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Issue 275 December 2019

# NO GROUNDS FOR APPEAL



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## 2020 WILL BE A MONUMENTAL YEAR FOR OUR TRADE

I would like to start by wishing everyone a very merry Christmas and hopefully, a prosperous New Year.

The obvious place to start is the TfL refusal to grant ULL a new PH Op licence. Whilst we applaud the Mayor, we can only wait for the inevitable Uber appeal at the Courts.

One can only hope, this time round it won't be a re-run of the "Love-In" between the TfL and Uber lawyers. Also, we can only hope that we get a Senior Magistrate whose other half does not have direct business links with Uber investors!

Make no mistake, next year will be monumental in the trade's survival and every year seems to bring more uncertainty for the future of our trade. My gravest concern is the alarming rate in which our fleet is being depleted.

On the opposite page you can read the shocking number of cabs

coming off next year and subsequently drivers leaving the trade due to the lack of available vehicles.

Last month's Editorial, where I criticized TfL for the way they regulate our trade, has generated interest from all quarters. Not a week goes by where TfL are not found wanting, whether it is licensing renewals, medicals.

The simple fact is that we need a totally independent body away from TfL and to get away from the politicization of our trade.

Once again, I would like to thank all our members for their loyal support. Your subscriptions allow us to pay for such substantial legal action as the one we set out over the following three pages.

Keep well, keep safe and have a lovely Christmas one and all.

Grant Davis,  
 LCDC Chairman





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# LCDC LEGAL TEAM SET OUT TO TfL WHY ANY UBER APPEAL MUST FAIL

As we know, it very much looks like Uber will appeal the decision by Transport to London not to grant Uber London a new private hire operator's licence. On the next three pages, you will be able to read a legal response to TfL by the LCDC's lawyer, John Halford, setting out more evidence as to why any such appeal, if forthcoming, should be rejected.

## Scrutiny of issues regarding Uber London Limited in connection with its private hire vehicle operators' licence applications

1. Thank you again for your letter of 16 October 2019 which indicates that Uber London Limited ("ULL") has been granted a private hire vehicle ("PHV") operators' licence for two months whilst certain matters are scrutinised by Transport for London ("TfL") including the correspondence exchanged to date on the 'ghost office' issue and our client's invited response to the 19 September 2019 letter from ULL's director, Jamie Heywood.

2. Your confirmation that the ghost office issue is being scrutinised is welcome and makes the judicial review claim proposed in our 28 August 2019 letter unnecessary. Inevitably, TfL will now need to make a new decision on ULL's fitness and propriety to hold a PHV licence after taking a properly informed view on the issue, as was submitted in our 5 June and 28 August 2019 letters. It follows that there is no need for us to engage with ULL's assertions that the proposed claim lacked merit or was out of time and we shall not do so, save to note that neither is accepted.

3. This letter addresses three other issues all of which bear on TfL's ongoing fitness and propriety assessment. They are:

(1) the extent to which ULL has satisfactorily addressed a central question raised in our 5 June and 28 August 2019 letters which is whether

decision-making on ULL's fitness and propriety, or at least no power to consider anything beyond the positive decisions of non-London



**John Halford, of Bindmans LLP**

it is ULL, and not Uber Britannia Limited ("UB"), or at least not UB exclusively, that makes provision for the invitation and acceptance of bookings of Uber vehicles outside London by users of the Uber App;

(2) ULL's argument that TfL has no power to consider whether UB is breaching s.46 of the Local Government (Miscellaneous Provisions) Act 1976 ("the 1976 Act") as part of the

licensing authorities to licence UB as a PHV operator in their areas; and

(3) ULL's substantive argument that UB may lawfully make provision from premises in London for the invitation or acceptance of bookings for Uber vehicles made by users of the Uber App in non-London licensing authorities (which ULL appears to concede UB does).

4. Last, we suggest certain steps TfL should take in order to properly inform itself and complete the process of scrutiny that will conclude with the new decision on ULL's fitness and propriety.

5. These matters are dealt with in turn below.

## By whom, how and where is provision made for the invitation or acceptance of bookings by users of the Uber App of Uber PHVs operated outside London?

6. The 18 September 2019 letter sets out ULL position in this way:

"To the extent that Bindmans is trying to argue that UBL and ULL are engaged in subcontracting of bookings, this is misplaced. Subcontracting does not arise here - bookings for TfL licensed drivers are invited by and accepted by ULL; bookings for drivers licensed elsewhere are invited by (and accepted) by UBL. References to subcontracting are therefore simply not relevant. For the avoidance of doubt - and with consideration to TfL's specific interests and obligations - ULL is not making provision for bookings outside of London and is not involved in subcontracting."

7. Note, we did not 'try to argue' there was subcontracting. We simply suggested that might be what was happening between UB and ULL, given their business models are opaque. Our client has no evidence of subcontracting and is happy to accept the assurance that there is none. It follows that, save for the assistance it gives to the correct interpretation of s.55 of the 1976 Act (see below), s.55A is not relevant here.

8. What TfL should not

accept at face value, however, are the bald assertions that "bookings for drivers licensed elsewhere are invited by (and accepted) by UBL" and "ULL is not making provision for bookings outside of London". We explained why not in paragraphs 22 to 25 of our 5 June letter and paragraph 31 of the 28 August 2019 letter. Conspicuously, ULL do not address these points anywhere in their 18 September 2019 letter (we assume that there is no other correspondence on this issue and there have been no meeting about it either, but if that assumption is incorrect, please let us know and provide details).

9. ULL's difficulty is that it gave an extensive account of its system for making provision for the invitation and acceptance of bookings of Uber vehicles post-March 2018 in representations made to TfL to explain how acceptance of such bookings would, in future, be an act of ULL, rather than one of individual Uber drivers (which had been happening unlawfully for several years). TfL and experts commissioned on its behalf then inspected ULL's premises, documentation, servers and software to satisfy TfL of the accuracy of that explanation. Ms Chapman's first witness statement, produced for ULL's Magistrate's Court appeal, discusses these matters at, for example, paragraphs 325 to 340. TfL was so satisfied.

10. Our client understands the system described by Ms Chapman is precisely that which is used to make provision for the invitation and acceptance of bookings of all

*Continues overleaf*



## L.C.D.C LEADERS NOT FOLLOWERS

# Stop talking about it and **JOIN!**

# LCDC'S LEGAL RESPONSE TO TFL OVER UBER

Uber vehicles i.e. Uber vehicles booked through the Uber App within and outside London alike. In other words, there is no separate, free-standing 'UB system' operated in parallel with the ULL one. Other than the assertions quoted at paragraph 8 above, nothing in ULL's 19 September 2019 letter contradicts this. Interestingly, the letter does not say whose system makes provision for the invitation and acceptance of out of London bookings, nor does it positively say that ULL does not accept bookings for drivers licensed elsewhere. It follows that, despite the bold statement in the second paragraph of the 18 September 2019 letter that ULL has "compelling answers" for all the points we have made, it is silent on some of the most important ones.

11. We disagree with much of ULL's analysis of the law (see below). However, it appears there is common ground that, were ULL making provision for the invitation or acceptance of bookings of non-London licenced vehicles operated outside London (for the purposes of s.80(1) of the 1976 Act), then that would be problematic. It would also have a direct bearing on the question of ULL's compliance with clause 9 of the probationary licence: "ULL shall not use any software, tool or any other mechanism to interfere with or evade any enforcement action by a regulatory or law enforcement authority, including the licensing authority."

12. Given the evidence TfL has that ULL at least accepts such bookings using the system devised for that purpose in response to TfL's own concerns about acceptance of London bookings, it is critical to properly investigate this point, including by means of a forensic exercise of the kind Ms Chapman discusses at paragraphs 109-111, 326

and 229 of her first statement. Please note, our client would like to see the products of that exercise and have the opportunity to comment on them before a fitness and propriety decision is made in respect of ULL. If the exercise already undertaken addresses this issue, please

invite TfL to disregard the considered conclusions of the local licensing authorities in favour of embarking on its own regulatory investigation of the position in each licensing area."

15. This is not an accurate description of our client's concerns, nor the

argue that if it were unlawfully breaching the 1976 Act itself, that would raise serious questions about its fitness and propriety in London. Nor does it argue clause 9 is irrelevant to our client's concerns. Any such argument would be hopeless. It follows that the

19. First, that has been TfL's own position for some time, as explained in Ms Chapman's first witness statement at paragraph 21.

20. Secondly, at least until the 18 September 2019 letter, it was also the joint position of ULL and TfL because the agreed probationary licence terms reflect TfL's proper concern with, e.g. clause 8 b.: "use or proposed use by... UBL... or any other affiliated Uber Group company ("an Uber Company") in any jurisdiction where a Relevant Person is or has been employed or engaged by an Uber Company at the time of such use or proposed use of any software, tool or other mechanism... (i) to... evade any regulatory enforcement action or (ii) for any improper purpose."

21. Thirdly, this position, agreed or not, aligns with the law. If, in another corporate guise, and from premises in London, an Uber company such as UB were systematically breaching licensing law, that would plainly fall within the wide ambit of factors bearing on ULL's fitness and propriety in the sense discussed in *McCool v Rushcliffe BC* 1998 WL 1043984. See also *R v Knightsbridge Crown Court*, ex parte International Sporting Club [1982] QB 304, 318.

22. ULL then changes tack and says that TfL should treat non-London licensing authority decisions to licence UB as the only relevant factor in the decision-making on the legality of UB's making provision for the invitation and acceptance of bookings from London. TfL cannot lawfully abdicate its own decision-making on licensing matters in that way. Having correctly decided that any misuse of software by UB to evade regulation, or for other improper purposes, in other authority areas, here in the UK and abroad, is relevant to ULL's fitness and



say so in your response to this letter.

**TfL's powers to consider whether UB is breaching the 1976 Act as part of the decision-making on ULL's fitness and propriety**

13. ULL says it is 'ironic' that our client: "seeks to encourage TfL to... a course of long-distance regulatory investigation on the back of an asserted concern for localism and the benefit of a local licensing authority being able to regulate a local operator".

