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Issue 274 November 2019

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PH LICENCE FRAUD MAKES YOU SICK

Anyone who watched the BBC expose on the fraudulent issuing of PH licences could not have helped feeling sickened to the stomach.

Even more galling was that it was only three years ago that a similar scam was exposed highlighting fake medicals and topographical tests / exams. Some two thousand drivers had false medicals and despite saying all would be recalled by TfL, our understanding was only 150 drivers were recalled.

The way in which TfL regulates our industry is nothing short of a disgrace. It is no coincidence that since the Surface Integration Programme was introduced by our old friend Leon Daniels in 2013, when he disbanded the singular Taxi & Private Hire directorate within TfL and lumped us in with cable cars, congestion charge, etc, it has deteriorated beyond all recognition.

The LCDC was the ONLY trade

organisation to oppose this at the time and this has proved to be the unmitigated disaster which we predicted.

We simply cannot continue to be regulated by this shambolic, inefficient overblown quango commonly known as TfL anymore. So far this year, TfL have licensed another 13k new PH drivers - how many of these licences have been fraudulently obtained?

In an ideal world we should be removed from TfL and a new independent Taxi & PH Authority would be set up under the Met Police.

Unfortunately, this is never going to happen as the current Mayor is running a deficit close to £1bn this year and he needs every penny from the PH licence fees and PH C Charge he can lay his hands on.

*Grant Davis,
 LCDC Chairman*





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LCDC PUT UBER ON THE BACK FOOT

Lawyers demand answers on UBER booking process before licence decision is made by TfL and Mayor

On 5 June 2019 John Halford, of Bindmans LLP, wrote on the LCDC's behalf asking Transport for London (TfL) to investigate what appears to be a widespread, serious and systemic problem involving both Uber London Ltd and its sister company, Uber Britannia Ltd.

Following subsequent exchanges, TfL's General Manager of Taxi and Private Hire, Graham Robinson, wrote to Uber requesting further

comments.

As you can see from Uber's expected response, 'the claim is wholly without merit and, as such, should not be granted permission' - it is not a situation they relish.

On the contrary to Uber's protestation, it remains our opinion that TfL have a duty to establish the legality of operations and answer our concerns.

The Club has instructed John to respond.

Uber

Uber London Limited
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First Floor, 2 Leman Street
London E1 8FA

16 September 2019

Graham Robinson
General Manager, Taxi and Private Hire
Transport for London
Second Floor, Zone 2G2
230 Blackfriars Road
London SE1 8NW

Dear Graham,

Thank you for your email of 16 September 2019, requesting further comments on the correspondence from Bindmans LLP on behalf of the London Cab Drivers Club Ltd ("LCDC"). We consider that the claim is wholly without merit and as such should not be granted permission. Accordingly, we would not in the ordinary course propose to respond in great detail to Bindmans' letter, which has been served on us as an interested party. We have set out the information below in order to provide TfL with visibility as to our initial views on the letter before action.

In terms of the allegations made against ULL and Uber Britannia Limited ("UBL") in the letter, the purported concern centres around an allegation that UBL does not make provision 'from' premises which have been licensed. We are confident the allegations are misconceived, as the 70+ relevant local licensing authorities have concluded for themselves. Bindmans' letter concludes by suggesting that "it may be that ULL and UB(L) have compelling answers to the concerns [in the letter]" - we believe we do and have outlined these below.

NOTHING TO SEE HERE!

'We consider that the claim is wholly without merit and as such should not be granted permission'
Jamie Heywood, ULL Director, UBER



John Halford, of Bindmans LLP



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Stop talking about it and JOIN!

Hundreds of London minicabs could be 'working illegally'

BBC undercover investigation has exposed colleges cheating the required tests

Hundreds of London minicab drivers may be working fraudulently after buying qualifications, the BBC has found.

Drivers must sit mandatory exams to get a licence. But a BBC undercover investigation has exposed colleges cheating the required tests.

Transport for London (TfL) said it would immediately investigate at least 1,667 applications in light of the evidence.

TfL, the licensing authority, said it was "deeply concerned" by the findings.

The growth in taxi booking firms such as Uber have seen the number of private hire vehicle licences in use that were issued in the capital surge by 86% between 2011 and 2018, from 61,200 to 113,645.

Under the cab application process, along with a criminal record check and medical test, drivers must sit a topographical exam and an English test at one of eight official TfL testing centres.



Secret recordings show manager Gerti Qamili accepting money to cheat exams

Evidence of these exams can also be accepted via other qualifications including BTecs, which are usually taken at private colleges and centres.

The qualification can be used to gain a minicab licence from many councils across the UK.

One of these colleges, Vista Training Solutions in Newham, east London, offered to take the tests for several BBC researchers for £500 per BTec.

At a mandatory English and maths assessment answers

were read out to eight candidates taking the BTec fraudulently.

Registers were falsified before the online BTec exam was taken by the managers on the candidates' behalf.

The researcher, who had neither attended any classes nor completed an exam, received a BTec level two certificate in Introduction to the Role of the Professional Taxi and Private Hire Driver.

Another undercover BBC

researcher, who had also done nothing other than pay, subsequently received a certificate stating he had passed his BTec level two.

Vista was one of the several centres the BBC heard was facilitating fraudulently obtained qualifications.

During undercover filming Gerti Qamili, a college manager, bragged he had helped "over 300 students" fraudulently achieve the qualification.

The scam had been successfully winning licences from TfL for more than two years, Mr Qamili said.

He warned the researchers "not to tell anyone that someone does the test for you".

Vista Training Solutions has received more than £1.5m since 2018 for apprenticeships.

Ofsted singled out the college for "ensuring that the training meets the needs of the industry" in a monitoring report in December last year.

Caroline Pidgeon, deputy chair

of London's Transport Committee, said: "Passengers are getting into those vehicles, and they need to know they're safe.

"To hear parts of that (qualifications) are being forged around London, that's not right, that's really worrying and TfL need to get a grip on this."

Helen Chapman, a director at TfL, said: "It is deeply concerning to learn that some colleges or schools could be illegally providing certificates.

"We will support the relevant authorities with any wider investigations into these organisations. We will take immediate action against any driver identified as fraudulently obtaining a licence."

TfL said all new applications in which the topographical test had been taken at a private college rather than at one of its eight official examination centres had now been put on hold.

The Mayor of London Sadiq Khan whose office oversees TfL said: "This was a very serious breach."

He added that TfL would be working with the police to investigate any rules that had been broken.

"The reason why it's so serious is because we know that in the past there have been examples of serious criminal offences committed," he added.

Vista Training Solutions said it was shocked by the allegations, which it said would be a violation of its policies, as well as a crime. It added it would be launching its own internal investigation.

Mr Qamili and Abdalla Jamac, who the company claimed were responsible for the BTec level two taxi course, are no longer working at Vista.

Both were contacted by the BBC but refused to comment.

Story courtesy of BBC



Minicabs licensed by Transport for London
Private hire vehicles (PHV) only licensed drivers

Deja vu - **Totally Faking** London

LICENCE TO ILL

Investigation reveals dodgy GPs getting cash to help minicab and Uber drivers fake medical test over fitness to drive

From The Sun, 2016

ROGUE GPs are coining it from minicab and Uber drivers by lying on vital forms about their fitness to carry passengers.

Three doctors caught by The Sun were happy to sell a faked medical all-clear — required to get an official cab licence.

They were meant to have performed check-ups. But one did not bother with any tests at all.

Tonight the General Medical Council was horrified.

Chief executive Niall Dickson said: "We will investigate the evidence gathered by The Sun as a matter of urgency."

A Sun man posing as a would-be driver visited three cab firms across London who knew which doctors he needed to see.

Our man joined a queue at the surgery of Dr Ashraful Haque Mirza in Morden, South London.

A driver on his way out told him: "I live in Southall — my GP there said £150 and I have to wait eight days. Here it takes five minutes and £50."

"You see that fella going in before you? He's here for the same thing."

The doctor hurriedly filled out the undercover reporter's forms, simply making up the results of blood pressure and eyesight tests.

Like the other GPs we nailed

he ticked a box saying he had access to our man's full medical history, which was a lie.

At one point the reporter told him: "When I get tired my vision gets a bit blurry."

Dr Mirza, 42, said: "Right, OK. Fine"

He carried on filling in the form before handing it over, saying: "They won't give you any problems with that."

Our man paid him £50. At Brentford Station Cars in West London the minicab centre brought in a doctor.

Our man was 21st in line to see Dr Abdi Greek, 50, whose surgery is in Hounslow.

He never asked about any illnesses and took £80.

Another doctor in Barking, East London, also agreed to sign off our man's forms and falsely declared he had seen his medical history.

Transport for London, which requires all 100,000 private hire and Uber drivers in the capital pass the medicals, said: "We take all allegations of fraud very seriously and will investigate."

Uber said: "The Sun should be commended for this expose."

"There should be tough action against any GP who has falsified medical certificates."

"Any test centres which have been found to cheat the system should be closed down."

Labour MP and Transport Committee member Graham Stringer said: "This is a serious

scandal which is putting the public at risk."

Dr Greek, from Hayes, West London, claimed he "always"

asked candidates for medical histories.

When informed we had secretly filmed him his

response was: "OK, that's fine." Dr Mirza, of Streatham Hill, South London, refused to comment.



How The Badge reported on the fake medicals back in 2016

TESTS to check cabbies know English and can read road signs are also being rigged, The Sun's probe found.

The written exams are called Topographical assessments. ZedCarZ minicabs in Surbiton, South West London, is one of more than 100 accredited centres across the capital that conducts them. Owner Zed Juneja fills answers in for drivers at his computer and prints certificates off, giving them an official Public Carriage Office stamp. He told our undercover reporter: "The test is nothing. Don't worry, I'm going to do all the paperwork for you." At another minicab firm our man was handed the answers by the examiner for £80. The charge to similarly cheat at New Apollo Minicabs in East Ham, East London, was £100. Transport for London introduced the English language test for private hire and Uber drivers last month.



The age of mass electric motoring

Is the world ready for an electric car revolution? What's behind the mass switch to EVs, why it is happening faster than expected and what the implications are for business, consumers and the world?

The road to the future

In Silicon Valley, Teslas are everywhere. They are in the car parks of tech companies, sitting in the driveways of pastel-coloured homes and gliding up the hills of San Francisco.

Living on the doorstep of the world's most famous electric car company, you could be forgiven for thinking that they have conquered the globe. The reality is that they command just 2pc of the global car market - but one recent endorsement shows how far they have come.

When Top Gear host Chris Harris tested a top-of-the-range version of Tesla's Model 3 in June, the racing driver described the battery-powered car as "the traffic light king - an AK-47 disguised as a butter knife".

His words came after the Tesla beat petrol-engined Alfa Romeo and BMW sports cars in a drag race, and was only pipped at the post by a similarly fuelled - and far pricier - Mercedes. It has taken decades and hundreds of billions of dollars of investment from the world's biggest car companies, but the age of mass electric motoring is finally dawning.

Although most experts believe the internal combustion engine will continue to dominate globally for some time to come, from Beijing to Bristol and Boston, sales of EVs are racing higher.

