Europe, is going to cost up to 2 billion pounds more than budgeted, with no end date in sight.

I'm not sure how to view this other than a huge embarrassment. The problem is, nobody is prepared to carry the can. Department for Transport NO. TFL NO Mayor's office NO. No proper scrutiny, no accountability and no money to fill the £1 billion TFL shortfall.

When I was a kid, I used to believe that everything should be nationalised. That if it were publicly owned, then any profits would go back in... blah blah blah.

That isn't the way it works though. People are never as careful with other people's money. If there were shareholders involved in Crossrail, I am positive it would have worked out differently. As for Crossrail 2...

So, what did you Chelsea fans make of the Raheem Sterling story?

Not a good look. First of all, I don't think anybody is suggesting that fans applaud opposition players when they come to the sidelines but that video was

something different. I can't get away from thinking that his media portrayal as a flash bleep has played out in how he is vilified. I have been surprised by how well he has handled the whole thing. He put "clothes" on his argument when highlighting the difference between how two young players (one white and one black) were treated when buying houses for their respective mothers.



One was flash because he hadn't even played a first team game and the other was kind and thoughtful... I hope the media will be more thoughtful when analysing players. Mindful they are not being judged by their race but by their acts.

So would you like custard with that humble pie Mr Nestor?

I got it spectacularly wrong when I predicted the outcome of the Wilder/Fury fight a few weeks ago. I thought he was another white heavyweight dope. Propelled to a level above his capability on the basis of hope, rather than ability.

How wrong I was!!!
 Be in no doubt, his draw against Wilder ranks right up there as one of the biggest comebacks in sporting history.

To come back from a ban, drugs, mental health challenges and a 10 stone weight loss is absolutely staggering. Mr Fury, I apologise for underrating you. You are a genuine contender, with a huge heart. (Did you see the punch he got up from in the final round?) I don't think the world wants to see them fight again, neither do we wish to see Dillian White fight AJ again.

We want to see the two unbeaten heavyweights fight and we want to see it NOW. Somebody's "O" has got to go.

Finally, whether you voted stay or go, I think we can all agree that the whole thing has turned into a kind of Carry On movie.

27 nation states (The EU) can agree on a deal-well done. We can't even get one of the two main parties to agree their position respectively. It's a shambles and must diminish our international standing. Not that we are leaving, but that our Prime Minister, after saying this is the very best deal we could hope for, is now going around Europe in the vain hope they can agree a form of wording which would stave off what might turn out to be her final humiliating defeat.

We now know the delayed vote will take place before Jan 21st. It looks like more of the same in 2019, is it any wonder that great swathes of British society have lost faith in politics and politicians. Did anyone mention a Second Referendum??!

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ROBERT ELMS TALKS TO ELSIE, 97 ON CHRISTMAS EVE

A few weeks ago on Robert Elms' radio show, Robert was doing a feature on the People's Palace on the Mile End Road.

Today it is where Queen Mary's College is situated but back in the day it was the civic centre for the local area.

LCDC member Tony Lewis called the show and spoke to Robert and told him about the time his mother Elsie had to use the People's Palace for refuge after being bombed out in the Blitz. Robert was so taken with the story he asked Tony if his mum Elsie could call the show, which she did.

Elsie spoke to Robert on the show and told him that she was walking with her dad down Burdett Road when the air raid siren sounded. Elsie and her dad took shelter in the Alfred's Head pub. When the bombing was over Elsie and

her dad returned home to find the family home a pile of rubble. The rest of the family took refuge in their Anderson shelter, but unfortunately Elsie's sisters' legs got badly burned in the attack. It was three days before Elsie was able to locate them, and in the meantime the People's Palace was where people in Elsie and her family's situation went for food and clothing as they had lost everything.

After such an amazing story Robert asked Elsie if she would do him the the honour of recording the Listed Londoner for his show. This she was only too pleased to do, and you can listen to Elsie on the Robert Elms show on Christmas Eve.

Elsie, who is 97, celebrated 75 years of marriage with her husband Fred last year.