14. It adds that TfL: "has rightly refused to entertain the course of action demanded by LCDC, who

conventional function it has asked TfL to perform. TfL has simply been asked to investigate whether ULL is a fit and proper holder of a PHV operator's licence bearing in mind the ghost office issue: see paragraphs 6(1) and (2) of both our 5 June and 28 August 2019 letters letter and paragraphs 24 to 35 of the latter. TfL has now agreed to do this: see paragraph 2 above.

16. The real issue, which ULL does not confront, is the scope of the concepts of fitness and propriety in a corporate context such as this.

17. ULL does not attempt to

matters canvassed at paragraphs 6 to 12 above fall squarely within TfL's regulatory remit, must be grappled with and demand a decision made consistently with public law standards.

18. Even if ULL persuades TfL that UB exclusively makes provision for the acceptance of invitation and acceptance of bookings for Uber vehicles operated outside London, then TfL must still decide whether that is lawful or not in the context of assessing ULL's fitness and propriety. We say this for three reasons which were canvassed in our 28 August 2019 letter. ULL's response address none of them.



## L.C.D.C LEADERS NOT FOLLOWERS

### Stop talking about it and **JOIN!**



# LCDC'S LEGAL RESPONSE TO TFL OVER UBER

propriety, it must reach its own decision on whether that is happening or not.

23. Last, ULL argues that, if other authorities had any concerns, they would doubtless have come to light as a result of our client asking them to investigate. Our client has indeed asked several authorities to investigate and, to our knowledge, no meaningful investigation that has been initiated at our client's request has reached a conclusion. ULL's 18 September 2019 letter alludes to correspondence that suggests otherwise. Please supply that material so that we can comment on it.

**ULL's argument that UB may lawfully make provision for the invitation or acceptance of bookings for Uber PHVs licences to operate outside London from premises in London.**

24. As noted above, ULL is remarkably coy about precisely where UB makes provision for the invitation and acceptance of bookings and where it actually accepts them, but there is no suggestion in the 18 September 2019 letter that provision is made to invite or accept bookings in the ghost offices, nor that any bookings are actually accepted there. The references to Aldgate suggest that ULL's position is that all of these things happen in London, at least in respect of Uber's Guildford PHVs. It then argues that "there is no requirement under the 1976 Act for a private hire operator to conduct its business or make provision from any particular office or place".

25. This is simply wrong. We say this for three reasons.

26. First, section 46(1)(d) of the 1976 Act prohibits the act of operating of a PHV "in a controlled district" (our emphasis) without a licence.

Section 80(1) defines "operate" as "in the course of a business to make provision for the invitation and acceptance of bookings" of such a vehicle. It follows that the licenced activity – the operating/making provision – is necessarily localised, contrary to what ULL say.



27. Secondly, if ULL were right, s.55A would be meaningless. It created an exception to the normal arrangements by permitting a PHV operator that is operating in one area to accept a booking there and arrange for another person in a different area, including London, to fulfil that booking. That is explained in the explanatory notes quoted at paragraph 55 of our 28 August 2019 letter.

28. Thirdly, ULL appears to have no answer, less still a "compelling" one, to the cases cited in paragraph 15 of our 5 June 2019 letter, *St Albans District Council v Taylor* [1991] Crim LR 852 and *Windsor and Maidenhead Royal Borough Council v Khan* [1994] RTR 87, both of which indicate that the 1976 Act system operates by requiring an operator to operate by controlling vehicles,

including by making provision for the acceptance of bookings, in the area where the PHV licence is held. The reports of those cases are appended. The point of *Shanks v North Tyneside Borough Council* [2001] EWHC Admin 533 is that the "unified system of control" was intended by Parliament to work in this

localised way for understandable, practical reasons. As we said on 5 June, Button correctly reflects the legal position.

29. Last, ULL says the regime operated through having an identified legal person to whom concerns may be addressed, and records made that can be inspected. It says it does these things and it can make its records of vehicle activity in non-London authorities easily available anywhere in the country. It adds that staffed premises are not necessary in circumstances where it uses an App to make provision to invite and accept bookings and has no 'walk in' customers. It relies on a Cambridge City Council comment that the 1976 legislation reflects "the working practices of the time" when it was enacted.

30. That may all be so and it

is open to ULL and UB to petition Parliament to change the law to accommodate their App-based model. It is impermissible for them to ignore the law if, at present, their model it cannot be accommodated in a way that is commercially convenient to them. Doing so is paradigmatically the

behaviour of a person that is neither fit nor proper to hold a PVH license.

## Next steps

31. In our 28 August 2019 letter, we asked you to: "...provide the documented analysis of ULL's software undertaken in 2018 and any other documents held by TfL that have a bearing on ULL's role in making provision for the invitation or acceptance of bookings for Uber vehicles in respect of non-London bookings directly or in any way that assists UB."

32. Please can we have that material now, as we would like to consider it and comment on the extent to which it helps resolve the issues discussed at paragraphs 6 to 12 above. For the same reason, please can we also have the correspondence cited by ULL in its 18 September

2019 letter other than that which we have supplied ourselves.

33. We also suggest that your ongoing scrutiny of the issues our client has raised includes the following steps: (1) ULL should be asked to state unambiguously where (i.e. within or outside London) and by what means:

(a) provision is made for the invitation of bookings for Uber vehicles operating as PHVs outside of London for the purposes of the 1976 Act;

(b) provision is made for the acceptance of bookings for Uber vehicles operating as PHVs outside of London for the purposes of the 1976 Act;

(c) such bookings are accepted;

and who (in particular, whether it is UB, ULL, or both) does each of these things;

(2) it should be asked to supply the contractual and operational documentation that underpins its response to (1) above;

(3) the IT systems of ULL (and, if there are any separate ones, then also UB), should be inspected to verify their operation in practice aligns with (1) and (2) above.

34. If you are unwilling to provide the material sought and take the suggested steps, please explain why not in your reply to this letter.

## Concluding remarks

Please acknowledge safe receipt of this letter and provide the material sought promptly.

We look forward to hearing from you again shortly.

**Yours faithfully**  
**Bindmans LLP**



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# Moses conquers Japan with gin and rum

When the LCDC first reported on member Moses Odong and his amazing Taxi Spirit company, producing Award winning Gin and Rum, who would have thought that during this past year he would be approached by the British Council and asked to represent the UK at the "Best of British Faye" in Osaka in Japan this October?

"It was an amazing experience" said Moses, who went on to say that the British Council shipped over a pink taxi to help publicise the event.

"they absolutely loved it" said Moses... "so much so that I ran out off all my stock!"

Moses made such an impact, that they have asked him back next year. "I promised myself that next time back, I would be able to speak Japanese and I am doing just that right now... after learning the



Knowledge, this should be a piece of cake." After visiting the TaxiSpirit Arch in Bow and seeing the amazing array of awards Moses has won throughout the year, the LCDC would like to say a mighty well done for not only producing Cabbie Spirits, but also showcasing the London Cab Trade on a worldwide platform. We would like to wish Moses all the best for 2020.

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# Uber loses \$1billion in share price after it reveals 3,045 sexual assaults reported just in US last year

**SAN FRANCISCO — Uber said on Thursday that it had reports of 3,045 sexual assaults during its rides in the United States in 2018, with nine people murdered and 58 killed in crashes, in its first study detailing unsafe incidents on the ride-hailing platform.**

The number of incidents represented a fraction — just 0.0002 percent — of Uber's 1.3 billion rides in the United States last year, the company said.

There are few comparable figures to judge Uber's safety record against. The New York Police Department, which keeps a register of sex crimes and rapes that occur on transit systems, counted 533 in 2018.

But even one of Uber's top executives said the company's findings were difficult to stomach.

"The numbers are jarring and hard to digest," Tony West, Uber's chief legal officer, said in an interview. "What it says is that Uber is a reflection of the society it serves."

Safety has been a long-running Achilles' heel for ride-hailing companies, which depend on a large volume of people using their service. Uber, the world's biggest, chose to be transparent about cataloging sexual assaults, murders and crash fatalities as it has faced growing pressure over these issues.

Many ride-hailing companies initially thrived by flouting regulations and allowing almost anyone with a car to become a driver without the screening and licenses required in the taxi industry. Reports of sexual assault and murders have since become a regular occurrence as ride-hailing has become a mainstay of urban transportation. Many of the companies face a growing number of lawsuits over safety incidents.

In 2017, a woman who was raped by her Uber driver in India sued the company and its executives for obtaining and mishandling her medical records; she later settled for an undisclosed sum. This week, 19 women joined a lawsuit against Lyft, saying they had been sexually assaulted during rides arranged by the company.

Uber and others have introduced more safety features and procedures in recent years. Uber has rolled out automated technology to regularly check drivers' driving records and criminal history. Since 2018, it said, it has deactivated 40,000 drivers in the United States after they failed the checks made by the automated technology.

Lyft is "committed to releasing our own safety transparency report and working within the industry to share information about drivers who don't pass our initial or continuous background checks or are deactivated from our platform," a company spokeswoman, Alexandra LaManna, said on Thursday.

Senator Richard Blumenthal, a Democrat from Connecticut, said ride-hailing companies needed to do more on safety, such as conduct fingerprint-based background checks of drivers.

"All of those steps are starters because these ride-hailing companies have been abjectly failing in their duty to protect against predators or criminals," he said.

Uber and Lyft are struggling financially. This year, both companies

Uber said it had cataloged 2,936 sexual assaults in 2017 and 3,045 in 2018, ranging from unwanted kissing of what it called a "nonsexual body part" to attempted rape and rape. The largest category was nonconsensual touching of a "sexual body part" like someone's mouth or genitals.