It is possible the switch could happen faster than some have predicted. Is the world ready?

In a major new series this week, the Telegraph examines the rise of EVs, the implications for consumers, for industry, governments and for geopolitics as lithium-ion batteries replace oil as the fuel of the future. The UK has reached a tipping point for electric vehicles

Last week, Prince Harry parked up at Windsor Castle in his brand new grey electric Audi E-Tron. His father beat him to it by more than a year when the Prince of Wales bought the all-electric Jaguar I-Pace in August 2018.

Justin Benson, head of automotive at KPMG, thinks we are approaching a tipping point. "The car industry is at a unique moment for the adoption of EVs. We could be looking back in the mid-2020s and saying 'wow', what happened then?" Benson thinks that in the UK EV sales could outstrip petrol or diesel engines within a decade: "Sales of EVs in the UK have doubled in the past year, and a lot of that is down to people buying an EV as their household's second car," he says.

"People have realised that if they have got their main conventional car for the drive to Devon or wherever to see family, then their second car doesn't need that sort of range if it's being used to just go to work in or as a runabout."

Environmental concerns will also drive uptake, both from motorists and car manufacturers themselves. New EU regulations mean that from 2021 the average emissions for company car fleets will be 95g of CO₂ per km driven, with fines of €95 (£82) per car registered for companies that miss the

target. Similar rules are being applied in the other main car markets of China and the US.

Moody's calculates that the 12 biggest car manufacturers jointly face fines of up to €11bn for missing CO₂ targets without serious change to their product ranges.

"Car companies have taken a

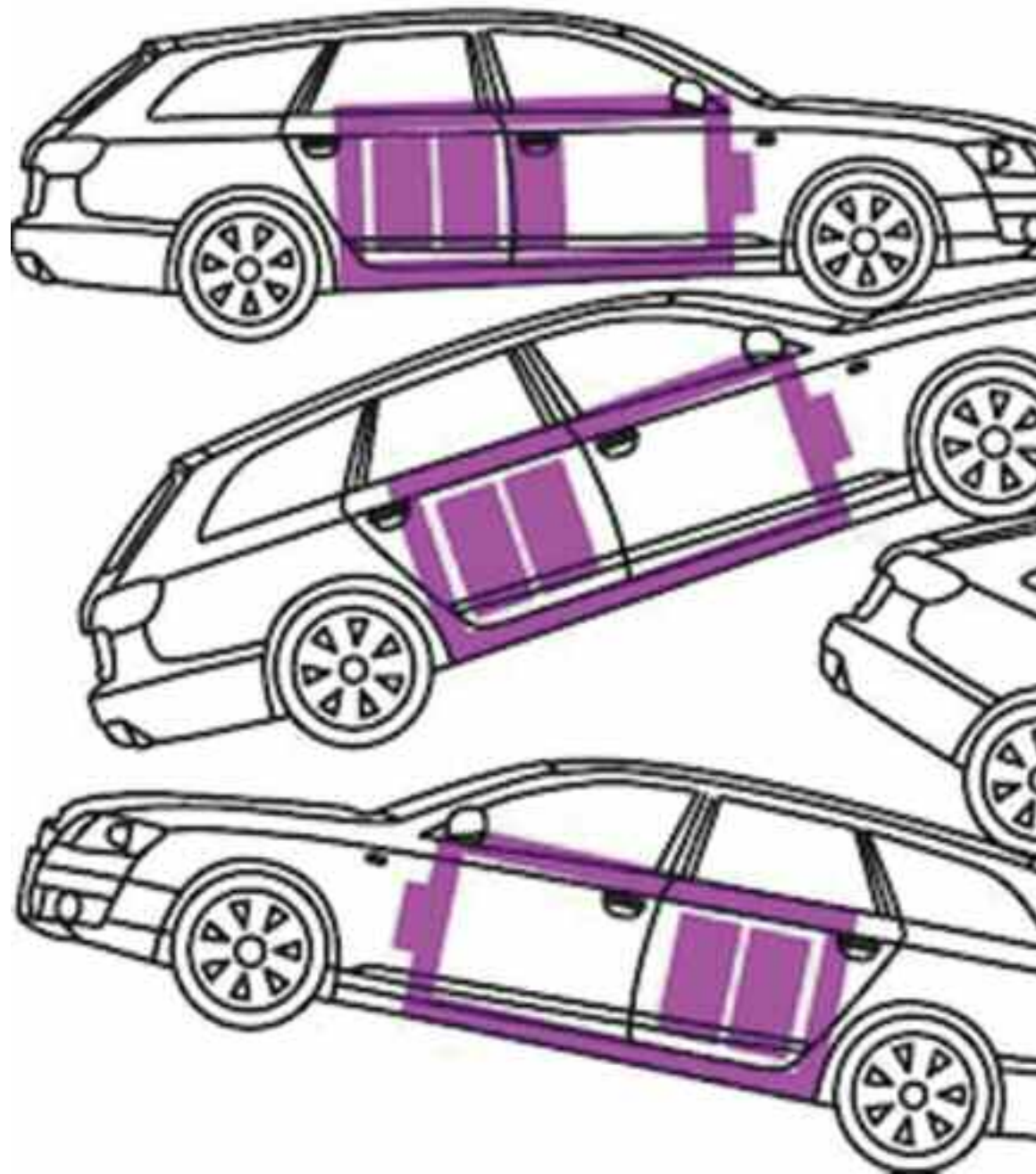
Morningstar predicts that on a total cost of ownership basis, EVs will also be cheaper to own and run by 2025 as battery prices - which account for a third of the cost today - continue to fall.

However, that does not mean everyone will suddenly start driving them, cautions Tim Urquhart, principal automotive

costs £35,000 and has a range of just 250 miles in ideal conditions.

High costs mean global adoption is likely to be slower than in developed markets such as the UK and Norway or in China, where big subsidies are being offered to accelerate the transition.

In the UK the Road to Zero



look at their environmental impact and it was pretty sobering for them," Benson says. Increased environmental awareness, highlighted by campaigns such as the recent Extinction Rebellion protests, means there is a greater public awareness of the benefits of EVs. Price is still an issue for many

analyst at IHS Market. "Yes, Top Gear was good for electric vehicles but it doesn't alter the fact that the Tesla Model 3 is still a premium segment car." He dismisses Tesla boss Elon Musk's claim that the Model 3 is the vehicle that will bring electric motoring to the masses, pointing out that even the cheapest version

decarbonisation strategy includes banning the sale of new cars powered by diesel and petrol by 2040, and ministers could impose further taxes to push drivers into EVs.

However, government subsidies might have their limits until purchase prices of EVs fall to close to

is here. But is the world ready...?

conventional cars. It would take a brave government to price motorists off the road, with one industry source describing it as “electoral suicide”. Experts are divided on when electric cars will go truly mainstream. So when will the shift take place? Predictions of the moment when global sales of EVs match conventional vehicles generally start in the mid to late 2030s.

Bloomberg New Energy Finance -

hype of EVs with all the new launches and massive investments in electric drivetrains and platforms by car manufacturers.”

Although about €300bn has been pumped into EVs over the past few years, throwing huge sums of money at the technological challenges is unlikely to shave off much time from the average car development cycle of seven years it takes to get a new product from the drawing board to the

the best placed to handle such upheaval. Reeling from the “dieselgate” scandal, the German company is pumping more than €30bn into electric vehicles.

Even if there isn't natural demand for all these new electric cars, the industry will create it, according to Urquhart. “Companies will move them on to the market, just to keep their factories going,” he says. “Whether that means cheap lease deals, getting them into company fleets, car sharing expansion, working with councils, whatever, they will find a way - they have to.”

It's not as simple as making more electric cars to make them cheaper, however

However, Deloitte cautions of what it calls an “expectation gap”. Mike Woodward, the consultancy's automotive lead, warns that this could mean failure for new EV players. “The number of potential manufacturers seems unsustainable ... something will have to give if supply significantly outstrips customer demand.”

Governments would also face another difficult financial decision - how to plug the gaps EVs will create in revenue generated by fuel duty.

The IFS calculates that it generates £28bn a year in the UK alone. Some of that cash could be recouped through new taxes and road tolls, potentially eliminating some of the running cost advantages enjoyed by EVs.

There are other barriers to greater uptake of electric vehicles, such as charging infrastructure. According to a study by petrol refining group Fuels Europe, if all new vehicles were battery powered from 2040, between €630bn and €830bn needs to be invested in the European electricity generation, transmission and recharging network by 2050. The trade body - whose backers clearly have a vested interest - also calculates that electricity demand from EVs being recharged would eat up about a sixth of EU's total output, requiring major spending on new generation capacity, whether from renewable sources or polluting conventional ones.

Another assumption is that prices of EVs will continue to fall. Certainly, as the vehicles become more widespread, economies of scale and improvements in manufacturing technology appear to make this likely.

But there's also a chicken and egg problem here, according to Timm Schulze-Melander, industrials analyst at Reburn, with motorists holding off buying in greater numbers because of “range anxiety” and concerns over

whether the infrastructure will be there to support EVs, thereby limiting any price falls.

He believes battery technology is at something of a plateau, meaning EV ranges are unlikely to rise significantly unless there is a technological breakthrough.

Petrol cars won't vanish overnight. Although battery prices are coming down - they accounted for 57pc of an EV's price tag in 2015 and Bloomberg expects this to drop to just 20pc by 2025 - it will do nothing to ease drivers' fears about being stranded by a zero charge level and no plugs in sight.

There are plenty of cautionary voices within the industry who believe EV market will take time to reach maturity.

“I was at the Frankfurt motor show when loads of EVs were launched,” Urquhart adds. “I saw the electric version of the Corsa being revealed. It costs close to £30,000 and that seems to be the entry price for electric cars.

“Who's going to buy one when you can get a petrol-engined version of the same car for £10,000 less?”

Urquhart argues that - at least in the near term - true electric motoring, whether in fully battery-powered cars or plug-in hybrids that have a small battery allowing for short periods of zero-emission electric propulsion, is likely to remain in the premium price bracket.

But that doesn't mean there aren't savings to be had from EVs, despite their higher initial cost to buy or lease.