Photo: Fred, Robert Elms, Elsie and son Tony



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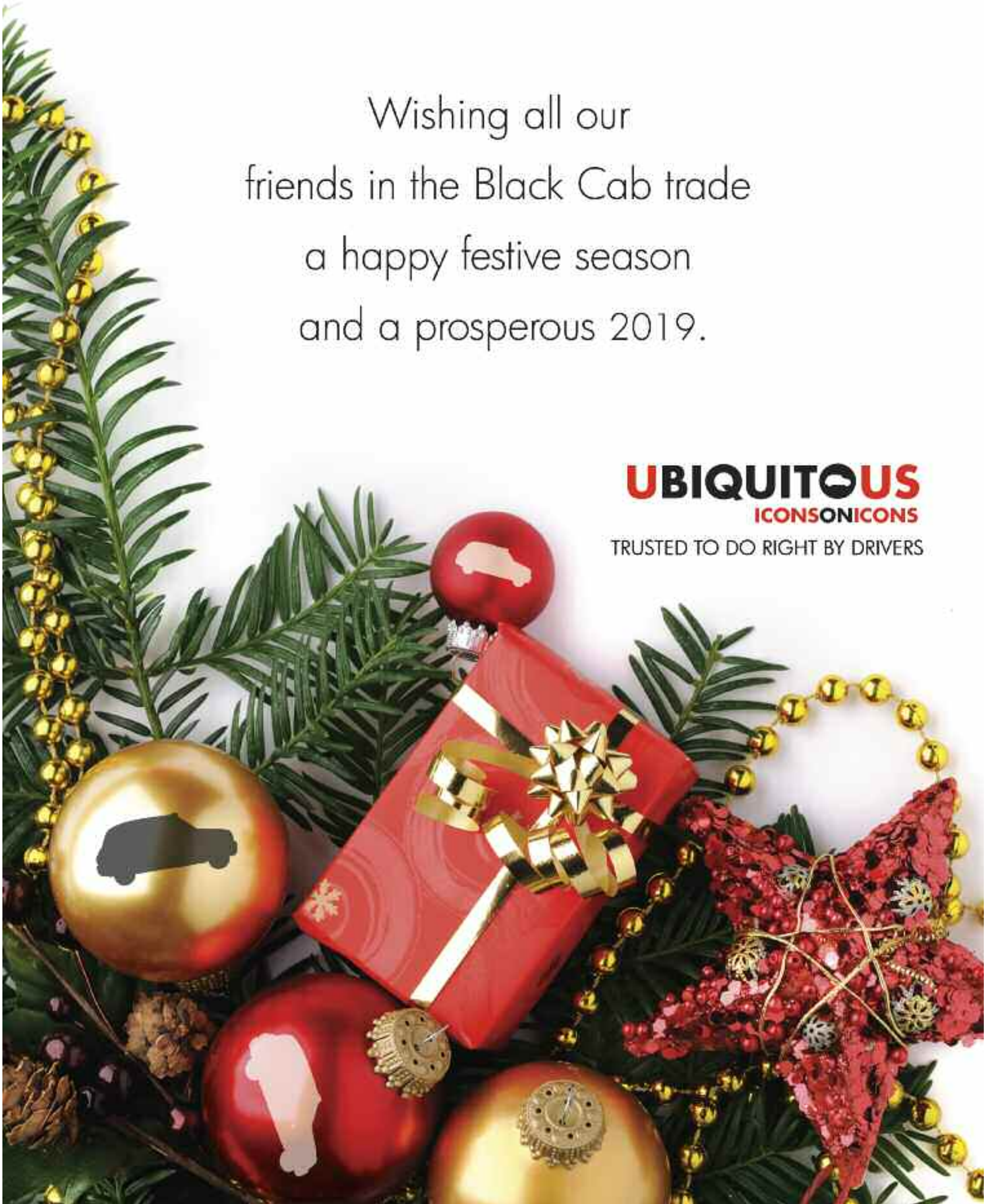
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London Taxi PR ends successful 2018 with its Christmas campaign, 'You can Drink, but let us Drive.'