The number of fatal crashes related to Uber trips was 49 in 2017 and 58 in 2018. The statistics included accidents that occurred outside Uber vehicles,

trained its staff to filter reports from riders and drivers globally into 21 categories, such as nonconsensual sexual penetration, leering and unwelcome comments about a person's appearance. The company also worked with safety organizations such as the National Sexual Violence Resource Center.

Uber ultimately narrowed the scope of its report to five categories and concentrated on the United States.



staged prominent initial public stock offerings that went on to disappoint Wall Street. The companies are also losing enormous sums of money because of the continuous expense of attracting drivers and passengers. Last month, Uber posted a quarterly loss of \$1.2 billion.

The report did not give a comprehensive picture of safety across Uber's operations. It provided no information on the 65 countries outside the United States where Uber offers its services.

In Brazil, India and elsewhere, murders and assaults stemming from ride-hailing services have been widely reported. Didi Chuxing suspended some of its services in China and fired executives last year after a female passenger was raped and killed.

Still, Uber's study establishes a benchmark for safety in an industry where such data has been scarce.

The report covered the safety of both riders and drivers. Murder victims were drivers, passengers and third parties. In cases of rape, Uber said, 92 percent of the reported victims were riders. But drivers reported other types of sexual assaults at roughly the same rate as riders, Uber said.

The company was not specific about who the perpetrators were.

such as when a passenger was struck after exiting a ride, and crashes in which Uber drivers were not at fault.

Uber disclosed 10 murders in 2017 and nine in 2018. Seven victims were drivers, eight were passengers, and four were third parties, like bystanders outside the Uber vehicles, the company said.

Throughout its study, Uber emphasized that 99.9 percent of its trips were safe and that it was taking an unusual step by releasing the data in the first place. Sexual violence experts agreed that publishing the numbers was an important step in combating abuse across the industry.

"That a company is willing to peel back the drapes and let us look into what is happening is, to me, the success," said Cindy Southworth, the executive vice president of the National Network to End Domestic Violence and a member of Uber's safety advisory board.

Uber began studying the issue of sexual assault in late 2017 under its newly hired chief executive, Dara Khosrowshahi. He recruited Mr. West, a former Justice Department official, to the company and asked him to review cases of sexual harassment and assault among Uber rides that year.

Over the next 21 months, Uber

Jeanne Christensen, a partner at the Wigdor law firm who has represented rape victims in lawsuits against Uber, said the publication of data would create incentives for Uber to improve its safety.

"The more that the public is aware, the more the company and everyone else has to respond," she said. "It's such a part of daily life that everyone is going to take it. We're already at that point. So now they just have to make it as safe as possible."

Mr. West said Uber had more work to do. The company has tripled the size of its safety team since 2017, to 300 employees, and plans to continue expanding it. Next year, it plans to set up a support hotline in partnership with the Rape, Abuse and Incest National Network, a nonprofit that works against sexual violence.

Mr. West said Uber would also share information with other ride-hailing companies about drivers it thinks have committed an assault, though he did not present a timeline for doing so.

"There is no law, regulation or lawsuit that is forcing Uber to make this data available," he said. "We are doing this, frankly, because the public has a right to know."

*Courtesy of New York Times*





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# TAXI HOUSE: HAS MAYOR’S REFUSAL OF PLANNING PERMISSION SCUPPERED SALE?

In the March edition of Taxi magazine, Steve McNamara proudly announced to the trade the sale of Taxi House for £21.5m. The purchasers, according to Land Registry documents dated July 2019, were identified as the Collective (Taxi House) Ltd, Bhavesh Amratial Radia and Mohammad Reza Aslam Merchant.

In July 2019 the Land Registry Charges Register has the following entry:

Title number NGL542012

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

1

(27.03.1987) PROPRIETOR: L.T.D.A. (ENTERPRISES) LIMITED (Co. Regn. No. 164366) of 9-11 Woodfield Road, London W9 2BA.

2

(27.03.1987) The Transfer to the proprietor contains a covenant of indemnity in respect of the covenants referred to in the Charges Register.

C: Charges Register

This register contains any charges and other matters that affect the land.

1

A Transfer of the land in this title dated 30 September 1985 made between (1) The Lord Mayor and Citizens of the City of Westminster and (2) The Licensed Taxi Drivers Association Limited contains restrictive covenants.  
NOTE: Original filed.

2

(17.07.2019) UNILATERAL NOTICE in respect of an exchange of Contract dated 4 July 2019 made between (1) L.T.D.A. (Enterprises) Limited (2) The Collective (Taxi House) Limited (3) Bhavesh Amratial Radia and (4) Mohammad Reza Aslam Merchant.

3

(17.07.2019) BENEFICIARY: The Collective (Taxi House) Limited (Incorporated in Jersey) care of Braches LLP, 4th Floor, 54 North Row, London W1K 7DA.



Does this mean the deal has gone through or has it been sunk by the Mayor of London? For what is the value of the property without the planning permission?

If the deal has gone sour, where does that leave the LTDA proposed move to 133 -135 Grt Suffolk Street? That building is currently owned by GSS WORKS Ltd (company reg.number 11333510) whose sole Director is Bhavesh Amratial Radia, the very same person involved in the deal to purchase Taxi House.

The latest published accounts of the LTDA (Sept 2018) show yet another loss of over £1m, bringing the total losses to just under £6m for the last six years. The accounts also show that LTDA Enterprises Ltd, the registered owners of Taxi House, still owe LTDA Assoc members over £1.5m.

Should the proposed sale not go through, it could leave the LTDA financial position in a precarious state.

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NOTE: Original filed.





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# Farewell Martin...

## Martin Cordell

**For many cab drivers like myself, Martin Cordell had been around in the trade as long as I had been driving a cab.**

I always remember him turning up at the Beejays Knowledge school some 32 years ago to give us boys on 21s a short chat about our upcoming tax affairs once we had recieved our beloved Badge.

So it was somewhat of a shock when I received a text from a fellow cabbie telling me the sad news of Martin's passing.

For me, he was always a 'larger than life' character, always attending trade events and always with a smile and a shake of your hand. He was passionate about our trade and was always there to make a generous donation to trade charities.

Below you can read a short history of Martin and his history with the trade - it makes for some reading. I for one will miss him. Farewell Martin.

*Grant Davis, LCDC Chairman*

**Martin Cordell, long-standing friend to the Licensed London Taxi Trade, passed away very suddenly on 26 November 2019 at the age of 77.**

Martin started his accountancy practice in 1966. His father-in-law and a number of other family members were Licensed London Taxi Drivers and Martin decided to specialise in this area, assisting cab drivers with the preparation of their accounts and Tax Returns. The practice grew rapidly and over the years Martin Cordell & Co have helped many thousands of taxi drivers, as well as countless others, to keep their accounts and taxation affairs in order.

Martin was passionate and proactive in the fight against Uber, believing that the Licensed London Taxi Trade is something to be cherished and preserved.

Aside from his accountancy practice, Martin was heavily involved for a very long time in a number of charitable causes, regularly providing support to the annual outing to Southend-On-Sea organised by the London Taxi Drivers' Charity for Children, in addition to sponsoring trips to Disneyland Paris for ill and underprivileged children, Macmillan



Nurses, Save The Children and numerous other charities.

Martin's wife Irene, to whom he was married for more than 58 years, and daughter Samantha, are resolved to maintain his legacy.

"As sad as we are at the sudden loss of a wonderful husband and father, we are determined that Martin Cordell & Co will continue to assist the cab trade.

"Many of the firm's staff have been there for more than 20 years, some

upwards of 30 years, and they will ensure that the business continues."

Martin Cordell, a kind, caring and generous man, will be greatly missed, but his name will live on.



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# Former Addison Lee boss eyes rescue bid

**The former boss of Addison Lee is preparing a rescue bid for the ailing minicab firm.**

Liam Griffin, who resigned as chief executive in 2015 but remains as vice-chairman, has submitted a provisional £125m offer for the minicab operator, Sky News reported.

If a deal is struck, it would leave Addison Lee's lenders, led by Dutch bank ING, with heavy losses. The banks have £230m of debt outstanding, the bulk of which is due to be repaid next April.

Private equity giant Carlyle bought Addison Lee for £300m in 2013 from founder John Griffin, Liam's father. It has been trying to sell it for a year to avoid losing control through a debt-for-equity-swap. Advisers at investment bank Rothschild and accountancy firm Deloitte are advising on the auction.

Addison Lee, which has 1,000 staff and 5,000 drivers, has been struggling for dominance in big cities with American ride-hailing giant Uber, and made a botched



attempt to move into the US.

Its pre-tax losses more than doubled to £27m on sales of £390.3m in the 12 months ending August last year, its latest accounts show.

Addison Lee has the second-largest market share in London — behind Uber, which was stripped of its licence to operate in the capital last month — and also operates in Manchester, Bristol and Birmingham.

Liam Griffin, 46, who became chief executive in 2013, has been canvassing support from investment funds and buyout firms. Other suitors said to be interested include American investment giant Cerberus.

Sky News also reported that lenders had been persuaded to inject a further £20m into Addison Lee in recent weeks. Addison Lee did not respond to a request for comment.



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# Three wise men: me, AJ and my son...