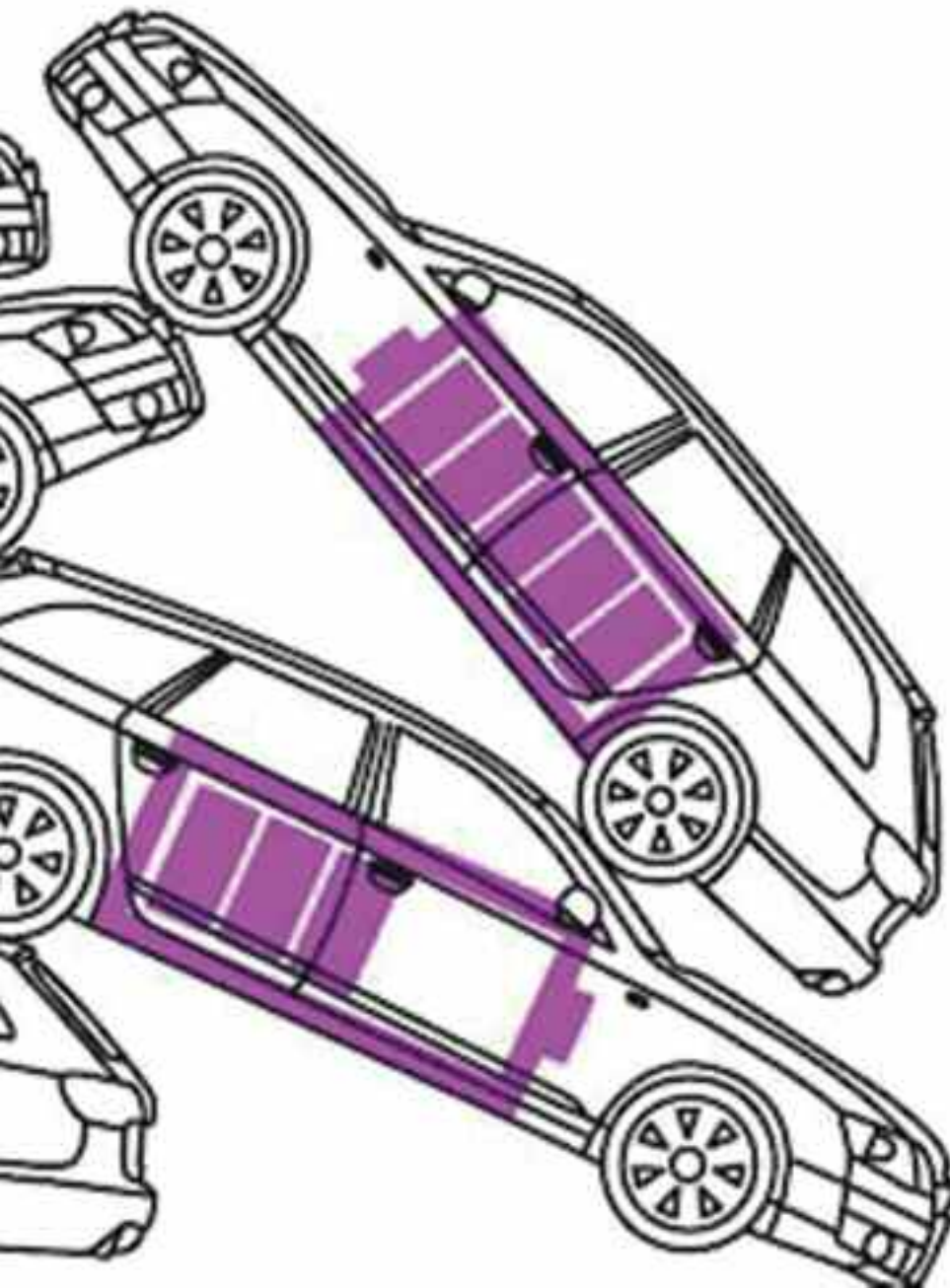
For more people to make the switch, a “trusted source” is required, according to Schulze-Melander. “You can have the sticker price being an approximation of parity for EVs but what you want to hear is from your friend or neighbour about how charging their electric car cost them £56 all year - that's not even the price of a tank of diesel,” he says.

The analyst also cautions that total cost of ownership calculations assume a residual value for EVs, but as they are largely yet to move into the secondhand market in significant numbers this remains little more than guesswork.

“People talk about mass adoption of EVs but what does that mean. Is it 10pc? Or 20pc?” says Schulze-Melander. “If we are talking 50pc that's a long way off. The industry will be ready for it at current rates.

“One thing's clear though. We are a very, very long way from full electrification. The 50pc level - that's a human generation away, and beyond any investor horizon.”

Courtesy of The Daily Telegraph



which admits it has “holds the most aggressive view on EV adoption” thinks that by 2040, 56m passenger EVs will be sold - equating to 57pc of the total, and 30pc of the fleet on the roads will be electric.

Others are less optimistic. Urquhart says IHS is “at the bearish end of the forecast range”, adding: “A lot of people are getting caught up in the

road.

Another factor is that car factories are still geared up for conventional engine production, meaning huge sums are needed to retool.

VW Group, which battles with Toyota for the title for the world's largest car maker by each making some 10m vehicles annually, is probably one of

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Uber in fatal crash had safety flaws say US investigators

An Uber self-driving test vehicle that hit and killed a woman in 2018 had software problems, according to US safety investigators.

Elaine Herzberg, 49, was hit by the car as she was crossing a road in Tempe, Arizona.

The US National Transportation Safety Board (NTSB) found the car failed to identify her properly as a pedestrian.

The detailed findings raised a series of safety issues but did not determine the probable cause of the accident.

The safety board is expected to make that finding when it meets on 19 November.

The findings, released on Tuesday, may also be used to help shape recommendations for the developing autonomous driving industry. The sector has come under sharp scrutiny in the wake of the accident.

The fatal crash occurred in March 2018, and involved a Volvo XC90 that Uber had been using to test its self-driving technology.

Just before the crash, Ms Herzberg had



been walking with a bicycle across a poorly lit stretch of a multi-lane road.

According to the NTSB, Uber's test vehicle failed to correctly identify the bicycle as an imminent collision until just before impact.

By that time, it was too late for the vehicle to avoid the crash.

"The system design did not include a consideration for jaywalking pedestrians," the NTSB said.

The report also said there were 37 crashes of Uber vehicles in self-driving mode between September 2016 and March 2018.

In a statement, Uber said: "We deeply

value the thoroughness of the NTSB's investigation into the crash and look forward to reviewing their recommendations".

Earlier this year, prosecutors ruled that the company is not criminally liable for the death of Ms Herzberg.

However, the car's back-up driver could still face criminal charges.

Dash-cam footage released by police after the incident appeared to show the vehicle's back-up driver, Rafaela Vasquez, taking her eyes off the road moments before the accident.

Further records from the streaming service Hulu suggested that Ms Vasquez had been streaming a television talent show on a phone at the time of the crash.

Following the crash, authorities in Arizona suspended Uber's ability to test self-driving cars on the state's public roads.

The company subsequently pulled the plug on its autonomous car operation in Arizona, although the company later resumed tests in Pennsylvania

Courtesy of BBC



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Police arrest 24-year-old 'minicab driver high on drugs' after horror crash

A bus driver who died in a horror crash between two London buses and a minicab was a grandfather-of-seven who spoke to his daughter on the phone just minutes before he was killed.

Kenneth Matcham died and 15 bus passengers were injured when a Skoda pulled out of a side road in Orpington last night and collided with two buses at around 10pm.

The car's 24-year-old driver was arrested on suspicion of death by dangerous driving and drug driving as emergency services dealt with a scene of devastation in the south-east London suburb.

Trapped, injured passengers had to be freed from the bus, with three of those injured now in a serious condition in hospital.

Mr Matchem's grieving daughter Shelley Gardner today told how her father had spoken to her on the phone just before he set off on his route.

Ms Gardner said: 'He was on his break and called me to ask me if I'd taken the kids out trick or treating.'

'I told him that I had and he said 'where's my pictures then?'

'I sent them after I'd spoken to him. I made the kids get back in their Halloween outfits to take photos and send to dad and I'm so glad that I did that.'

'He always complained that I



never sent him a Christmas card on time so I told him that I'd gone out and bought one on Monday. He laughed and said 'It's only October!'

Ms Gardner said her father 'didn't have a bad bone in his body' and 'would do anything to help anyone'.

She added: 'He was a lovely man and life won't be the same without him. We'd gone to Turkey in June to celebrate him turning 60 and had a great time.'

'He absolutely doted on his dog Cookie. Cookie is getting on a bit now so didn't need a lot of walks but loved sitting on dad's lap. He still waits by the door and looks out the window waiting for him to come home.'

London bus drivers have started a JustGiving page to raise money for Mr Matchem's family.

Shocking photos from the crash scene this morning show the wreckage of the buses being recovered from the road, which was strewn with shards of metal and glass.

Local resident Ross Philpott, 42 said: 'There was a big smash and we heard a strange noise at about 10.10pm. It went on for a really long time. We went outside and it was carnage everywhere. It was like something out of a movie scene. The guy who died I think was under the bus. There was nothing we could do. Some

ladies came out and brought blankets and water. Most of the people involved were stuck in the bus and it was probably safer for them to be in there.'

'There was one guy talking on the phone who said he was thrown from the bus. He got away with bruised ribs, he was in shock. Another passenger kicked a window out of the bus to get out but most felt safe to stay on there.'

London Fire Brigade Assistant Commissioner Graham Ellis said: 'Firefighters rescued several casualties from the buses and immediately undertook first aid, being joined by colleagues from London Ambulance Service. Firefighters

also made the vehicles and surrounding area safe.'

A Met Police spokesman said: 'Detectives are appealing for witnesses and footage following a fatal road traffic collision in Orpington.'

'Police were called to Sevenoaks Road in Orpington at 22:12hrs on Thursday, 31 October following a report of a multi-vehicle incident.'

'Officers, the London Fire Brigade and the London Ambulance Service attended and found two buses and one car in collision.'

'The driver of one of the buses, believed to be a 60-year-old man, was pronounced dead at the scene. His next-of-kin have been informed. Formal identification and a post-mortem examination will take place in due course.'

'Paramedics also treated 15 casualties at the scene. Three of the casualties are being treated for serious injuries, and the remaining have minor injuries.'

'The driver of the car, a 24-year-old man, was arrested at the scene on suspicion of causing death by dangerous driving and drug driving. He was taken to a south London hospital as a precaution before being taken to a south London police station where he remains in custody.'

Courtesy of Mail Online

Victim's family 'disgusted' Croydon tram crash driver will not be charged

A member of the family of a Croydon tram crash victim says they are 'disgusted' by the news that the driver is not to be prosecuted.

The tram, carrying 69 passengers, overturned near the Sandilands stop during the morning rush hour on of November 9, 2016. Seven people lost their lives, and more than 50 were injured.

After three years of inquiry the Crown Prosecution Service has decided that the driver will not be charged with gross negligence manslaughter. No charges for corporate manslaughter will be brought against the tram company, Tram Operations Limited, or Transport for London.

A member of one the family of one of those who died, who did not wish to be identified, told ITV News: 'We are disgusted

with the Crown Prosecution Service decision.

'Transport for London state that every journey matters, obviously this one didn't.'

Detective Superintendent Gary Richardson, who led the British Transport Police investigation, said: 'For the past three years, my team have been working to uncover exactly what happened on the morning of 9 November 2016. This has involved simulating the circumstances of the derailment, speaking with hundreds of witnesses and collecting thousands of individual pieces of evidence. It has been a complex investigation undertaken by the Force.'

'We know that this latest update may not be the news that many, including the family members who lost loved ones, had hoped for.'



He added that BTP will continue to work with the Office of Rail and Road as it investigates whether health and safety laws were breached during the incident. The force will begin to work with HM Coroner to prepare for the victims' inquests. Jenny Hopkins, head of the special crime and counter terrorism division at the Crown Prosecution Service said it had

'carefully reviewed all the available material' before concluding that the evidence 'did not support a prosecution'. The CPS added in a statement that there was 'no compelling evidence that the driver had done anything which he ought to have known could adversely affect his concentration'. Law firm Osbornes Law, representing Andrzej

Rynkiewicz, whose wife Dorota died in the crash, described the decision as 'devastating for many of the families'.