London Taxi PR (LTPR) has launched its latest campaign, 'This Christmas, You can Drink but let us Drive,' targeting the festive period partygoers and those who are out celebrating at this special time of year.

The aim of the campaign is to encourage those who are partaking of any alcoholic beverages, be it at pubs, clubs, parties or social events to let the licensed London Taxis be their chosen vehicle of choice for their journey after these events. Thereby enabling them to enjoy their social drinking, but then afterwards partake of the safest and most secure mode of transportation provider, a licensed London Taxi, back to their final destination.

The campaign, which has gone live this month (December) on advertising screens throughout the London region in cooperation with digital roadside billboard specialists 8Outdoor Media and out of home media owners, Clear Channel.

The two media advertising companies have each provided advertising digital billboard & screen placements throughout London, with 8Outdoor Media providing some 20 large digital billboards, and Clear Channel 24 internal digital screens, which will be sited in venues in and around central London. The locations have all been picked for their close proximity to establishments that sell



alcohol, so the campaign, as with all of LTPR's promotional advertising, has been carefully and specifically targeted to achieve maximum potential coverage.

This latest campaign brings to a conclusion a hugely successful year for LTPR, which has seen several majorly significant highlights, including the

widely acclaimed 'The Knowledge' diversity campaign, 'I did it so can you.' This campaign encouraged people of all ages, creeds, ethnicity and gender to sign up to The Knowledge and undertake their journey towards becoming a licensed London Taxi driver. As a result, the Knowledge school saw a significant surge in

applicants and the campaign was extended with its success acknowledged in the highest of quarters.

Additionally, LTPR has also campaigned against the ULEV road restrictions, those implemented by Hackney & Islington Councils, and those being proposed by City of London and TfL.

2018 has also been marked with the achievement of two major awards for LTPR, winning Best Transport PR Agency 2018 – London, in the Business Excellence Awards organised by Acquisition International (AI) magazine, and an earlier award for The Best Public Transport Promotions Group – England, in the Air Transport Awards.

All the campaigns and publicity that has so far been generated by London Taxi PR has been funded by fellow London Taxi drivers as well as supportive companies and organisations. If anyone wishes to sign up and become a contributor to help support future promotional campaigns and advertising, they can do so by visiting <http://londontaxipr.com/donate/> and selecting which Direct Debit option they prefer.

LTPR would like to thank The LCDC their support and contributions, and all our supporters. On behalf of all at LTPR, a very, Merry Christmas to one and all, and a very happy, healthy, and prosperous New Year to all in the profession, our friends, families and readers of The Badge.

London Taxi PR. Passionate about promoting and preserving the iconic London Taxi trade and funded by London Taxi drivers who care about their industry.

For more information on London Taxi PR and their campaigns, please visit their website <http://londontaxipr.com>



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Airport matters

Taxi Feeder Park Electric Vehicle Charging Update – 9th December 2018

Currently, the charging units within the Taxi Feeder Park (TFP), as predicted, are rarely used.

The current price per kW is 30.9p. This is broken down by Heathrow Airports (HAL) cost of 25.5p, plus 20% VAT plus 1% for the SWARCO handling fee. This figure is due to rise to 32.2p per kW (inclusive) on January 1st 2019.

Paul Falcini and myself have been told by HAL's Landside Managers and the Income Manager for Other Regulated Costs (ORC), that they believe this price is competitive. Below you will see a breakdown of other Electric Charging company costs. This detailed information has been fed back to HAL. As you will see, the tariff set by HAL is far from competitive.

Chargemaster – Polar Plus

Free subscription for 3 months, then £7.85 per month. Unlimited access to over 6,500 charging points, with around 70% that are free to use. In London, we are able to charge on the 50kW chargers for 10.8p per kW inclusive of VAT.

Source London

Free subscription for 1 year, then £4 per month. There is a 30% discount for Taxi drivers, and charging costs are by the minute. For a 22kW charger it is 6.65p per minute, and 7.4kW is 2.52p per kW. These prices are inclusive VAT, on street parking charges and the 30% discount. There is an additional 0.7p per minute added for chargers in Camden, Kensington and Chelsea and Westminster Boroughs.