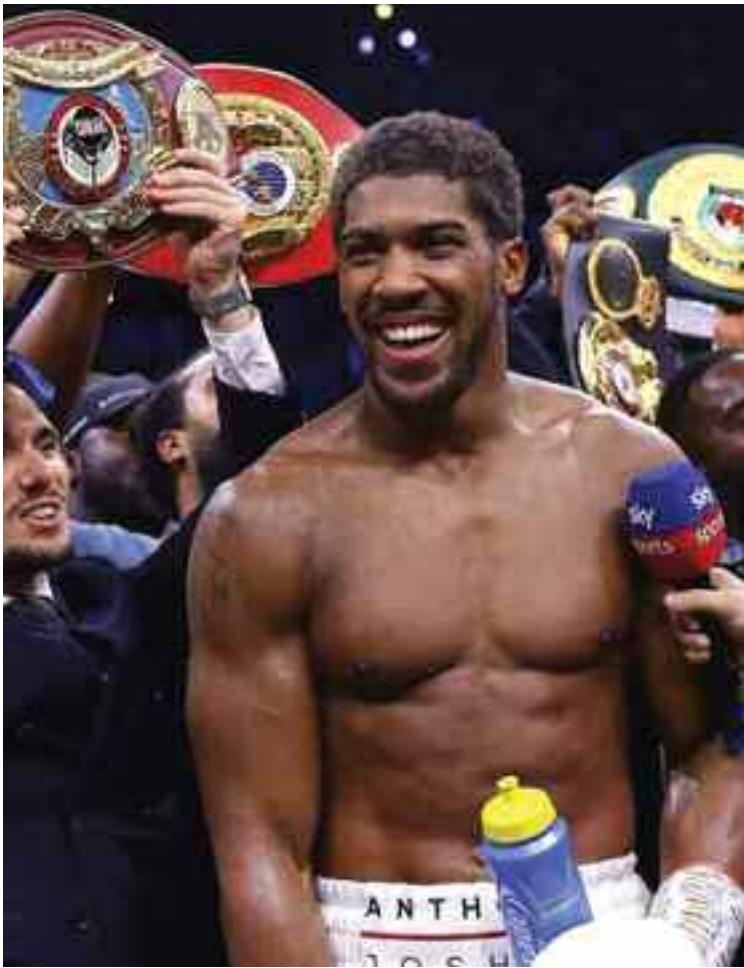
I think my five year old is going to be the next Obama.

Sheik Madeba of Upper Leytonstone has managed to silence Mrs Nestor in a way I have NEVER been able to. Here is how he did it:

Mummy, are we rich?  
I'm afraid not, son.  
I wanna be rich  
You'll have to study hard at school, then you'll get a good job.  
Did you study at school?  
Yes I did son and so should you.  
How comes we ain't rich den?  
Silence ...

I just threw a man off a train.  
I'm not sure what was going on but he started

kicking Muslim women in the carriage. I dunno what came over me but I jumped up and next thing I know I had him pressed against the door, with another guy trying to punch him.  
I became acutely aware that three black guys were now fighting on the underground. I felt like a policeman  
Anyway when he stopped telling me he was a Christian blah blah and what he was going to do to me, the "Hackney" came out.  
When we got to Leytonstone, I helped him off.  
I hope he gets the help he needs.  
I asked the lady if she was ok and got off at Wanstead.  
It's only when I checked myself, I realised what could have happened



#I #feel #really #emotional #to #rhartid I ain't no □□♂  
As they used to say in Hill Street Blues, "let's be careful out there"  
Now, where is the brandy?

So A J did it!!!! Do you reckon he could take on

Wilder of Fury based on what you saw?

Does the ruling finally mean the end for Uber? Will the election actually mean Brexit will happen?

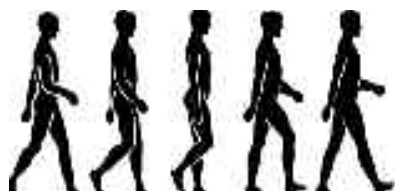
Have a Merry XMas and a prosperous and healthy New Year



## MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL OUR MEMBERS, READERS AND ADVERTISERS

### From all of us at the London Cab Drivers' Club





# Walker on the March...

**The people I want to discuss in this column are the TfL Finance Committee.**

They make the final decision on the tariff adjustments we receive. They are not directly responsible for the tariff increases being continually late – in what appears to be a deliberate ploy to keep taxi fares lower than they should be – but they surely have a hand in the process.

Let me tell you something about these people. Ron Kalifa (chair) is, among other things, the Vice-Chair of Worldpay and on the board of the Bank of England. Ben Story (vice-chair) is director of strategy and marketing at Rolls Royce and previously earned a crust toiling for CITI Bank, Deutsche bank and Morgan Stanley. Prof. Greg Clark is an expert in urban planning, a published author and advisor to HSBC Bank.

Dr Nana Skorupska, after getting her doctorate, became the first female manager of a power station. She then worked for RWE Npower and transferred to Germany to carry out the task of cutting their costs by 2 billion euros. Anne McNeel's area of expertise appears to be as a serial joiner of various committees.

Heidi Alexander is a career politician who has yet to do a proper day's work, coming straight out of Durham University and into work as an MP's researcher, then a local Labour councillor and subsequently MP for Lewisham. She joined the Shadow Cabinet before throwing the toys out of the pram after the referendum in 2016. She became Mayor Khan's mayoral campaign manager with the subsequent reward of becoming Deputy Mayor.

It's nice work. They sat on four occasions last year and with the exception of Ms Alexander, drew between £10,652 and £11,515 each. Most meetings last about two hours so collectively they cost around £900+ per hour....and they whinged about you getting an extra 20p on the clock down!

Meanwhile, young Heidi pulled down £130,000 in salary according to the latest TfL accounts (it will be more now).

What should be obvious to you is that none of them have any expertise in transport and

this is where our troubles begin. The tariff adjustment used to be a fairly easy process. Within TfL, the change to the Taxi Cost Index (TCI) would be forwarded to the Surface Transport Panel, whose members had transport expertise in spades. They would recommend it to the TfL Board, who would approve it. Bob's your uncle, first Sunday of April, the tariff would be increased by the amount indicated by the TCI. Job done!

we have had nothing but problems.

The way TfL and the Finance Committee concentrate on the Taxicard scheme in relation to the tariff convinces me that taxis are being treated as a service operated by TfL and the drivers are merely a cost of the service that has to be reduced as a cost-cutting exercise. They have lost sight of the fact that the service is comprised of thousands of small businesses that is

Take this year's increase for example. The TCI indicated a 3.6% increase, 1.3% for taxi costs and 2.3% for earnings inflation.

They have stalled on the increases for three years now. The result is that they have reduced your earnings by the back door. They keep continually cutting the tariff by longer and longer periods. In 2017, they wiped a quarter off the increase by implementing 3 months late; in 2018 they halved it by being six months

## TAKING THE PROVERBIAL

So here we are. This shower at TfL continue to load our trade with additional costs i.e. vehicle and card costs, etc. At the same time, they close their eyes and sing "la, la, la" while they allow PH to do our work with Apps and lower regulatory costs and then tell us we're greedy and our fares are too expensive.

Worst of all... we let them get away with it!

After all that, I wish a Merry Christmas and Happy New



## THE ROT SETS IN

Since this mob took over, the tariff increase has been late every year and they decided last year that they are now only going to use the TCI only as an information guide rather than the automatic value that fares increase by.

When there were transport experts making the decisions, they accepted that any increases indicated by the TCI were fair and approved in full and on time.

Now we are at the mercy of people who know all about finance and cost-cutting (remember Dr Nana cut 2 billion Euros of cost in a company in two years) and nothing about transport and

regulated by TfL, including fares.

That's bad news for us because it blinds them to reality. The costs are what it costs us to run cabs and earn a living from doing it. If the cost of running a cab is too expensive, then it is the regulator who has caused it to be so and it's their job to reduce them. Instead, what they are doing is treating us as the cost that needs to be reduced.

In simple terms, they think you earn too much and should take a cut in earnings. The increases indicated by the TCI are usually around 2/3rd for earnings inflation and 1/3rd for taxi cost inflation.

late. This year it won't come in until January next year, nine months late, so that knocks 75% off the increase.

There is already talk that next year, we won't get anything as we are getting an increase in January (for the previous year). If that happens, that's 100% reduction of the increase.

As the Finance Committee no longer regard the TCI as a binding figure, if this pattern continues there is a real possibility that the committee will order a reduction in the tariff in 2021.

If that happens, you can bet your house (if it hasn't been repossessed) that the implementation wouldn't be late.

Year to everybody in the trade and my reader and that TfL get everything they deserve.

## TARIFF INCREASE 2019

The tariff increase that should have been implemented on Saturday 6 April 2019 has now been confirmed and will take place on Saturday 11 January 2020, nine months late.

Tariff 1 and 2 will be increased by 1.9%.

Tariffs 3 and 4 will be frozen for the third year running.

The hiring charge will be increased by 20p, making the flag fall £3.20.

There are no changes to any "extras", including the Heathrow "extras".



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

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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

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# Feed the goats...

**In the summer of 2017 I found myself backstage waiting to interview Brian Wilson of The Beach Boys. Yes, you read that right. Even as I write those words it seemed faintly ridiculous, but it is all true.**

I was producing a documentary on the legendary Pop Art artist Sir Peter Blake and we had brought Peter to meet his old mate Brian as part of the programme.

Only as has been well documented in recent years, Brian is a little 'vague' in person now and his memory is fragile to say the least. Still, it was Brian flipping Wilson!

Once we had what we wanted, we went into the auditorium to watch his band run through the sound check. They

performed song after song from his 1966 album 'Pet Sounds'.

This album was a distinct move on from the 'surf and cars' albums The Beach Boys had written and performed previously. This one was Brian searching for meaning to his life as he matured and began to experience 'grown up' issues. It was deeper, more intense.

He has said he wanted the album to be 'artistic and loving' and that was the remit as he began to collaborate on the songs with lyricist Tony Asher.

He had the famous 'Wrecking Crew' session musicians lay down the music for the tracks (Wilson just loved their work on the Phil Spector 'Wall of Sound'.) Among the usual instrumentation of bass, guitar, keyboards, and drums, he would also have making an appearance among many others a harp, a bass harmonica, an harpsichord, a Theremin, cow bells, flutes, strings and of course a toy horn and a dog barking. More of him later...

Carol Kaye, legendary bass player sensed in the studio that 'Wilson was

about to explode creatively' so bursting with ideas was he.

Then when the rest of the Beach Boys returned from the tour of Japan that they were on at the time of him writing it, they laid down the multilayered vocal harmonies they were famed for, on top of the ready and waiting songs.