Ben Posford, a partner at the firm, said: 'Understandably the police wished to explore every avenue and gather potential evidence, but for the bereaved families the process has meant an interminable wait for answers as to what happened to their loved ones and why.'

He called for an inquest into the deaths to be 'an open and transparent process' to explore the 'systemic failures that led to this tragic event'.

TfL said it has implemented a number of safety measures since the crash, including a permanent speed reduction, better signage at sharp bends and a device that detects when a driver is distracted or fatigued. *Courtesy of ITV.com*



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How cabbie Glen went back to the drawing board

This is my story...

I will always remember the day when I got my badge.

After a four year slog with the Knowledge, I finally gained my place in this exclusive club. I was now a proud black cab driver!

I'll never forget the feeling that it had opened a new door for me. My early career had already ended and I was happy knowing that I would now have a secure future.

Before I even had the idea of doing the Knowledge I worked as a technical illustrator in the car industry and I quickly recognised that technology would cut short this particular career path. This was proven to be the case when I was made redundant at 26. I determined that I never wanted to be in that position again and decided to follow my brother and cousin into the cab trade to become my own boss.

10 years on and advances in technology have been biting again. Work is not as stable as I'd hoped, and not knowing what to do next I decided to do what I enjoyed the most. I went back to the drawing board, literally.

I'd had an idea niggling me from the day that I had got my badge. I've always wanted to buy pictures or paintings of the cab trade but I could never find what I was looking for. Nothing



seemed to show the study of the knowledge for example, so I thought why not have a go at drawing them myself.

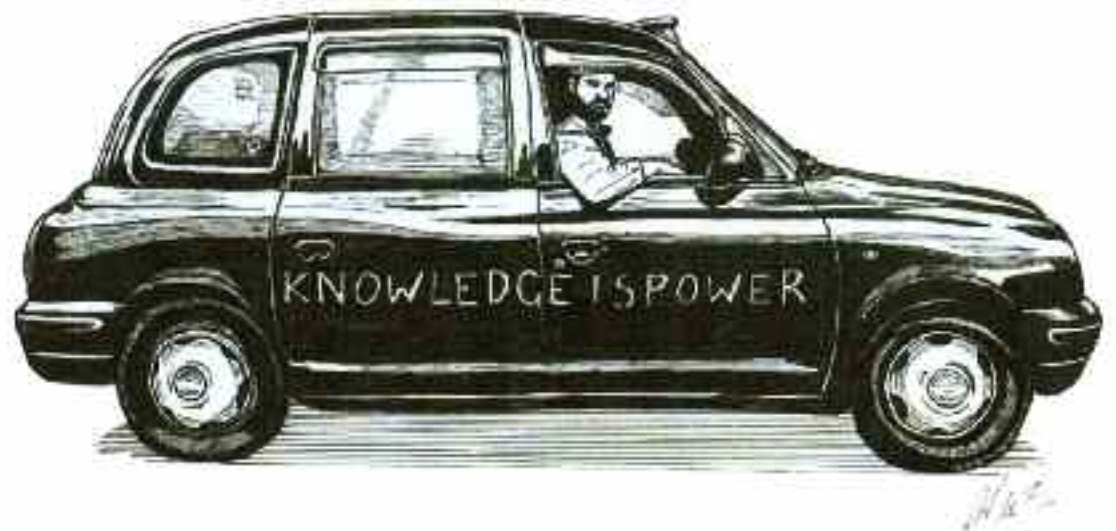
The first drawing that I created was a side view of my taxi with me in the driving seat and the play on words, 'Knowledge is Power' scrawled along the side. This picture for me represents the cab trade perfectly.

After creating a number of drawings I showcased them on Instagram and was pleasantly surprised with the positive reaction they received. I felt

quite optimistic that I could sell them and thought a London market would be the perfect place for this. You will find me at Greenwich Market every Sunday. I love having the opportunity to meet and speak with my customers face to face (something I also enjoy being a cabbie).

This venture allows me to use my art to portray the journey of a cabbie. I had found it hard at first to deal with the attacks on our trade, but drawing has helped me turn a negative into a positive. I know that whatever the future holds, I will be able to present it in the respectful light that it deserves. Long live the black cab trade! Be Lucky

(Instagram #beluckydesigns / www.beluckydesigns.co.uk (coming soon))
Regards
Glen Marquis



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EURO 6 is the future_ but not for us

Cast your eyes over the array of these Euro6 diesel vehicles and have a long hard look at them.

Once you have studied them all, what Euro6 vehicle do you think is not acceptable to buy, let alone operate in London? By now, as a London taxi driver, you would probably fully understand the hypocrisy unfolding here. Since 2018 the London taxi trade has been banned from purchasing any Euro6 diesel taxi.

With only the choice of one alternative vehicle available, the trade has seen the number of taxis coming off the road hit alarming numbers due to the age limits and the ill-advised scrappage scheme. We have also had to endure a monopoly for some 19 months and last week the trade saw the new

Dynamo fully electric taxi come on stream (albeit only one vehicle) on the road at present.

Whilst we all wish to work together in controlling the toxic air in London, the way in which the trade has been treated here is nothing short of disgraceful. There were over 10k diesel PH vehicles licensed for the first-time last year, which equates to over half the size of the taxi fleet.

The LCDC made submissions to the Mayor's office and TfL demanding that until we had a proper choice of greener vehicles available to us, we should still have been able to purchase a Euro6 Mercedes Vito taxi. In fact, I have recently spoken to Mercedes, who inform me that there is even a cleaner, greener EuroD- Vito taxi

available now.

On my way into work last week I was flabbergasted to hear on the radio an advert telling me that if I was a microbusiness (like us?) we could get a £3,500 grant to buy a Euro6 vehicle.

Imagine the number of drivers who would have traded in a Euro5 taxi for a newer greener Euro6 Vito and get £3,500 grant from the Mayor. With a newer, greener fleet combining LEVC, Dynamo and Euro6 Vito taxis, there would never have been any need for a decrease in our 15-year age limit.

It's just a crying shame that the Club seems to be the lone voice out there in all of this shambles.

Grant Davis, Chairman LCDC

MAYOR OPENS £23M VAN SCRAPPAGE FUND FOR MICROBUSINESSES AND CHARITIES

22 February 2019

• **£23 million scheme opens today to help London's microbusinesses and charities scrap older, polluting vans and minibuses**

• **Option to receive £6,000 towards scrapping and using towards running costs of a new electric model or £3,500 to scrap and fund cleaner transport alternatives**

• **Fund aims to help microbusinesses and charities prepare for the 24-hour, seven-days-a week ULEZ in central London from 8th April**



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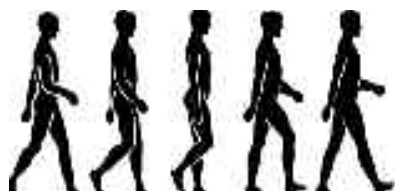


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Walker on the March...

SHOULD I BUY A TXe?

Over the last three years, I have argued long and hard that it makes no sense to invest in a TXe.

I didn't and still don't trust the manufacturer. I change my cab every three years as it is doubled with my son and every LTI cab I've bought since my last Fairway was a heap of crap that I worried about driving out of warranty. In fairness, I bought one of the last Euro 5s and it has been a very good cab.

One of my major concerns was that the manufacturer crowed a year before the TXe went on sale, about how it was good news for drivers that the battery was not going to be sold with the cab but rented for a few quid a week to alleviate concerns about battery degradation. Then just before it went on sale – good news for cabbies; the battery is to be included in the price with a five year warranty. It begs the question – why?

Nor did I trust the manufacturer claim of projected fuel savings. They have never got remotely close to the real fuel consumption of their diesel cabs – always making optimistic figures at least 40% above the actual.

In short, I had no reason to believe that a TXe bought today will still be mechanically sound in 15 years time.

THEN THERE IS TFL!

For starters, TFL actions inspire no confidence that because a TXe bought today is given a promised 15 plates, it will actually be the case. Lots of drivers bought cabs without a limited lifespan and then found later that they had a 15 year limit.

Lots of current drivers bought cabs with a 15 year life that has been subsequently been reduced to 14, 13 or 12 years.

Bearing in mind the TXe can run on petrol and VW alone expect to have well over 50 different electric models available within four years. Who is to say that TFL won't decide to phase out REEV vehicles, change their mind to pure electric and reduce the life of the TXe to 10 years or less.

In addition to that, who can say for sure there will be a viable taxi service in five years time anyway? TFL have allowed Uber and lesser Apps to drive a train through the rules. The result is that through this and predatory pricing (illegal in itself) they have caused the virtual collapse of Addison Lee (AL). Once AL go, monopoly of the PH market will follow and then lead to less choice and higher prices for customers.

have been a nice little windfall for the manufacturers. LEVC were able to factor in the grant and Dynamo and Mercedes can follow the leader.

NOW I HAVE TO EAT MY WORDS

I stand by everything I have stated above and in the past but I've just bought one anyway. Our cab was four years old with 160,000 on the clock. How much longer would it last?

started to think about it. It's a ridiculous £935 a month.

After I'd had a lie down with a cold sponge on my head, I started to think about it. My Euro 5 was £783 per month. Although that was only for three years, the reality is that I would have used it for part ex on a euro 6 if there had been no changes to the rules. Then, in another three years I would have part-exed it again and each time the repayments would have increased.

pay a monthly subscription of £9 per month.

For all that, it looks very much like we will be saving around £400 per month.

Others have written about the drive itself so I won't waste much time. It has some minor niggles but overall the drive is quiet, smooth and easy. I've only driven it for just over a month and already I could never go back to a TX4. It's a vehicle that can compete with PHVs for comfort on long journeys



The regulator doesn't have the bottle to rescind Uber's licence and allows it to continue to work in our on-demand market with lower regulatory costs. Now the regulator is attacking our tariff, telling us we are too expensive, even though we have to buy and run the vehicle that they dictate.

It's taken Uber about six years to see off Addy Lee. I wouldn't bet that they cannot do the same to us within another five years unless the regulator grows some.

Under the combined circumstances above, who would invest £60,000 in a taxi? Mind you, that may have been less if the Mayor hadn't announced the grants before the manufacturer had priced the cab. That must

I thought about converting it to LPG but that would only be a stop-gap measure anyway. Do-able to keep an older cab on the road maybe, but a four year old cab?

There was no way I was going to buy it on HP though. My reasoning was that if I take it on a lease, it comes with a warranty that will see us through the first four years or more and the battery warranted to the end of the lease.

We took the part ex in cash and that has now been invested. In five years time it will be more than sufficient to make the balloon payment (unlikely to happen) or serve as the deposit on a new cab if there is still a trade to operate in.

The repayments were a shock at first but then I

Even so, the difference in monthly payments is £152 per month between two of us. Our insurance has increased significantly but I'm fairly sure that will be fully compensated by the longer service intervals and reduction in road tax.