Pod-Point

These can be found in many public car parks, supermarkets and businesses. Charge points are 7kW or 3kW and free to use. Terminal 2 car park has 21 7kW chargers. Terminal 3 car park has 3 7kW chargers. Terminal 4 has 4 7kW chargers. Terminal 5 has 3 7kW chargers. That is a total of 31 chargers located in Heathrow's public car parks, all of which are free to use. ESB - EV Solutions Free subscription for 1 year, then £4 per month. There are only 6 chargers available (within the North and South Circular), at 25p per kW inclusive of VAT.

Ecotricity

No subscription costs, and 30p per kW. If you are an Ecotricity customer, the price is 15p per kW inclusive of VAT.

There are no chargers available within the North and South Circular. Back in November, Paul and I put forward the proposal to allow drivers to exit the TFP south and charge at the Authorised Vehicle Area (AVA). HAL asked us to write the process. This was agreed by HAL and APCOA, and has been in place for a month now - details of how it works are available in the Cabin. The AVA have 20 charges available – 12 of which take under an hour, and 8 that take a couple of hours. There are, however, issues with these chargers. Zapinamo, the company that runs these units, never had them installed to their full capacity, as they never expected to get the usage that they are getting now. There are many times whereby only 5 vehicles can charge at any one time. If too many vehicles are connected the power supply is also reduced, meaning it takes longer to charge than it should. Zapinamo are looking to get the increased power supply to ensure all of their units are running efficiently. These units are free to use until June

2019, but a £1 an hour parking fee is payable. We have also recently spoken with UK Power Networks (UKPN). They have been undertaking some work on the power supply that sits under the board in the TFP south. They are due to replace some of the power boxes in January 2019. Incidentally, none of these boxes supply the TFP. We have asked them, whilst they are doing this, are they able to install enough power to cater for 22kW chargers to accommodate the TFP south. UKPN have said 'just let us know what you want' and they will do it for us. HAL have been informed of this. Paul and I have given HAL possible ways for them to recover their costs whilst ensuring that a sensible price per kW is charged to the driver. HAL's Income Manager for ORC has forwarded our communications up the ladder, yet to date there is no open dialogue from them to review the tariff or discuss installation of adequate power supply.

Brian Nayar and Paul Falcini.

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Double delight for Wilkey

Haisam Ali and I D Hill made it a good night at York Hall

On Saturday night at the world famous York Hall in Bethnal Green, LDC's own Professional Boxing coach Alec Wilkey had 2 of his boys boxing.

First up was Haisam Ali, having his first fight for TeamWilkey. Haisam was up against the very tough MJ

big left hooks, but he managed to sustain the big attacks and see the final bell.

Last up was I D Hill, he was matched with Reece Smith from Barking Essex. This promised to be a lively exchange and I D was on



Hall from Brierley Hill in the West Midlands. It was over 4 rounds and Haisam dominated the fight right from the start. In the first round Haisam was catching Hall with some

Smith right from the first bell. I.D caught Smith with some big head shots and came out the clear winner of the first round. In the 2nd round, after clearly getting instructions to



now switch his attack to the body, he caught Smith with a big left hook to the body to which Smith went down and didn't recover, the referee signalled the end.

Alec spoke to The Club after the fights and said "I'm well pleased with the boys performance. Haisam, although I have managed him for the last year, this was his 1st fight with me, I'm impressed with his talent and he should go a long way in the sport. As for I.D, I was over the moon with him, he's been working hard in the gym and has showed a massive improvement since his last fight. I can tell The Badge tonight that I've managed to secure a

Southern Area Super-Lightweight Title fight against the Champion Miki Sakai, which will take place on 9th March on The MTK Show at The Brentwood Centre".

Alec also told The Badge of the up and coming fights for early next year, Zoe Hunter-Smith will be appearing on the Mo Prior Show at The York Hall on 9th February, Haisam Ali will on The MTK Show at The York Hall on 23rd February. On the 9th March on The MTK Show in Brentwood we have the return of Jack Healy and also Lewis Smith, both on the same show as I.D Hill's Title fight.