Brian drove the guys crazy in the studio though. He could hear what they couldn't, sounds that were in his head, that they struggled to reach. Band member Mike Love eventually called him 'dog ears' as only Brian could hear certain noises, as is the case with dogs. Wilson said 'I wasn't a slave driver, I just told people what I wanted.'

Brian had been inspired to write the subject matter featured on the album by

the 'Rubber Soul' album by The Beatles. He saw it as a challenge and one he embraced hungrily.

There are many standout musical moments on the album of course. I will dip my toe into the ones that I have always loved and leave a few for you to discover yourself, as if by some

miracle you do not know or own a copy of this album already.

It opens with the instantly recognisable intro sound to the song 'Wouldn't It Be Nice.' Contained in the lyric is the message of wouldn't be great to be older and settle down with the one you love, get married young and do what you want from a young age. Brian has commented that this was one of his happiest songs ever, and he gets no argument from me on that.

With 'You Still Believe In Me' Brian has explained this is a study of his inner child. He knows it is time to grow up, but in some ways he just isn't ready for that yet. The elongated line 'I Want To Cry' gets me every time, just beautiful.

'Sloop John B' was brought the Beach Boys table by Al Jardine who admired the song greatly. It was an originally a Bahamian folk song. Brian then completely de-constructs the song, to the point that many think it is one of his original compositions.

Next up 'God Only Knows'. When writing the acknowledgements in my 2004 book 'The Fashion of Football' I dedicated this song to my wife Lou and its lyrics perfectly capture how I feel about her.

It is said that this masterpiece of composing took only an hour to write. Carl Wilson on lead vocal does an outstanding job. Genius at work on many levels.

The line 'I know so many people who think they can do it alone' opens up the song 'I Know There's An Answer' which appears to be Brian saying that others around him that they were very quick to make judgments on him and his work. He diplomatically found it best to keep what he was thinking to himself. An anti ego song? It might just be.

Wilson's quest to fit in, when in reality he felt very much the outsider, is the basis of the song 'I Just Wasn't Made For These Times.' It is well documented Brian had his issues mentally and certain lines in this highlight the struggle he was perhaps undergoing on a daily

basis.

'Each time things start to happen again, I think I've got something good going for myself, but what goes wrong?'

And finally 'Caroline No' The story of unrequited love from Brian for a girl called Carol at his high school. He said he knew he couldn't have her, so he wrote a song about her instead. He has since revealed that in fact she did ring him, once the song was released.

The dog barking at the end of this track is said to have inspired Mike Love to think of the title for the album.

'Pet Sounds' Geddit?

Band mate Bruce Johnston went to London shortly after the recording and spent a lot of time being shown round by Keith Moon. On one occasion John Lennon and Paul McCartney visited Bruce's hotel room and they listened to a vinyl recording of the album before release, through the night.

'Pet Sounds blew me out of the water' McCartney later said. 'No one is educated musically until they have heard that album.'

Pet Sounds went on to inspire The Beatles to record 'Sgt. Peppers' and it's hard to think of a finer compliment than that.

## The Mumper of SE5





# WWII Vet receives Dutch Liberation Medal



The Dutch Liberation Medal was presented to Mr Schaffer at the annual Taxi Charity for Military Veterans Christmas lunch in South East London, by Lieutenant Colonel Rob Arts, Military and Air Attaché and Deputy Defence Attaché, from the Embassy of the Kingdom of the Netherlands.

Lieutenant Colonel Arts, the Dutch Military and Air Attaché and Deputy Defence Attaché Lieutenant said, "It is such a privilege representing my country at this Taxi Charity event

and presenting our liberation medal to Mr Tom Schaffer. I am really humbled, also by the enormous number of letters sent by Dutch children, illustrating the Dutch gratitude and respect for our World War II liberators will continue big time."

Tom Schaffer, said, "It is a real honour to have been presented with the Dutch Liberation medal by the Dutch Military Attaché, surrounded by so many friends. Next May, I will be travelling to the Netherlands with the Taxi charity to celebrate the 75th



anniversary of the Dutch Liberation and I will wear this medal with immense pride."

Tom was also presented with some of the four hundred Christmas cards that had been sent to the Taxi Charity to

distribute to WWII veterans from Dutch school children.

## About the Dutch Liberation Medal

The Dutch Liberation medal

is presented as a token of gratitude from the people of the Kingdom of the Netherlands to those men and women who contributed to the liberation of the Netherlands during WWII.



After three London cabbies lost twelve stones and climbed Mount Kilimanjaro in 2019 for charity, the new year is heralding a much bigger challenge for a group of thirty London Cab Drivers

Two of the original Cabbies Do Kilimanjaro, Daren Parr and John Dillane, have embarked on a much bigger challenge for 2020. Thirty London Taxi Drivers responded to a request to change their lives, by losing weight, getting fit and climbing Kilimanjaro, while raising money for the London Taxi Drivers' Charity for Children and a children's community project in Tanzania.

But Daren and John will be pushing themselves even harder in 2020. Not content with climbing one mountain their challenge will be to climb Mount Meru first and then meet the other Cabbies at the foot of Meru's neighbour to attempt the six-day ascent to reach the summit of Kilimanjaro.

London Cab Driver, Daren



Parr, says, "Climbing Kilimanjaro was the hardest thing I have ever done in my life. The cold, the relentless climb, the lack of sleep and the altitude sickness, all combined to make us all feel very miserable, but this was a challenge for charity, and we weren't going to give up. John and I tripped and stumbled up the final 600 metres but standing on the roof of Africa and seeing the curvature of the earth was the most incredible sight and made all the days of pain fade away."

London Cab Driver, John Dillane, continued "We never

expected to do a second challenge, but we had so many fellow cabbies who were inspired to join us in Tanzania, that we decided to do it again. As if it wasn't hard enough climbing Kilimanjaro, Daren and I decided we needed something new to challenge us. I suggested we climb Mount Meru, before climbing Kilimanjaro, the highest peak in Africa and that was it, without hesitation we looked at each other smiled and nodded!"

The thirty male and female Cabbies have begun the challenge to lose a massive 52

stones and are being supported by Be Military Fit who are helping them devise training plans to ensure they are fit enough to climb Kilimanjaro in September 2020.

## About Cabbies do Kilimanjaro

After successfully raising £18,000 for The Taxi Charity for Military Veterans in 2019 by losing 12 stones in weight, getting fit and climbing Kilimanjaro, two of the original Cabbies Do Kilimanjaro, Daren Parr and John Dillane, have put together a much bigger challenge for 2020.

A group of 30 London Licensed Taxi Drivers, will be attempting to lose 52 stones, get fit, with the support of Be Military

Fit and then travel to Tanzania where Daren and John will climb 4,562 metre Mount Meru before being joined by the rest of the cabbies to climb 5,895 metres, to the summit of Mount Kilimanjaro.

The Cabbies do Kilimanjaro team is hoping to raise £7,500 for the London Taxi Drivers' Charity for Children and £2,500 for a children's community project in Tanzania

Follow their progress on;  
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CabbiesDoKilimanjaro  
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Cabbies\_do\_kilimanjaro  
To donate visit  
[www.justgiving.com/crowdfunding/cabbiesdokilimanjaro](http://www.justgiving.com/crowdfunding/cabbiesdokilimanjaro)

## ABOUT THE TAXI CHARITY

The Taxi Charity for Military Veterans was formed in Fulham in 1948, to work for the benefit, comfort and enjoyment of military veterans and arranges many trips every year for veterans from all conflicts.

The charity offers international trips to Holland, Belgium and France, UK day trips to concerts or museums, transport to attend fundraising events, as well as special days out to catch up with friends and comrades.

To fund and facilitate these outings, the charity is wholly reliant on generous donations from members of the public, businesses and trusts and the amazing group of London licensed taxi drivers who offer their time and vehicles free.  
[www.taxicharity.org](http://www.taxicharity.org)



# WAR VETS ENJOY CHRISTMAS PARTY AT MILLWALL FC



Please note that the Taxi Charity for Military Veterans' AGM will be held on Tuesday 14th January 2020 at the Royal Hospital Chelsea at 2.00pm. Any taxi driver wishing to attend should contact the Secretary Paul Davis on the following number before 7th January due to increased security requirements. 07860 850102





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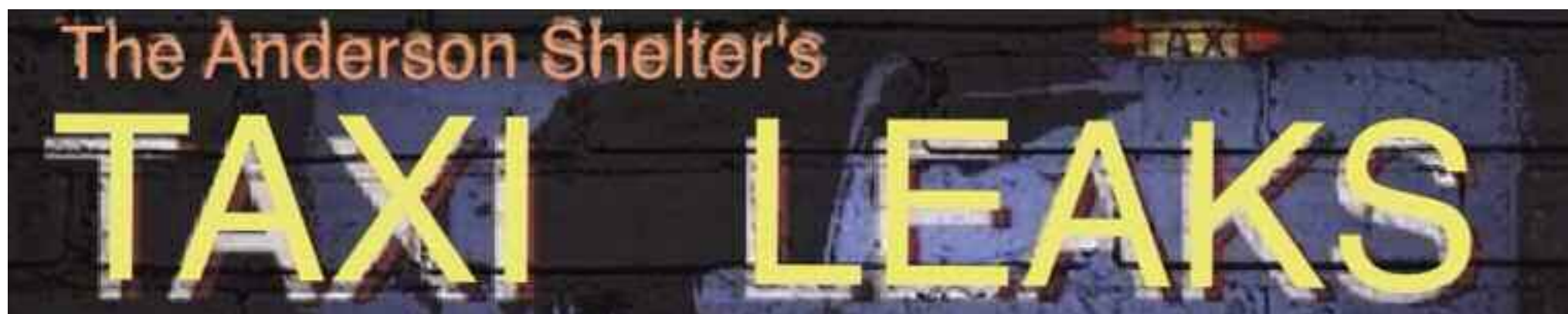
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# TFL'S DIRTY LITTLE SECRET\_ 160 VENTILATION SHAFTS IN LONDON, SPEWING OUT TOXIC FUMES FROM TUBE SYSTEM

As air quality and pollution has become fashionable to bleat about, TfL and certain London councils have used this propaganda to disguise their true agendas, which has seen London bought to a virtual gridlocked full stop.