What has really gob-smacked me is our fuel savings. We have just received our first statement for electric charging on the street. In our first month, between us we have saved £450.

Off that, we have to deduct £6 per month to recoup the cost of a home charging unit (£349 after grant). Also, we are currently on a 3 month trial with Polar that reduces the cost of charging and once the trial is over, we have to

as well as retaining the taxi's traditional advantage over PHVs in town.

The climate control and intercom actually work. Oh, and the heated driver seat is going to be a godsend when the winter arrives.

I don't say this will work for everybody but for us it seems perfect. I charge the cab when I finish at night and then my son takes it out during the day. We both commute in and out on petrol. My son either charges on the street (if he can find a charger while he stops for lunch. He gets back early enough and I leave late enough to recharge between shifts. I only work short shifts so I usually drive on electric until the last hour or so when I drive on petrol.

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Illness Monthly benefit paid	max. 65% annual income up to £25,000	max. 65% annual income up to £50,000	max. 65% annual income up to £100,000
Max period for which benefit is paid (Accident or illness)	12 months	12 months	12 months
Temporary Total Disablement as a result of stress or back illness	max. 65% annual income	max. 65% annual income	max. 65% annual income
Deferment period	4 weeks from inception	5 weeks from inception	6 weeks from inception
Excess period before claim payments start	None	None	None
Alternative Transport	£5,000	£7,500	£10,000
Legal Costs Loss of driving or hire & reward licence	£500	£500	£500
Cost per Month	£15	£20	£35

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■ HEATHROW AIRPORT REPRESENTATION

With our reps at the airport working

hard on the trade's behalf for a fairer, and more safer future at Heathrow.

■ RANKS AND HIGHWAYS

The LCDCC attend the Joint Ranks committee, working hard for more ranks and more access for the taxi trade in London.

■ CAB TRADE ADVICE

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

■ TRADE'S FUTURE

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

■ CAB TRADE REPRESENTATION

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

■ VEHICLE MANUFACTURERS

The Club works alongside LTC and Mercedes to deliver a vehicle that meets

our standard as a London taxi driver. Recently we have held meetings to work against the ULEZ strategy and the introduction of taxi age limits.

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FORZA BAR ITALIA!

I can't honestly remember the exact year I stumbled across the door of Bar Italia in Soho's Frith Street, but I like to think it was around the time I first read the book 'Absolute Beginners' by Colin MacInnes, so that would be the early to mid 80s I guess?

I mention the book, because it became my 'life manual' for a year or so back then and so I took up jazz and good clothes all the while spending as much time as possible in Soho. I seem to remember the door sometimes being closed then and it taking a bit of nerve to walk in, as it looked and sounded like a private Italian members club from the outside looking in. I guess I was afforded a warm welcome however because I would always go back there when in the area and when I became self employed at the start of 2008, I began using it as my West End office really, arranging to meet people there, or simply sitting down over a cappuccino or three whilst writing up ideas for future projects.

The two 'Barista' I fondly recall behind the counter then were Luca and Dini. Together they were a very strong team and also funny if you got them in a good mood. Eventually by sitting there on a very

regular basis, I got to know general manager Paola and Antonio who was the face of the owners in the daytime.

In time I would end up working for the family, but that is another story for another time.

For now in 2019, as the Bar celebrates 70 years at number 22 Frith – or Froth Street as some regulars call it – I thought I would look back at the history of this iconic piece of the naughty square mile that is Soho.

The first owners Lou and Caterina Polledri arrived in the UK from Piacenza, Italy. At first they opened a 'spit and sawdust' cafe on Long Acre for the traders in nearby Covent Garden fruit, veg and flower market.

There has been a large Italian community in and around Clerkenwell as well as Soho, since the late 19th century. Famous cafes and restaurants began life in Soho from the 1930s like Gennaro's and Bianchi's, which is now Little Italy next door to Bar Italia.

During the Second World War, due to the Italian fascist dictator Mussolini aligning himself to Hitler, Italians living here had it tough at a time when suspicion was

everywhere.

Mobs attacked Italian establishments and Italian men between the ages of 16 and 60 were rounded up and interned on the Isle of Man, even though many were born here in the UK. Many wives were left to tend to families and to also keep businesses afloat whilst the men were away.

Many of the interned were later deported to Canada and Australia. Tragically 471 Italian men lost their lives when a German submarine sank the ship they were on 'The Andorra Star' on its way to Canada.

Following the end of the war, the Italian community began to return to the catering trade. Lou and Caterina saw an opportunity to open in the heart of Soho, where they knew there was a thriving 'Italian Quarter'. To secure the lease, the couple borrowed £50 from an ice man (remember there were not many fridges back then so ice was delivered daily) and soon after the Bar opened in 1949. It served great coffee, when even good coffee was hard to find, and this was eventually made from one of the first Gaggia coffee machines in the UK.

Very quickly, the Bar became a social centre in the days of only a few

telephones, never mind the Internet. Messages were left at the Bar by families back in Italy advising of births, deaths and marriages. The scores of all important football matches could be discovered and jobs were found by word of mouth among the customers, when work was scarce

for those of an Italian background. Waiters in between shifts would sit and tell stories of back home, in the one place that felt like home.

Style wise, the Bar Italia was state of the art upon opening and, very little of what you see today 70 years on has changed. The famous terrazzo floor, over which millions of pairs of feet have walked, was laid by the family's Uncle Torino, and the distinctive Formica is the same more or less from when first installed. Sure, it has been remodelled a few times, after all 70 years is a very long time, but the family have been careful to not tinker too much with it.

Along with the neon clock and the blue plaque dedicated to John Logie Baird,

who discovered television in a flat above the Bar in 1926, both situated on the front of the building, the most iconic item on show has to be the poster of one time world heavyweight boxing champion, Italian American Rocky Marciano, which hangs behind the counter.

Rocky was in London in the mid 1960s, and befriended Lou and Caterina's son Nino, Antonio's father. Rocky told Nino he was fed up of hotel food and longed for good old fashioned Italian home cooking. Nino took him to his Caterina's house where she served up Risotto and Polenta and some home made wine. Rocky was content and slept for a few hours after.

When he sadly died in a plane accident in the summer of 1969, Rocky's wife Barbara sent over the poster in the same year, as a token of friendship and a thank you to the Polledri family for looking after her husband on his visit. It has hung in the Bar ever since.

As mentioned earlier, football is a big part of the life of the Bar.

'La Domenica Sportiva' and all that.

As we all know, no other sporting occasion captures the public's imagination like the football World Cup. Take for example, 1982. One old television and no air conditioning was not a good combination with a Bar packed to the rafters full of Italians shouting and willing their country on.

The humidity then killed the telly. The customers then wanted to kill Antonio, who was standing there in his white apron. Thinking life preservation, he very quickly borrowed a television from Bianchi's next door. Good job he did, as the Italian team went on to win the cup. Pasta was then thrown out of the windows like confetti to celebrate with the large crowd below crowded in the street.

There was even a bigger crowd for the final again featuring Italy in 1994. So big in fact that it made the front page of the following days newspapers.

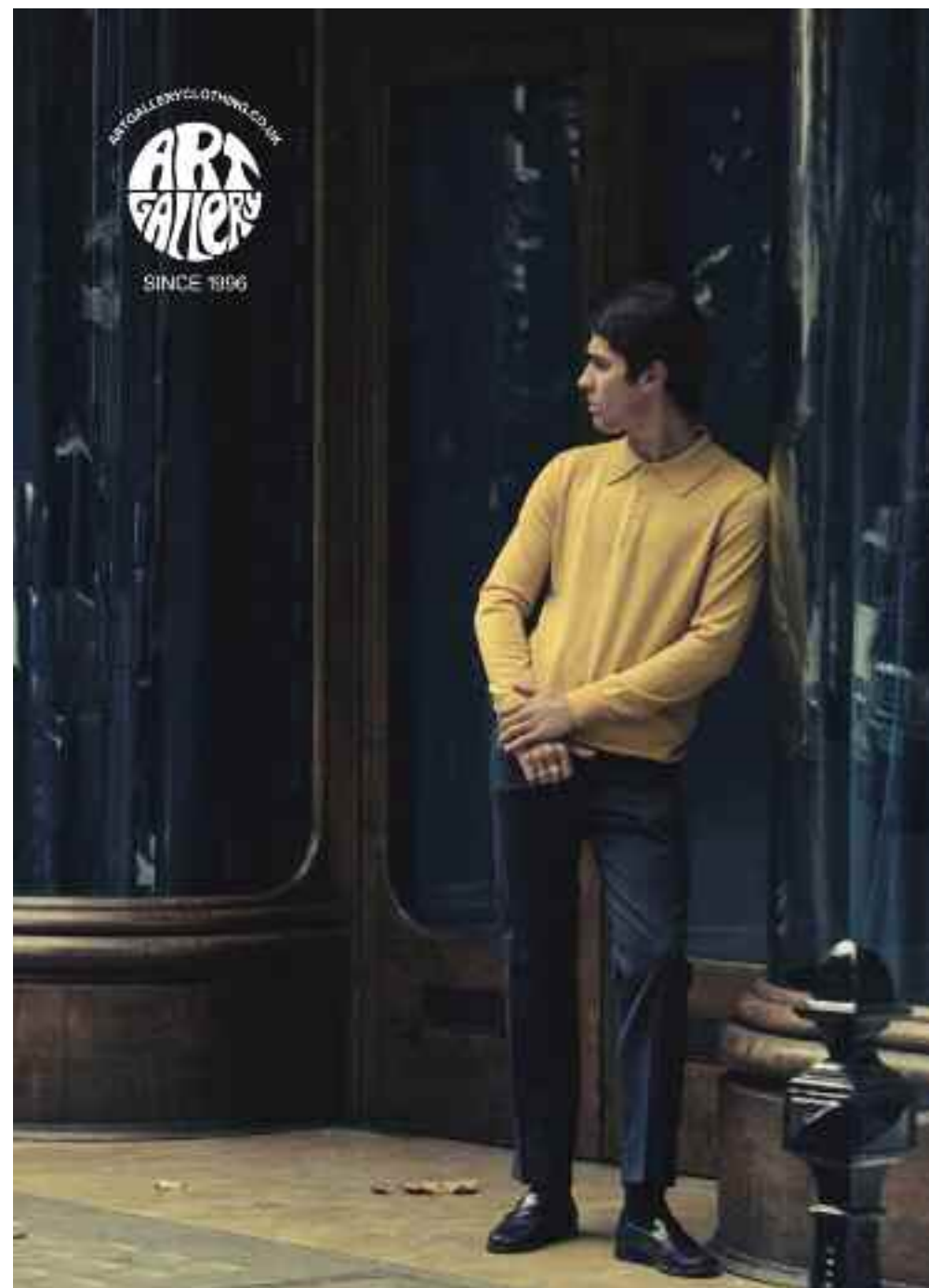
Along with football, the other sport loved by the Bar is cycling, with both the Giro d'Italia and The Tour De France shown live daily. Riders, Mark Cavendish, David Millar and Sir Bradley Wiggins are all regulars in the Bar, both as punters and friends of the family.