We are still waiting for a date for our new signing, Eddie Hussain.



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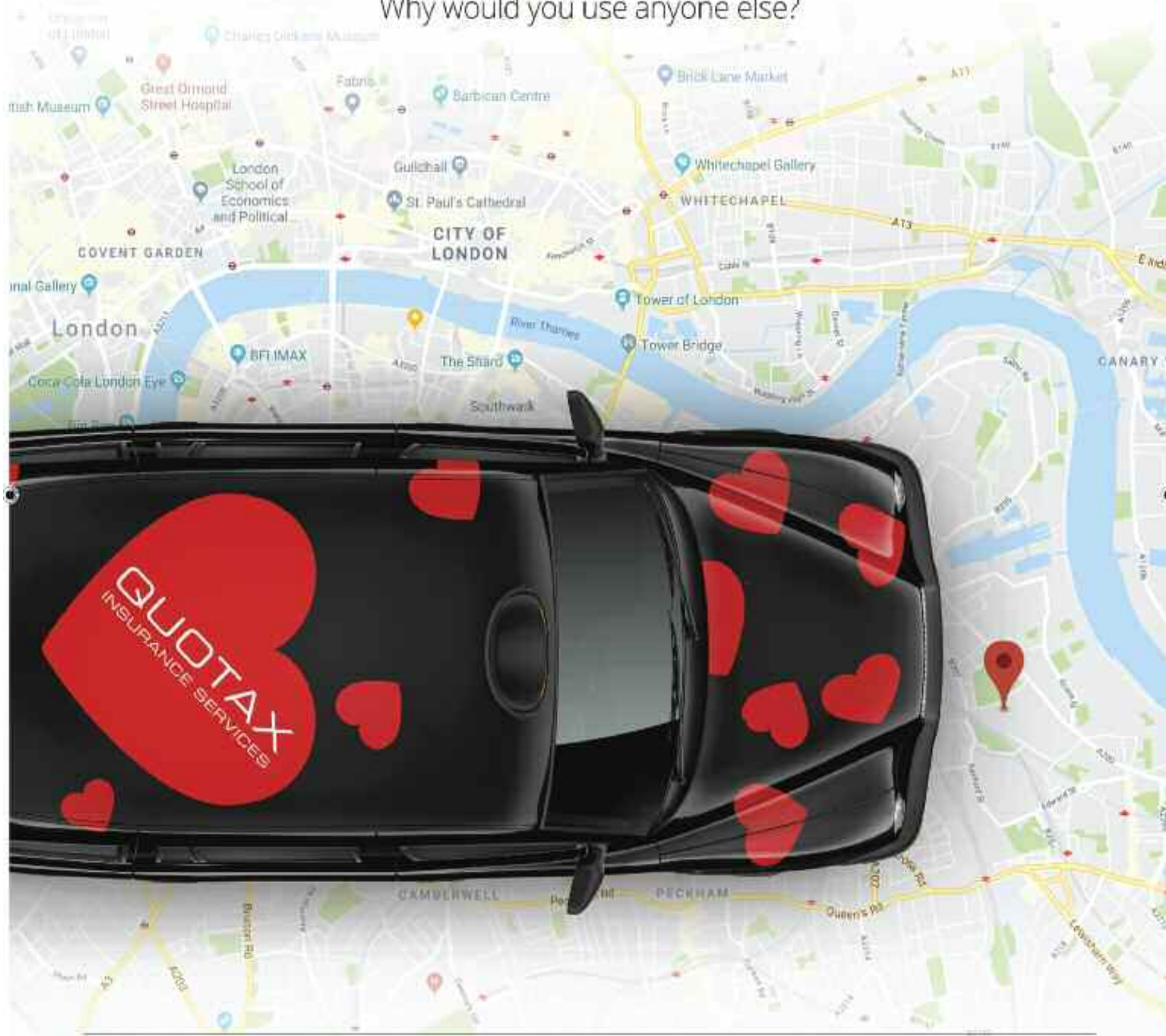
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