Over the last year to 18 months, we as a trade have been under constant attack from many central London Councils and also from our own regulator. Our working road space has been reduced dramatically...the places where we can legally pick up and drop off are disappearing at a rate of knots, affecting the livelihoods of many drivers.

There are a few unfortunate Cabbies that, owing to the way the trade has been under constant attacked, have fallen on very hard times and it's more than you would think. Drivers have fallen behind with mortgages, some have lost their homes, their marriages have broken down and they have lost their families. Many drivers are living day to day in a knife edge.

The night rest stop where I go for a cup of tea and a chat, has a number of cabbies who can regularly be seen bedding down for the night in the car park. But with new bylaws seeing councils issuing penalty charge notices for stationary vehicles left with their engines idling, as drivers heat their vehicles over night, how long before we find the first cabby worried about extra bills, seriously ill or even frozen to death?

Insisting Taxis turn off their engines while stationary is not going to solve any pollution issues as many drivers could be put off ranking in the cold, and may well continue circulating, pumping out even more alleged toxic fumes,

therefore adding to any perceived pollution problem.

The irony is, councils own guidelines say that employees



should not work in temperatures below 13° centigrade. Again ironically, Westminster will ticket drivers with engines running on Warwick Avenue rank, yet TfL are allowed to pump out toxic fumes from the tube using the ventilation shaft by the side of the rank.

But, it's not just Warwick Avenue, there are 160 tube ventilation shafts scattered around central London

Meanwhile back to the 'Mean Streets'. New traffic systems, mainly in Camden, Islington and City of London, widely used side roads (lovingly referred to as rat-runs) have been blocked, causing drivers to take longer routes around divisions adding extra mileage, making passenger trips more expensive, and again producing more exhaust gasses... it just doesn't make sense. (Unless of course you

follow the money!)

The idea of turning London into a carbon copy of Amsterdam or Copenhagen is causing

massive congestion and it doesn't take a genius to see what the problem is.... it just doesn't work. It also doesn't take a genius to work out why they are intent on pushing ahead with these ridiculous schemes. Again....follow the money! Just investigate who is behind the sudden upsurge in cargo bikes!!!

Have no doubt, there is only one reason why TfL and certain local councils are pushing this agenda forward, and it's got nothing to do with safety for walking and cycling or air quality. For instance how many BBC staff or workers and customers at Westfield, want to walk west along the A40 to Park Royal and beyond....but just in case they do, TfL have built them a walking and cycling lane along this major heavily used clearway with plans to go all the way to Uxbridge, reducing the number of lanes in

places from three to two....and again causing extra unnecessary congestion and pollution.

The Next Big Thing! It's all about the future instillation of a Carbon Tax, to bolster their failing budgets. Ken Livingston showed them the way, his philosophy was "before you can charge for congestion you have to cause it!"...and he did just that.

TfL and Khan are taking this a step further with their updated philosophy of "before you can charge for pollution, you have to create it"....and that's exactly what they are doing.

A lovely monument in Paternoster Square? Nope, it's another ventilation shaft from the tube

There seems to be a few disbelievers who are saying the tube is electric so how can that pollute with toxic air....if this is your argument, the link below is for you

<https://www.theguardian.com/uk-news/2019/jan/09/london-underground-air-pollution->

report-concerns-northern-line-particulates

On the 17th October 2011 Robin Taylor made an FOI request asking TfL for the location of all the 160 ventilation shafts. This request was refused by TfL.

## TAXI LEAKS EXTRA BIT :

The Taxi Trade has become a pawn in this game of aggressive persecution. Over the next year we will see more road space taken away, less places where we can't pick up or set down, more 'Bus Gates' implemented and more exclusion from existing bus lanes all CCTV'd up, and raring to go, issuing fines left right and centre.

Doing nothing, isn't a solution, if you are not part of the solution, then you are part of the problem.

We are about to go into a "Winter Of Discontent". Are you going to sit back and wait and see... or are you going to join your colleagues with militant actions?

Watch this space for updates!



Top: Warwick Avenue, Maida Vale vent  
Above: Paternoster Square vent



# Double awards success for London Taxi PR

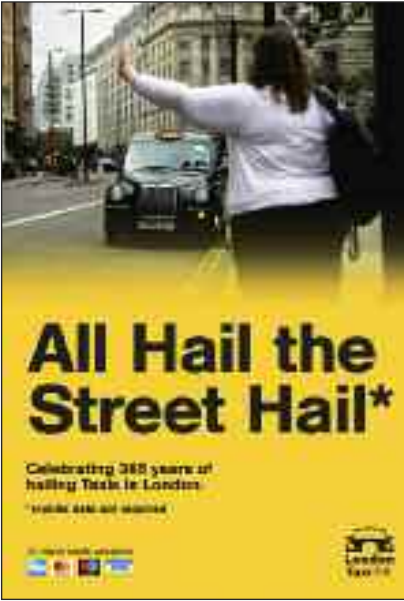
London Taxi PR is once again delighted to announce that it has been once again recognised for its achievements as a leading global brand PR agency, by being rewarded with not one, but two major awards in the Aviation & Aerospace Awards 2020, organised by Corporate Vision (CV) Magazine.

This double awards success has seen London Taxi PR being named as not only the Best Public Transport Promotions Group (UK), for the second year running, but also and importantly, receiving recognition for the recent highly successful 'All Hail the Street Hail' advertising & promotional campaign, which has been recognised as the Best Public Transport Advertising Campaign (UK).

This is particularly significant for the 'All Hail the Street Hail', which was not only London Taxi PR's most successful campaign to date, but also one that reported and achieved combined street and pedestrian viewing reach figures in excess of 36.8m for the month of its duration earlier this year.



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. 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'. Both awards validate the significance and importance of the work that London Taxi PR have been producing to

promote the London Taxi profession through the media and other outlets.

Corporate Vision (CV) Magazine has an experienced and passionate following of over 130,000 readers worldwide. With over 551,000-page views in the last 12 months, CV Magazine continues to serve as a leader in bringing cutting-edge and quality news from across a myriad of industries.

This latest award recognition went through a number of highly involved stages for a company to be declared a winner.

A voting form was placed live on the magazine's website for just over 3 months. Notification was then sent out to its readership base (130,000 worldwide) to let them know voting was open and in addition it was also posted on various social media platforms to help encourage the voting form to be shared. An in-house research team then compiled a case file to help support each of London Taxi PR's nominations in front of the judging panel. These case files contained various information found online such as; company

history, services, articles, press releases, client testimonials, information on the campaigns and much more. Once the case files were completed they then got passed to the judging panel who discussed and deliberated in order to decide who they believe deserved to win.

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 London Taxi PR 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.

## PAYTON'S SOLICITORS

Suite 12, Temple Chambers,  
3, Temple Avenue,  
London EC4Y 0HP

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





# Cab Chat Corner

**As 2019 draws to a close and the Christmas lights adorn the streets and shops it is time to reflect on the year gone by, or is it?**

There is no point in dwelling on the past, what has happened in the past cannot be changed but we can shape our future and the future and what it means for you can be exciting, whether that is your future within the Taxi trade or if you are moving on to pastures new.

We have been producing the Cab Chat show for 5 years, and have published over 250 regular shows, news shows, specials and interviews with various Taxi drivers contributing to with their vocal submissions, Drop Kick, Saul, Drumslayer, Recap Dan, Rob Cardwell Chris Wheeler, Dale, Mick The Brit and of course

not forgetting my old mate Mac The Cab who started the show with me. I would personally like to thank each and every one of them for their support over the past 5 years.

I would also like to thank you, the listener, without your continued support and encouragement there would be little point in producing the show every week, it is you the listener that makes it feel worthwhile for us doing the show.

2020 will bring new shows and possibly new contributors to the show, if you would like to get involved and get your voice heard then please get in touch, we always welcome new contributors, it is really easy to get involved and you do not need any special equipment, just your



smartphone is more than capable of recording your voice contribution and then we will perform a little magic to make you sound really good, as Mick the Brit would say, get involved.

We are now producing 2 shows per week, the reason

for this is that from feedback we have had it seems that listeners favour the shorter shows, also some preferred the news shows that we were doing daily to the regular Cab Chat show, so we have taken all of the feedback on board and now produce a weekly news show which comes out on a Monday for those who prefer it and the regular Cab Chat show that is usually published on a Wednesday. The main show is also now shorter than it was previously and normally runs between 30 mins to an hour. We would love to hear your views on the new formats so please get in touch,

Monday the 6th January will be our next live show from the LCDRC offices with special guests who will be announced soon, we would like this show

to be similar to previous "Big Debate" shows that we have hosted with various prominent members of the trade in attendance, so please look out for further details.

With the New Year will come new challenges for the London Taxi trade and to survive and flourish we will need to pull together and show a united force. With the right attitude the Taxi Trade can ride out the storm and be here for another 350 years.

Lastly can the Cab Chat team and I take this opportunity to wish you all a very Merry Christmas or whatever festive celebration you may celebrate and a Happy, Healthy and Prosperous New Year, and don't forget to keep downloading and listening to Cab Chat.

  
 cabchat.london

## Cab Chat Radio Show

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

Hosted by @SuperCabby and the Team

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## 'Much ado about nothing'

**December 2016  
Revisited  
Compliance  
Meeting  
10/12/19.**

### Heathrow

There was a meeting today (10th December 2019) at Heathrow....or rather there was supposed to be....that was before it was cancelled by Compliance Officer Edgerton Rodgers, who sent out an email with 40 minutes notice.

In 2016, I wrote an article for 'The Badge' in which I detailed what had happened at the 3rd ever Heathrow Compliance Meeting. 3 years on, hardly anything has changed.