Famous faces from TV and film come and go in the Bar too, from Francis Ford Coppola to Dustin Hoffman, Paul Weller to Martin Freeman, but the owner's value their regulars, those who pop in for their daily fix of coffee before, during or after their days work or play.

I always say when Bar Italia closes, Soho will be finally finished. It is simply an institution.

Let's hope and pray that day never comes.

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THURSDAY'S FATAL CRASH WASN'T AN ACCIDENT, IT WAS A CONSEQUENCE OF AN INADEQUATE REGULATOR!

TfL have scandalously played fast and loose with public safety. It's not probable that there will be more deaths, it's inevitable.

Inevitable as we wait for more private hire drivers with fake criminal history/medical checks, bus drivers allowed to moonlight night and day as minicab drivers, to kill members of the public.

TfL HAS BLOOD ON THEIR HANDS.

Emergency vehicles stuck in 24/7 gridlock!

Virtually every scheme that TfL have implemented since 2000 has resulted in chronic congestion and added pollution.

How on earth was London run by London Transport for all those years on a fraction of TfL's budget?

Where is the accountability and where does the money go?

The alleged unchecked licence applications, perceived malfeasance and inadequate management from TfL, is now resulting in deaths and serious life changing injuries. People are dying because of the poor quality of the regulator and bias from both TfL and the Mayor.

Thursday night, south East London, crash involving an alleged TfL registered Minicab with two buses. One dead...fifteen injured.

A TfL registered minicab driver has been arrested for driving whilst high on drugs. Ask by news agencies if this latest incident involved a TfL registered Private Hire Driver, TfL refused to comment or make a statement.

It's been alleged that the registration number of the Private Hire Vehicle was removed from the TfL licence checker within minutes of the death crash last night.

Is this another example of TfL covering up for their

major stakeholder?

TfL have consistently refused to distinguish between Taxis and Private Hire when it comes to collision data/passenger assaults/fraud... this attitude in itself gives a distorted vision of the real problem facing public safety.

But again, TfL have never held public safety as paramount, especially when its concerning a certain on-line ride share app.

Buses and cycles have been given priority (in the name of safety) on certain London road systems and yet KSI figures have trebled.

TfL are now to reduce speed limits to ridiculous levels on major main roads. If this continues, we may eventually see traffic crawling

along at walking pace, while unchecked, unregistered cyclists tear about like lunatics, mowing down unsuspecting pedestrians.

Segregated Cycle lanes have been implemented by TfL and the Mayor, in the name of safety and cleaner streets... yet the NOx levels on the embankment have sharply risen in the wake of the added congestion, plus cyclist casualties have tripled.

TfL are sweeping these accidents under their carpet But, it's not just TfL!

Not content with putting people's lives at risk on an everyday basis, discouraging visitors to London and adding hours to working people's commute, Camden Council intend to go further and close even more streets.

How is it we let these unaccountable people play with people's lives?

We've seen the contempt that Camden's councillors (particularly Adam Harrison) holds London's safest passenger transport in.

As streets are given over to buses and cycles, with all other traffic excluded, we have seen a plethora of bus/pedestrian collisions, caused by buses driven dangerously.

We've also seeing an increase in the number of pedestrians mowed down by irresponsible, unregulated cyclists

In Tottenham Court Road, ambulances driven along the segregated cycle lanes, or on the pavement have become a regular sight, necessitated by

manufactured congestion, the result of ill-considered planning by Camden Council.

It's time now for the London Assembly (GLA) to step up to the mark and thoroughly investigate the consequences of the actions of the Mayor, TfL and it's commissioner, directors and managers, plus the actions of local council planners. Most new schemes have been implemented with no impact assessment whatsoever.

This present situation can't go on completely unchecked...people are dying on the streets of London, due to the inability of TfL to regulate sensibly.

Is it really incompetence? or is there something more sinister going on behind the scenes?



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LEVC APPOINTS NEW HEAD OF RETAIL

The London Electric Vehicle Company is delighted to announce the appointment of Daniel Cross as Head of Retail at LEVC London, its flagship dealer in the UK. Daniel will be responsible for managing and overseeing all dealership activities at Brewery Road as LEVC continues to expand its business.

Joerg Hofmann, CEO of LEVC, comments on the appointment: "We are pleased to welcome Daniel to the team, he brings with him a wealth of experience and a strong track record in successful dealership management as we continue to grow our



network and prepare the market for the introduction of a new electric van next year."

Daniel has worked with a number of franchises such as Volkswagen, Jaguar, Land Rover, Aston Martin and Porsche with his most recent positions being held at retail groups such as Inchcape, Pendragon and Jardine Motors.

About LEVC

Since 2014, GEELY has invested more than £500m into the London Electric Vehicle Company (LEVC), allowing it to build an entirely new manufacturing facility in Ansty, Coventry. LEVC manufactures the

world's only purpose-built, range extended electric taxi from its state-of-the-art factory and its future vision as the leading European green commercial mobility solution provider.

Since January 2018, over 3,000 electric taxis have been produced, having already prevented 6,800 tonnes of CO2 from entering the atmosphere and as a result, saving 850,000 litres of fuel. By 2022, the Ansty facility will be working at full capacity, building 20,000 vehicles a year that include the TX Taxi, TX Shuttle and the LCV, a new electric urban van which will be launched in 2020.

- London EV Company (LEVC) records its second-best month ever, with sales of 333 taxis

- Over 3,000 electric TX taxis built and sold since 2018 launch

- Company set to grow further in 2020 with the launch of a new electric van

- Consistent planned growth supports LEVC's strategic objective of being the leading European green commercial mobility solutions provider

- For more information on LEVC go to www.levc.com

The London EV Company (LEVC) achieved another strong sales month in October selling 333 electric TX taxis, closely following its historic record September sales result (352).

With October also marking the build of the 3,000th TX since its launch in early 2018, the demand for the new electric version of the iconic British taxi across the UK and Europe continues to grow.

Joerg Hofmann, CEO of LEVC commented, "We are delighted to see that our TX is driving the change towards cleaner city environments in the UK and Europe. A second record sales month for the company confirms again

Record October for LEVC with second best ever month

that our strategic direction is on track as we continue to grow our business into new markets and with new retail partners."

Drivers and fleet owners benefit from its clever eCity technology, which combines 80 miles of zero-emissions range with the flexibility of a total electrically-driven range of 377 miles, made possible thanks to the on-

board range-extender. The technology and durability of the purpose-built taxi is uncompromising and unrivalled, having already travelled a combined distance of 30 million miles, the equivalent of driving 1,200 times around the world. The introduction of the new electric TX has prevented 9,700 tonnes of CO2 from

entering the atmosphere, saved 5.5 million litres of fuel from being used and has reduced drivers' running costs by £5.4 million - around £110 every week. Over 18 million passengers have now experienced the new TX, enjoying the panoramic glass roof, greatly improved comfort and refinement levels, class-leading space and

accessibility as well as on board Wi-Fi and power charging points. While London remains the biggest market, the world's most advanced cab is on the streets in over 20 cities across the UK, including Birmingham, Coventry, Manchester, Glasgow and Edinburgh. It is also proving extremely successful overseas too, with sales in Germany, Norway, the Netherlands, France, Sweden, Hong Kong and Malaysia.

LEVC's range will grow further in 2020 with the launch of a new electric van, based on the TX Taxi and sharing the same eCity technology, along with the recently launched TX Shuttle, focused on the growing ride sharing and taxis markets across Europe. These new products will create further opportunities across Europe and beyond. By 2022, LEVC expects that 70 percent of the vehicles built at its Coventry factory will be for export while the remaining 30 percent will service the UK.

By 2024, the company aims to have fleets of TXs and electric vans operating in major cities around the world.



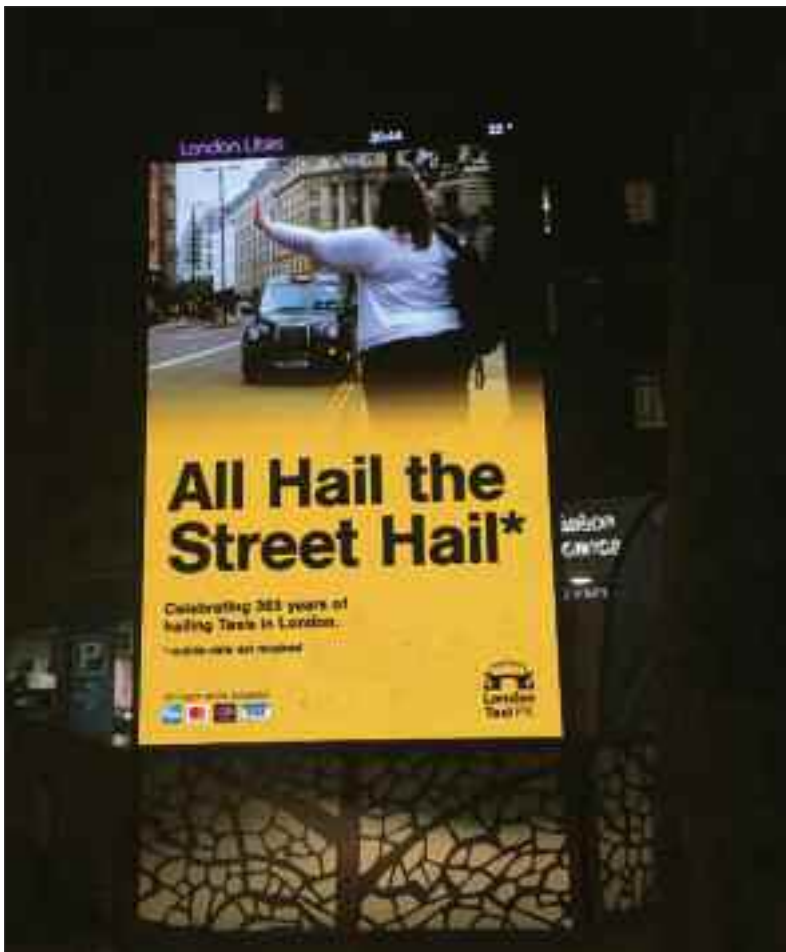
London Taxi PR celebrates ‘All Hail the Street Hail’ campaign

London Taxi PR (LTPR), an organisation which represents the interests of the Licensed London Taxi profession, has announced the success of its most recent advertising and promotional campaign, ‘All Hail the Street Hail’, which reported combined street and pedestrian viewing reach figures in excess of 36.8m for the month of its duration.

The campaign, which celebrated 365 years of being able to traditionally hail a London Taxi, went live across 24 prime major billboard advertisement locations throughout central London and has been reported as one of London Taxi PR’s most successful campaigns to date.

Produced in conjunction with digital media out of home advertising company, London Lites, ‘All Hail the Street Hail’ also included the usage and display of the advertisement a number of rooftop signage display boards on London Taxis.