Previously, between 2009 & 2014, TfL had only visited Heathrow on 8 separate occasions claiming that TPH Compliance needed to be 'invited' onto the property.

In 2016, Compliance activity was increased from a minimum of one visit per week to daily visits. However, the increased enforcement activity at night and at weekends that we were promised has yet to materialise.

APCOA have been given more powers of enforcement and drivers can now be asked to leave Ranks and even be suspended for 24 hours if reported for misbehaviour on Terminals. HAL say they will use their bye-laws to enforce that. However, drivers who do not use the taxi feeder Park are operating without any punishment for picking up on Forecourts or touting on Terminals and in Car Parks.

TfL had told Reps that all Compliance Officers were being trained at Heathrow and would be getting accreditation for more powers from the Met Police. That was to improve compliance and enforcement both of Taxis and Private Hire on all



# Airport matters

by Mark White

Terminals and approaches. We were told that TfL's Compliance Officers (working with the Police) would now have the power to stop vehicles. However, other than the odd operation on Forecourts and in the Feeder Park, we have yet to see any operations on the local roads and there has been very little improvement at all.

Today's meeting was to discuss yet another plan of action. But TfL failed to turn up. However, trade Reps have already given TfL's Compliance Team several guided tours with no end product.

In the article written in 2016, Heathrow Airport confirmed that they would have more powers to stop/move PHV's from picking up at the terminals. HAL said they were dotting the 'i's & crossing t's' on paperwork to enforce all the Terminals and approach roads, such as the hard shoulders and perimeter roads without having to call the Police; that it would be similar to Civil Enforcement in most local authorities; they also said we would see new signage on all the Terminals. But at a recent Liaison meeting, HAL's

Charanjit Singh Brar, told Reps that Hillingdon Council had objected to Heathrow carrying out their own enforcement. However, an FOI request to Hillingdon Council asked the Council to supply emails between Hillingdon and Heathrow regarding the enforcement of Terminal Forecourts. The reply said: "The Council has no record of objecting to a request by Heathrow to issue parking tickets on forecourts."

The Council has no record of objecting to a request by Heathrow to issue parking tickets on forecourts.

The Club had also liaised with Taxi Marshall, Kamel Abdellaoui, who had been leading on the INTEL front with HAL & the MPS regarding 'foreign speaking' touts - this included those using 'bogus' name boards' at arrivals and dodgy adverts often seen in the Edgware Road. All intel was forwarded to TfL and we were told that the New Year would see strategic action that was geared up for the Summer when passengers from the Middle East return to London. HAL also said they would monitor flight arrivals.

Nothing happened.

It was also reported that Addison Lee were refusing to use the new AVA Car Park for PHV & provincial Taxis. HAL told us that the Chief Executive, John Holland-Kaye would be speaking to them. Addison Lee still do not use the AVA.

HAL also told us that Uber were fully compliant. However, what HAL did not tell us was that, eighteen months ago, they had started a trial with the ridesharing company, whereby trips were backfilled into vehicles dropping off. We had to learn that from the Consultation Document on expansion.

The trade had asked how long cars were doing in the AVA before getting a booking and were told that some Chauffeurs were waiting up to 5 hours for their clients whilst the average wait for PHV's is just under 2 hours. We were also told that there was no local journey system for PHV's and they must meet their passengers in the Short Stay Car Parks and pay fees on top of the £1/HR charge in the AVA. HAL said that they were

confident that 75% of vehicles would play by the rules and that they would track cars via ANPR: the other 25% were believed to be leaving the Airport to pick up elsewhere or had just left without a job.

However, after an initial honeymoon period, the taxi trade would dispute those figures. Terminal Forecourts were noticeably clearer to start with, but that is far from the case now, according to the Taxi Marshals and drivers who regularly post on social media that they are struggling to set down on all the Forecourts. The sheer volume of cars waiting on Forecourts is ridiculous and both TfL and HAL seem to be turning a blind eye to this activity whilst legitimate taxi drivers stew in the Feeder Park for several hours with drivers being turned away when the capacity is exceeded.

The Trade even had to implement a Car Park Warden scheme to deal with the over-capacity issues. It is currently managed by Suzanne Sullivan, and has successfully managed to stop taxis getting tickets for parking/waiting on Newell Road.



In 2016, Reps were asked by TfL about taxi drivers using unapproved credit card systems in the canteen. TfL said these providers were unapproved and were charging drivers up to 10% for payments. TfL said Compliance would be focusing on this aspect in the future and warned that action to comply would become much tougher; they also warned against the practice of adding surcharges on transactions and drivers who start their meters whilst waiting on Ranks. They said that there were Undercover Officers deployed in Taxi queues throughout the year to monitor this. TfL said that it was an offence to overcharge and that the small minority of Drivers who do this could find themselves being pulled over on the Spur road by the Police.



Both TfL and HAL said they were looking to improve signage: especially on Terminal 2. TfL said that they supported clearer way-finding to the taxi rank.

As far as we are aware, in the past three years, none of this happened.

Other issues raised with TfL were Cross Border Hiring and Dual licensing. TfL said they were lobbying Parliament on this and Unite told us they planned to launch a campaign calling on the Gov't to 'Scrap the Act'.

TfL said their Compliance Team were also looking at putting a better contact system in place for Heathrow Reps in event of immediate action being required - it was going to be in conjunction with HAL & APCOA.

A new induction course for all new Cabbies at Heathrow was also going to be introduced, along with a guide book to clarify working practices and etiquette.

HAL then told Reps that they were looking to cull the number of TAGs currently in circulation due to the cost (about £64 plus VAT). However, the response for old TAGs to be returned (£10 reward) was poor and HAL introduced a policy of 'one in, one out' without consulting the trade

organisations and only notified Reps after the event. There is now a waiting list with hardly any new TAGs issued in the past 6 months.

Limits to how much one could put on a TAG (@£30) and a minimum for topping up (@£10) were introduced. The new Feeder Park charge in January 2020 will be @£3.60 up from £3.50. The Heathrow Extra remains unchanged at £2.80.

During the period of the 5th—26th May 2016, a survey was commissioned that sought to generate a more comprehensive understanding of licensed London taxi drivers' opinions on issues facing Heathrow; it built on one that had been carried out in 2014. However, this one received 705 replies. There were 12 questions that asked about a code of conduct, fixed fares, local journeys and the promotion of the trade. It should have been followed up by another consultation in 2017, but was postponed due to irreconcilable differences between Reps.

In November 2019, there was another meeting of Airport Reps at the RMT's Unity House. Senior Reps from all the trade organisations came together to discuss issues brought up by the Heathrow Expansion Consultation. The outcome was to

produce a trade consultation that sought to ask drivers their opinion on the same issues as in 2016, but also to elaborate on the previous questions, whilst asking some more. Whilst the survey will be more detailed with double the number (24) of questions, it will also seek to raise awareness of the issues that the trade faces.

Even if Uber lose their licence later this month, there will be a vacuum waiting to be filled. It is obvious that the taxi trade cannot trust HAL or TFL to work with us to fill it.

The LCDC's response to the Heathrow Expansion Consultation concluded with these final paragraphs:

"When HAL goes on to say 'it remains our intention that PHVs would continue to pick passengers up from the short-stay car parks. However, we are aware that passengers can find it difficult to locate their vehicle' and then goes on to add: 'we are trialling marked pick-up zones within the car parks for PHVs. We will continue to monitor the effectiveness of these areas, particularly in conjunction with any centralised booking system or ride sharing service we may introduce' followed by: 'it is also intended that ultimately a new Taxi Feeder Park (TFP) and Authorised Vehicle Area

(AVA) would be located in the new multi-storey car park on the T4 long stay car park, once the Southern Road Tunnel is in place. The TFP and AVA provision at Terminal 4 would be intended for longer duration parking, with shorter stay taxi and private hire provision at each of the terminals' it sounds as if HAL are looking to exclude taxis from outside the Terminals and forcing us to become another PH option rather than a public transport one.

This is further compounded by the paragraph under 'Next steps' where HAL state that the priority is to increase the efficiency of taxi and PHV operations around Heathrow by looking to continue working with ride-hailing apps to understand the potential of a rematch-type scheme for all PHV operators.

Again, this appears to be discriminatory against the best taxi service in the world!

HAL state that they are also continuing to engage with the industry to determine how best to manage and encourage passengers to share taxis and PHV to and from the airport and that Heathrow Airport are also engaging with the taxi trade and considering ways to achieve an operating model that promotes backfill and reduces the number of

empty trips.

The taxi Trade has seen no evidence of this. In fact, as previously stated and reiterated throughout this document, HAL seem to want to discard taxis in favour of a toxic company that uses predatory pricing, exploits its workforce, causes congestion and pollution and has led to an explosion in road traffic accidents and sexual assaults.

The taxi trade is at a loss to understand what it can be that we have done so badly for the past 60 years, given that our service costs Heathrow Airport nothing, day in and day out, for 365 days a year.

If Heathrow seriously wants to reduce the amount of journeys made by taxis and PHV, then the solution is to enforce the forecourts properly, raise the cost of parking for Private Hire and Private motorists and help the taxi trade to do what we do best, rather than undermine us with a company that lost \$5 Billion in 3 months, that hardly pays tax in the UK, and will ultimately tarnish the reputation of what is supposed to be the best airport in the world.

If Heathrow wants the support of the world's best taxi service then it must support it, not try to destroy it."



# JOSHUA EYES LONDON HOMECOMING AFTER RUIZ VICTORY

Anthony Joshua became a two-time world heavyweight champion with a unanimous points victory over Andy Ruiz Jr in a tense rematch in Saudi Arabia.

Six months on from the night Ruiz stunned boxing, Joshua risked seeing his career left in tatters with a second defeat, but served up 36 minutes of movement and well-timed punching to take the IBF, WBA and WBO titles back to Britain. After cutting his Mexican rival inside the first round he never looked back and picked out smart jabs and right hands throughout before being serenaded with chants of "AJ, AJ, AJ" by 14,000 or so fans in the Diriyah Arena.

Ruiz never looked close to landing a knockdown and when scores of 118-110 118-110 and 119-109 were read out, Joshua jumped up and down in the ring in celebration, just as the man who had wrecked his US debut Joshua, 30, now joins a small cluster of men including Muhammad Ali, Lennox Lewis, Evander Holyfield, Mike Tyson and Floyd Patterson to have reclaimed the world heavyweight title. Patterson fell to the canvas seven times in one round as he lost his belts to Ingemar Johansson in 1959 but regained them in a rematch. The question in Saudi Arabia was whether Joshua could show the same mental fortitude after being knocked down four times by Ruiz in June. His answer was emphatic. A downpour in a country that barely sees rain stopped moments before Joshua strode to the ring, prompting him to carefully dry his feet on the canvas.

From that moment on, his feet moved with grace. Seconds before the off, Ruiz was told "let's go Andy" by his corner but he was rarely allowed to get close to his rival and inflict the damage he did in the first fight. Ruiz, the bookmakers' underdog again, was cut above his left eye in the first. He landed two jabs of his own in the second but took a left hook as Joshua moved with the lightness of a man at his lowest



weight in five years. He was burning energy but was slick and showed variety in working head and body in the third. A crowd unfamiliar with the sweet science at such close quarters offered audible applause and cheers as the smart work landed. There was always tension given the speed with which Ruiz's gold gloves can move, and in the eighth he served up a first scare. As the pair tangled, Ruiz made things ugly and winged in a hook. The crowd stamped their feet while Ruiz's fighting compatriot Saul 'Canelo' Alvarez stood and screamed ringside. The ninth felt key, Joshua needed to establish distance again. He landed a solid uppercut but saw Ruiz fire back wildly instantly. Again, the incredible durability of the champion and the constant threat he carried was evident. Deep in the 12th, Ruiz beat his chest as if to dare Joshua close. After a night of lateral movement and poise, it was never going to happen. Joshua glared out at the crowd as the bell sounded. It was a look of a

defiance. It was the look of a man who had proved his point.

Anthony Joshua won his world titles back at the first attempt. Brave Ruiz pays for distraction. Some seeing Ruiz's showing here will ask what was wrong with Joshua in their first meeting - the Mexican was never able to rediscover the heights he hit in New York. His weight gain of 15lb was the same as James 'Buster' Douglas piled on after stunning Mike Tyson in 1990. Douglas lost easily to Holyfield months later and as the scorecards widened on Saturday and Ruiz ate shots, it looked as if his new status and its attached distractions might have taken a similar toll. Hauling 20st 3lb around a ring is no easy feat. Only Nikolai Valuev - who was 7ft tall - has weighed more and held a world title. And as Saudi royalty watched on at ringside, Ruiz was consistently unpicked and out maneuvered. He will at least leave with a career-high pay day in excess of £10m. He can live the rest of his life as a former world

champion who stunned boxing. But if he shoots for titles again, he will simply need to be better. Joshua's clinical response to adversity. Joshua had said defeat would have been "catastrophic" for a career that promised so much, delivered plenty and then, from nowhere, was shaken to its core. Some close to him had expressed how nervous they were all week. The fact his entire team stayed with him in the ring for over 30 minutes after his win pointed to their relief. He has promised to fully explain what happened on that June night but it is to his credit that he pushed for a new approach to his training, made adjustments and lived out the lessons he gleaned from his lowest point in the paid ranks. To use a boxing term, he 'boxed the ears off' a man who had prompted him to ask so many questions of himself. The talk of facing Deontay Wilder or Tyson Fury - temporarily derailed by Ruiz in June - will resume. Another rematch, though neither party is

obligated this time, also has legs. Joshua has earned such options after such a clinical response to adversity. Boxing history will never forget what Ruiz did to him. Joshua can at least draw some comfort in putting things right. 'The partying got the best of me' - Andy Ruiz Jr on loss to Anthony Joshua. What they said - 'When was the last time we had a role model like this?' Promoter Eddie Hearn: "Madison Square Garden was a humiliation, he went down four times - people wrote him off, said he had no heart, he quit. He went back, brushed himself down and went back to work to prove you all wrong. It was an absolute masterclass, a shutout, a way of boxing people didn't believe he could do. "He taught himself to box like that - the discipline was incredible. All the things no-one thought he possessed. That's because he's getting better. What heavyweight has a resume like him? Give him respect; he has changed the face of boxing. A great individual with a big heart. "I have represented Anthony since he turned pro. He is a very close friend of mine. The strength he has shown is unbelievable. When was the last time we had a role model like this? We should be so proud. An absolute role model for our country." Joshua's trainer Robert McCracken: "I think he was where I wanted him to be for this fight. He has listened in camp, worked really hard, and I thought he boxed very well against a dangerous fighter. "Andy Ruiz is a real danger and he is very quick and heavy-handed. There were a couple times Josh went into mid-range and came unstuck but he settled back down in the corner and got back on it. His weight was great and his jab was tremendous." BBC Radio 5 Live boxing pundit Steve Bunce: "AJ was absolutely clinical and he never wasted a shot. That was class and he stuck to his plan. Beautiful to watch



## Stop Press: WBC lifts Whyte suspension

The doping case has been cleared and so has the first hurdle of Dillian Whyte's return.

But it remains to be seen how long it will

be before he fully resembles a world-title challenger once more. His unanimous points win over Mariusz Wach on Saturday was functional.

Nothing more, and maybe even a bit less, which can be reasonably explained by the circumstances of a lengthy drugs investigation and

Whyte taking this fight at a fortnight's notice. The 31-year-old was sluggish in this 10-round. And heavy. Whyte was clearly ahead through the

uneventful opening rounds and took the 10th before being given the decision for 27-1. The cards had it as 98-93 and 97-93 twice.






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A photograph of three children. On the left, a young boy with dark hair is resting his head on his right hand, looking towards the camera. In the center, a baby is wearing pink-rimmed glasses and a dark vest over a white shirt. On the right, a young girl with light hair and black-rimmed glasses is smiling, resting her head on her left hand. She is wearing a yellow wristband. The background is a plain, light-colored wall.

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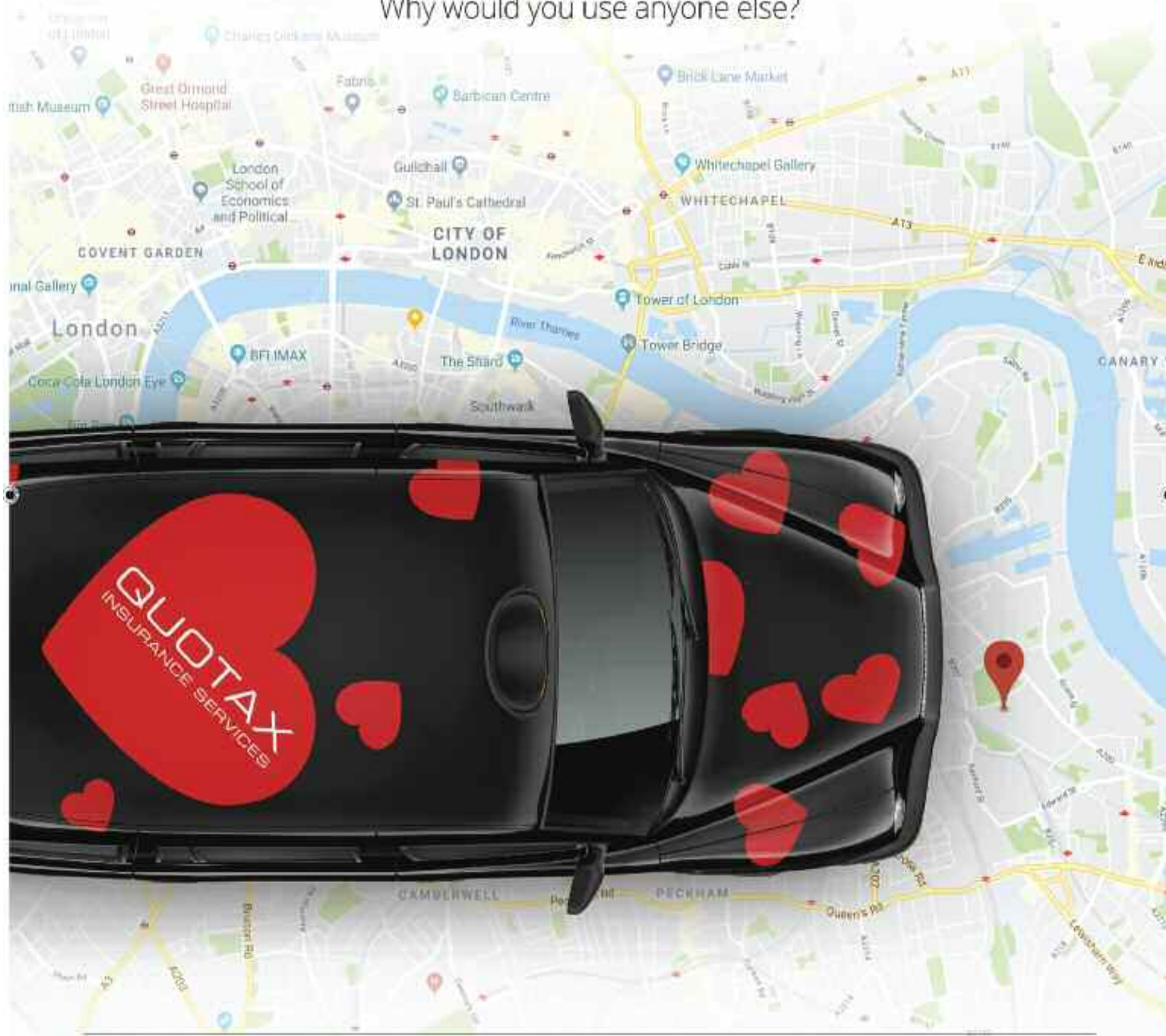
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