‘All Hail the Street Hail’ not only drew significant response and



positive feedback & comments from those within the profession, but was also referred to by London Lites as, ‘One of their most interactive

and responsive campaigns they have had’. Speaking about the success of All Hail the Street Hail’, London Taxi PR founder and Director,

Lee Sheppard, stated, “This proves just how successful and responsive one of our campaigns can be. Our intention has always been to produce and release a new campaign every month, and we hope that by revealing the viewing stats for this latest campaign will encourage more from the profession, not just drivers but businesses as well, to get on board and support London Taxi PR in what we do.” Lee added, “We would also like to extend our sincere thanks to London Lites and look forward to working with them again soon.”

The campaign celebrated 365 years of the traditional hailing of London Taxi from the street, and will also carried subtle messaging such as, ‘Mobile Data not Required’, along with a reminder that ALL London Taxis accept all major credit cards as well.

The reasoning behind the campaign was to not only remind the general public how long the traditional London Taxi has been serving and transporting customers in London, but also just how easy and simple it is to hail a London

Taxi rather than using your mobile phone, as has been witnessed with the increase in mobile apps to hail Taxis.

Since their formation, London Taxi PR has undertaken a series of targeted media campaigns, which are being used by London Taxi PR to promote the benefits, advantages and safety of using the iconic London Taxi to a wide audience.

All the campaigns and publicity that has so far been generated by the company has been funded by fellow London Taxi drivers as well as supportive companies and organisations, many of whom have signed up to donate to the cause on a monthly basis, indicating how passionate they all are about their industry and the cause. 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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Cab Chat Corner

As most of you are probably aware, the Cab Chat show has been missing in action for the past couple of weeks, this was a good reason for this and if you listen to the latest show you will find out why!

But while we have been off the air I have been pondering on ways to either improve or change the show to keep it fresh and relevant. Some listeners have told me that they liked the Cab Chat daily news shows that we trialled for a few weeks and other like the main show.

The daily shows were obviously well received but the time and commitment needed to be consistent with a daily show is

immense hence the reason we went back to the combined show covering the news from around the trade, topics and interviews in the same episode.

The Cab Chat Show is nothing without you the loyal listener and we want to try and please as many of our listeners as possible, so we think that we have found a compromise. As from next week we are going to be producing 2 shows per week, one show will be the weekly news show covering the latest news from around the taxi trade which will be published every Monday, and of course we will continue with the main show which will be published every



Wednesday as usual. The main show will change slightly, we have already reduced the length of the main weekly show as we listened to feedback from you the listener that the show could sometimes be a

little too long. But the main show will now cover 1 or 2 topics each week, or maybe and interview.

We hope that you will like the new format and are keen to hear you feedback on the new format. If there is someone or a group of people that you would like us to interview for Cab Chat please let us know and we will try to make it happen, also if you fancy having a go at presenting a feature on Cab Chat or even just voicing your opinion, get in touch with us and Get Involved. The next Cab Chat Pie & Mash Club meet has been set for Tuesday 26th November 2019 at Millers in Nuxley Village, we will be meeting there at 1pm, all

are welcome to come along and sample to Proper Grub. The Hack Shack Dinner & Dance tickets are now available, £50 per person for a 3 course meal at the Tudor Park Marriott Hotel and Country Club on the 8th February 2020, fantastic entertainment from the Jukebox Party Band of Joe Cartwright and Jon Cox, it will be a great night if the last one was anything to go by, so don't miss out, get your tickets by calling either Jamie on 07743 161656 or Ian on 07753 602424.

That's all from us this month, stay safe out there on those streets that are mystically paved with gold, be lucky and most of all, have fun.


 cabchat.london

Cab Chat Radio Show

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Bermondsey actor Eddie bares all in autobiography

'Plenty! I've had the experience of growing up in working class Bermondsey, the experience of prison, living in Israel for two years, working for the Church of England with young people as a born again Christian, marrying the granddaughter of a lord, living in Spain for many years and, of course, the experience of becoming an actor,' says Eddie Webber when I asked what we can expect to find in his autobiography *Hi Diddle-Dee-Dee*, writes Michael Holland...

Eddie was born in Guy's Hospital and grew up in Bermondsey. He and his siblings attended local schools and an early appreciation of the Beatles got him into music and working with local bands: 'I play guitar, a bit of piano and harmonica,' he says without sounding boastful. Adding, 'John Lennon still inspires me today.' As well as music, acting has



been a major part of Webber's life. 'I sort of just fell into it. I go into it a bit deeper in my book but certainly Adrian Jackson and The London Bubble were a big part of it,' he says intriguingly. But he does reveal some highlights: 'Working with Ken Loach and Alan Bleasdale was certainly up there, as was working with Nick Love in *The Business* and *The Firm*.'

He has praise for Ray Burdis, who directed his latest film, 'To Be Someone', and tells me how much he enjoyed acting in one of Story Pocket Theatre's plays - his wife's theatre company. It was while telling his sons Barney and Alfie stories of his life that Ali, his wife, suggested he write them down. 'I realised there was so much that I had done on my journey that I couldn't

really tell it all in one sitting,' he recalls. 'So I started writing and didn't stop!' Another motivation was the anger he still carries from the time spent in prison for a murder he did not commit. 'I was fitted up by the police in the 1980s for some heavy crimes - they fabricated evidence against me and whilst writing I started to feel angry again, so bringing that to light was an incentive, and also very cathartic.' The title for *Hi Diddle-Dee-Dee* came from a scene in *Pinocchio* when the walking, talking puppet is lured away by a sly, con artist fox who plans to make him work in the theatre for little wages. I asked if Eddie had any last words for the readers: 'I wanna say thanks to Sarah Embrow, who edited the book, and a

shout out to Vulpine Press for taking a chance on me. Plus, go out and buy the book and let me know what you think; I'm on Facebook as Eddie Webber, Instagram as eddie.webber, and Twitter @agoodeyeddeer... But be gentle, I'm a sensitive soul...' The book, published by Vulpine Press is out now on most online bookseller websites.

www.amazon.co.uk/Hi-Diddle-Dee-Dee-Streets-Bermondsey-Lights-Camera-ebook/dp/B07WDD2GC7





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A short while ago (June 2019), the LTDA's Senior Airport Rep, Paul Brennan sent an invite to ALL the Trade Groups to ask for Reps to go to a meeting to discuss the biggest threats to our livelihoods at Heathrow - it included the LCDC's Senior Rep. At the meeting, it was agreed that ALL the groups would make a joint response to HAL's Expansion Consultation.

Following that meeting, an attempt was made to resolve Stuart Hope's issue with the LCDC's Senior Rep, Mark White. It failed and at the end, Unite's Mr Hope stated that he wished to continue with the 'status quo' and the upshot was that Mark decided to pull out of the next meeting. After internal discussions, the LCDC refused to send another Rep in his place.

Another meeting to discuss 'Fair Fares' and the Local Journey system was called for by the LCDC. But when Mark was again excluded from that meeting by Unite, the LCDC refused to send a Rep. The meeting went ahead without the Club's involvement and the result (we were told) was to have another meeting about a meeting, about another meeting.

Fair Fares have remained the same now for several years and, after 8pm at night, Drivers are reluctant to do them given that they are often less than the metered fare; jobs to Slough, Windsor and Shepperton, in particular, often clock up more with drivers losing out on both the fare and the £2.80 extra. Customers are left standing by the rank because Drivers will not take them for a fare less than the meter. The LCDC did get HAL to remove the £1 fee on Fair Fares, but despite raising this issue several times, the HUTG decided to leave the fares as they are. One Rep, who famously boasted he would do Fair Fares all day long, found out the hard way when he struggled to get a Cab home himself...at night!

Meanwhile, HAL have imposed a 'One in, One out' policy on Cab Tags as drivers queue up to get into the Feeder Park. The same Rep now wants to call yet another joint trade meeting to hold a protest over it. The LCDC have been invited but are unlikely to attend whilst Unite continue to block our Rep from Compliance meetings.

In the past week or so, leading up to the Compliance meeting, held on the 28th of October, there have been a number of emails from the Club to Stuart Hope asking him to stop ostracising the LCDC. Mr Hope,



having admitted in front of witnesses that his allegations against the LCDC Senior Rep were nonsense, completely contradicted that in his emails, but still refuses to supply any information to back up his view. This means the situation is at stalemate.

In his latest email, Mr Hope criticised the LCDC's Rep for telling HAL in meetings that the HUTG were not a legally constituted body and that they did not represent all of the taxi drivers at Heathrow, claiming it was 'political suicide'. The reality is, it isn't - it's the uncomfortable truth!

Unite's Heathrow Rep has consistently refused to accept that he does not run the Airport on behalf of the Cab Trade. He is the Branch Secretary for Unite, who have less than 30 members (most of whom were signing in under one guise or another, to avoid going through the TFP). Asking the Union to write to Heathrow Airport Limited telling them that he is empowered to negotiate on behalf of 7,000 taxi drivers is not only disingenuous, it's pure fiction....it's also dangerous.

Stuart Hope does not speak for the LCDC.....

In fact, given that the HUTG did not respond to the Heathrow Expansion Consultation, it would seem that they do not speak at all. However, anyone who has read Heathrow's plans for the Taxi trade in their Expansion Consultation document should be extremely worried.

HAL intend to move the Taxi Feeder Park into a multi-storey car park with PH. They then intend to allocate drivers a trip via their app from one of the

Terminals after they have given PHV's (registered with them) priority if they have just dropped a job off. Taxis are excluded and at the last Liaison meeting, Unite's Stuart Hope demanded a break in proceedings, complaining that the HUTG had been told that taxis would be included.

In the document, HAL revealed that they had been participating in a year long trial with Uber at the Airport and the people who run the 'We Know London' desks at Paddington Station. The LCDC sent a response to Heathrow objecting to their proposals, which also include plans to charge taxis an unworkable £15 drop off fee that HAL think can be added to the meter as an extra - that's 75 taps on the button! TfL disagree. In fact, the TFL Board want to scrap the Heathrow Extra.

Mr Hope complains in his emails to the LCDC that HAL's Liaison Officer reads 'The Badge' (after one of his 'HUTG' colleagues sent it to them). We have never had anything to hide and HAL's Taxi Operations Manager Charanjit Singh Brar now subscribes online. The newspaper also goes to the GLA's Transport Committee and several MP's. 'Taxi' magazine is also available online, but there's nothing from Unite who haven't put anything in print since Peter Rose claimed that Unite organised the inaugural Airport Compliance meeting 3 years or so ago. The one that the LCDC pressured TfL into attending...

The LCDC Reps at Heathrow have always believed in being open and transparent and have asked for Service Level Agreements (SLA's) for all

aspects of those who have jobs that affect drivers: Marshals, Car Park Wardens, Reps etc, etc. The Club believe that drivers should be well informed and not kept in the dark, especially whilst others sign in and take rides, claiming to be working on behalf of the trade.

There are probably just as many taxi drivers who are not in a trade org, as are actually in one. The Office that (the ironically named) Unite continue to stop others from using was once part of the HALT contract that gave the trade 'Taxi' Desks in all the Terminals. The two offices in the Canteen block were originally one, but had to be partitioned as Unite and LTDA Reps could not get on. The Unite one is continually locked and empty, whilst the LTDA one opens sporadically. The LCDC, UCG & RMT do not have any access, yet recently Martin Cordell has been allowed to use the HALT (Unite) one to meet clients.

The taxi trade is dying the death of a thousand cuts and HAL are allowing PH to eat us alive at Heathrow because nothing gets done by the HUTG and there isn't a commercial entity to represent the interests of the cab trade with HAL.

It has just been discovered that 'Free Now' were in partnership with the 'We know London' desks, who have a PH Operator's licence. 'We Know London' were intercepting passengers and taking a considerable cut from the fare before passing to 'FreeNow'. This amounted to approximately a 25% cut from the whole fare, before jobs were allocated to taxi drivers at a cut price rate that undercuts all of us in the Feeder Park. £85 was

charged for a trip from Heathrow to an hotel in the City (Prescott St) where the driver was told the fare was a fixed price of £70; he was charged a fee and ended up with £60. There was also £4.20 to pay for the Car Park, which he never got back.

There is still hardly any enforcement on the Terminal Forecourts. PH avoid the Car Parks and our work is stolen from us whilst we do longer hours for less work. HAL allow this to happen daily.

Cab Drivers (including our members) participate in this daily. Customers think we are too expensive and Drivers, who thought they have had a good deal avoiding the Feeder Park end up with a cut-price deal that makes them feel exploited because they tried to by-pass the Feeder Park system. Those who play the game, going via the TFP to work the Taxi ranks, then get told by passengers that they are too expensive because drivers who work apps (picking up from Forecourts) work for fixed prices almost 50% lower than the metered fare.

Nothing has been done about this by the Police, TfL or Heathrow Airport Limited. This also leads to touting by both PH and taxis, who operate with impunity. PH still sit in the back streets and in every fast food Car Park locally. Taxi Marshals collate information, which they hand to the Police, who do nothing with it and TfL do not get involved, so nothing happens. Hardly any touts are prosecuted and all the Terminals are full of PHV's and out of town taxis waiting for fares whilst taxis struggle to drop off and the taxi ranks grow slower each day.

In 2015, the LCDC managed to get the Chair of the GLA Transport Scrutiny Committee, Valerie Shawcross to visit Heathrow, to write a report as part of the Taxi and PH investigation:

<https://www.london.gov.uk/moderngov/documents/s48025/Appendix%201%20-%20Notes%20from%20Heathrow%20Site%20Visit.pdf>

TfL then agreed to start attending a taxi trade-led Heathrow Compliance meeting. Val Shawcross went on to become the Deputy Mayor for Transport in 2016. However, later that year, Unite & Stuart Hope hijacked the Compliance meeting for their own political agenda.

Fast forward to now: CrossRail, despite the delay, is coming soon to our doorstep and HAL have announced a scheme to exclude Taxis.

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Alvarez now a four division champion

Canelo Alvarez brutally knocked out Sergey Kovalev in the 11th round to capture the WBO light heavyweight world title and become a four-division champion.

The Mexican was locked in a chess match against 'Krusher', who failed to live up to his long-time moniker in pursuit of victory with his smart game plan designed to bank rounds behind his piston-like jab. Canelo's anticipated bodywork belatedly took effect though as the finish line came into sight for the Russian - who was level on one judge's scorecard entering the 11th, but down 96-94 on the other two officials, though Indy Sport had him up 96-94.

Kovalev tucked up after a flurry of shots and then staggered after Canelo unleashed a beautiful left hook.

With his opponent a sitting duck, Canelo wound up a hellacious straight right that



sent his opponent sprawling, trapped between the canvas and the ropes and leaving

referee Russell Mora with little choice but to quickly wave the fight off.

"This is just a step in my career, all I asked was for you to be patient, I will make

history," Canelo said after establishing himself as just the fourth Mexican to become a four-division king.

"The key was to be patient, we knew it would be five or six rounds and I would take time to get to him, he's a great fighter, much credit to him, but we stuck to our game plan.

"It was a very close fight, he was defensive, closing up, all he was doing was to establish points, it was tough. But it all came out as we planned.

"We have to relax a bit, the plan was to go back down, but why not stay here?"

"Let's see what's next in 2020, we want to deliver the biggest fights to the people.

A bristling Canelo offered up a semblance of hope for bitter rival Gennady Golovkin and his desire for a trilogy fight.

"I mentioned it before, it's really not a challenge for me," Canelo claimed.

"We already did 24 rounds and I won, but if it represents business, then why not?"

WHO IS THE BEST POUND-FOR-POUND BOXER IN THE WORLD?

On the rise: Josh Taylor (16-0)

Josh Taylor's win over Regis Prograis to win the WBSS at 140 pounds was a massive statement - he'll need to become the undisputed light welterweight champion by beating Jose Ramirez to make his place inside the top 10 indisputable

On the rise: Miguel Berchelt (37-1)

Miguel Berchelt smashed Jose Sosa to pieces inside four rounds to defend his WBC super featherweight title - now 37-1 and undefeated since 2014 with 16 consecutive wins and six straight defences

10. Juan Francisco Estrada (39-3-0)

The two-weight world champion grabbed the lineal super flyweight title against Sor Rungvisai to snatch his pound-for-pound status and the WBC gold.

9. Mikey Garcia (39-1-0)

Despite coming up short against Errol Spence in their welterweight bout, Garcia is still a modern great as a four-weight world champion.

8. Gennady Golovkin (39-1-1)

Despite suffering the first loss of his career against Canelo Alvarez, Golovkin's stellar career keeps him in our rankings. The boxing legend is now a two-time world champion.

7. Manny Pacquiao (62-7-2)

The Filipino looked sensational to outpoint Keith Thurman, flooring the American and rolling back the years at 40 years old to confirm himself as the No 3 welterweight in the world at worst. Considering the illustrious names on his resume, a place inside the top 10 pound-for-pound list and a world class win this year confirms his place here.

6. Errol Spence (26-0-0) (pictured top right)

Spence beat Shawn Porter to unify the welterweight division as he goes in search of more belts. Danny Garcia looks set to be next.

5. Oleksandr Usyk (17-0-0)

The undisputed, undefeated, unified cruiserweight world champion has successfully moved up in weight, beating Chazz Witherspoon on his heavyweight debut.

4. Naoya Inoue (18-0-0)

The man nicknamed the 'monster' destroyed Emmanuel Rodriguez in two rounds to win the IBF world bantamweight title, elevating his status as one of the world's most dangerous fighters.

3. Terence Crawford (35-0-0)

Another three-weight world champion, Crawford enters our top three and reaffirmed his place as one of the sport's greats after a knockout win against Amir Khan.

2. Canelo Alvarez (53-1-2)

One loss and a whole heap of controversy but Canelo's record is one to be celebrated, a three-weight world champion and still just 28. The biggest star in the sport and an impressive win over Daniel Jacobs cements his standing, arguably has a claim to the throne, but he just misses out here.

1. Vasyl Lomachenko (14-1-0) (pictured bottom right)

There can only be one. The king of the amateur game has stepped up to become the king of the professionals. Just 15 fights into his career and despite one career defeat, the current unified lightweight world champion sets records for days. Loma won a world title in his third fight, became a two-weight champion in his seventh, and a three-weight champion in his twelfth fight. The king. Less magic against a brave Luke Campbell, but more brutality, slashing body shots and exquisite balance and movement. Who's next? Commey, Lopez, Davis?



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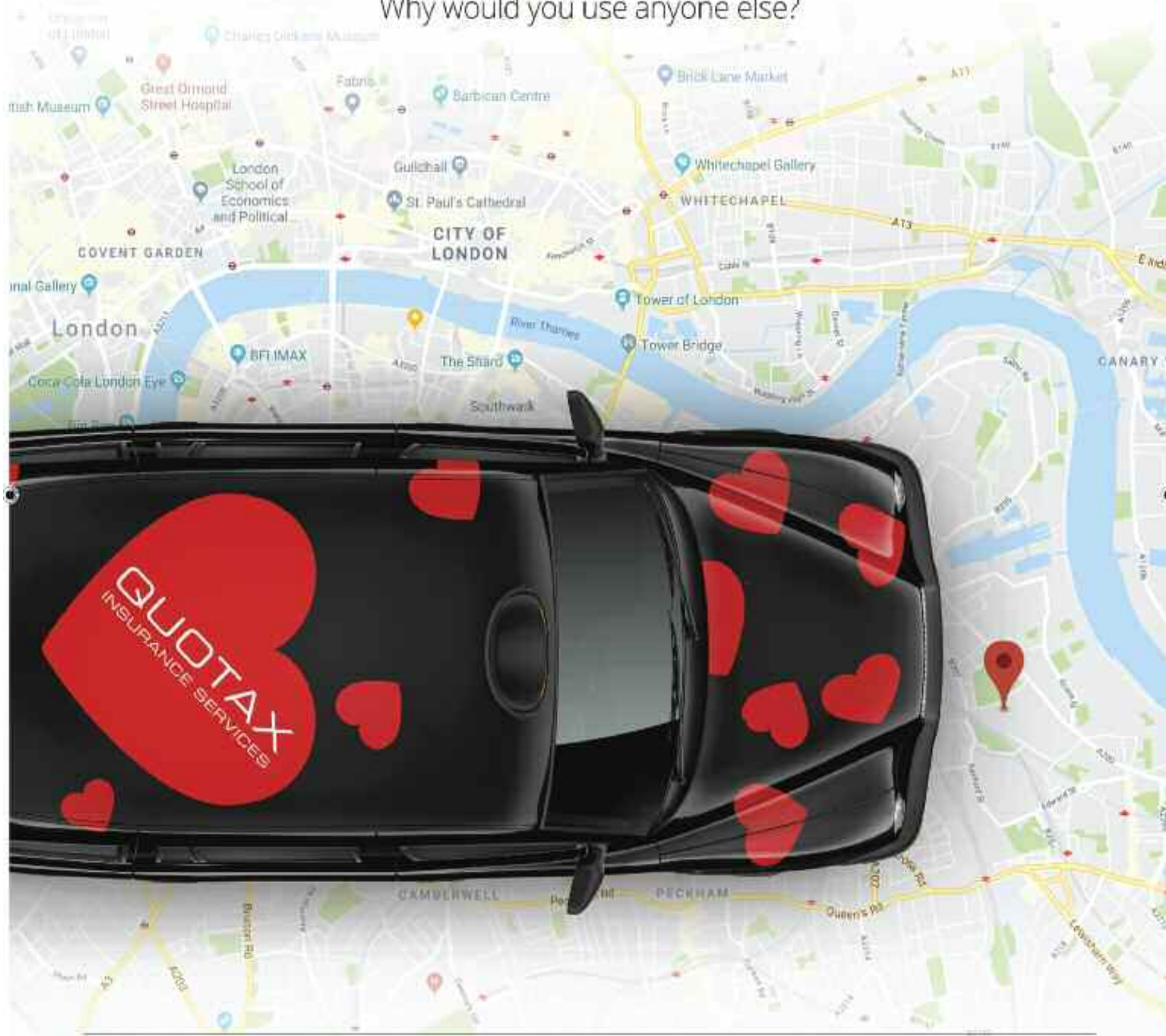
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