



More trade stories than all the others put together

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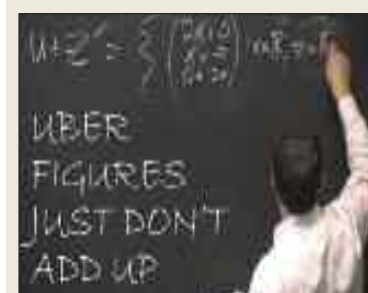


UBER AND OUT

**FIRM LEFT REELING AFTER
TFL FINALLY REVOKE LICENCE**

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**UBER'S '40,000
DRIVERS' MYTH
EXPOSED**

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NEWS



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NEWS



**RIP TERRY
DOWNES**

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 and should be sent to the Editor at the
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The London Cab Drivers' Club Ltd.

UBER

So, after months of
 deliberating, TfL have stated
 that UBER are not "Fit &
 Proper" and have stripped
 them of its London licence,
 which ran out on 30th
 September.

On the Friday of the
 announcement, UBER replied in
 their usual bolshie manner saying
 that London was now "shut for
 business".

However, like most bullies in life
 they soon started crying and by
 Monday their new CEO Dara
 Khosrowshahi had made a full
 public apology promising to
 change...

What they are going to change is
 anybody's guess. This past week
 has seen several major accidents
 in central London attributed to
 UBER drivers, a motorcyclist killed
 at Battersea Bridge, not one, but
 two drivers drove down the A40 the
 wrong way, eleven pedestrians
 injured in Exhibition Road, then the
 following morning an UBER ended
 up on its roof at Cromwell Road...

By allowing them to operate, whilst
 the decision is being appealed by
 UBER, one must ask if TfL are
 open to being sued by members of
 the public who are injured or killed
 by UBER drivers?

RAPID CHARGING POINTS

On page 11 we publish a
 survey commissioned by
 Addison Lee into the
 infrastructure needed to
 convert London taxis and
 private hire vehicles to
 electric.

It makes startling reading, to say
 the least. The report estimates that
 the amount of rapid charging points
 needed to enable just 25% of the
 combined PH & Taxi fleet to
 electric would be 2,135 units. The
 current plan by TfL is to have just
 300 available by 2020!

The open question to TfL from the
 taxi trade should be - where does it
 leave us?

MOVING OFFICE UPDATE

I would just like to apologise
 to all members who tried to
 call us last month whilst we
 were in the middle of
 relocating into another part of
 the Biscuit Factory.

We now have several lines on the
 same number: 0207 394 5553

Grant Davis
 LCDC Chairman



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STOP PRESS... STOP PRESS... STOP PRESS...

It's a funny old world!

Former PM David Cameron joins First Data... who are UBER's payment
 partner...



• Category: Corporate, Financial

*UberRUSH integration will allow business owners to make same-day
 deliveries with a tap of a finger*

NEW YORK, OCTOBER 28, 2015 – First Data, a global leader in commerce-enabling
 technology and solutions, today announced that UberRUSH, a new on-demand delivery
 service from Uber, will be available in First Data's Clover® App Market. One of the
 largest POS app markets currently available, the Clover App Market is offered through
 First Data's Clover® point-of-sale solution.

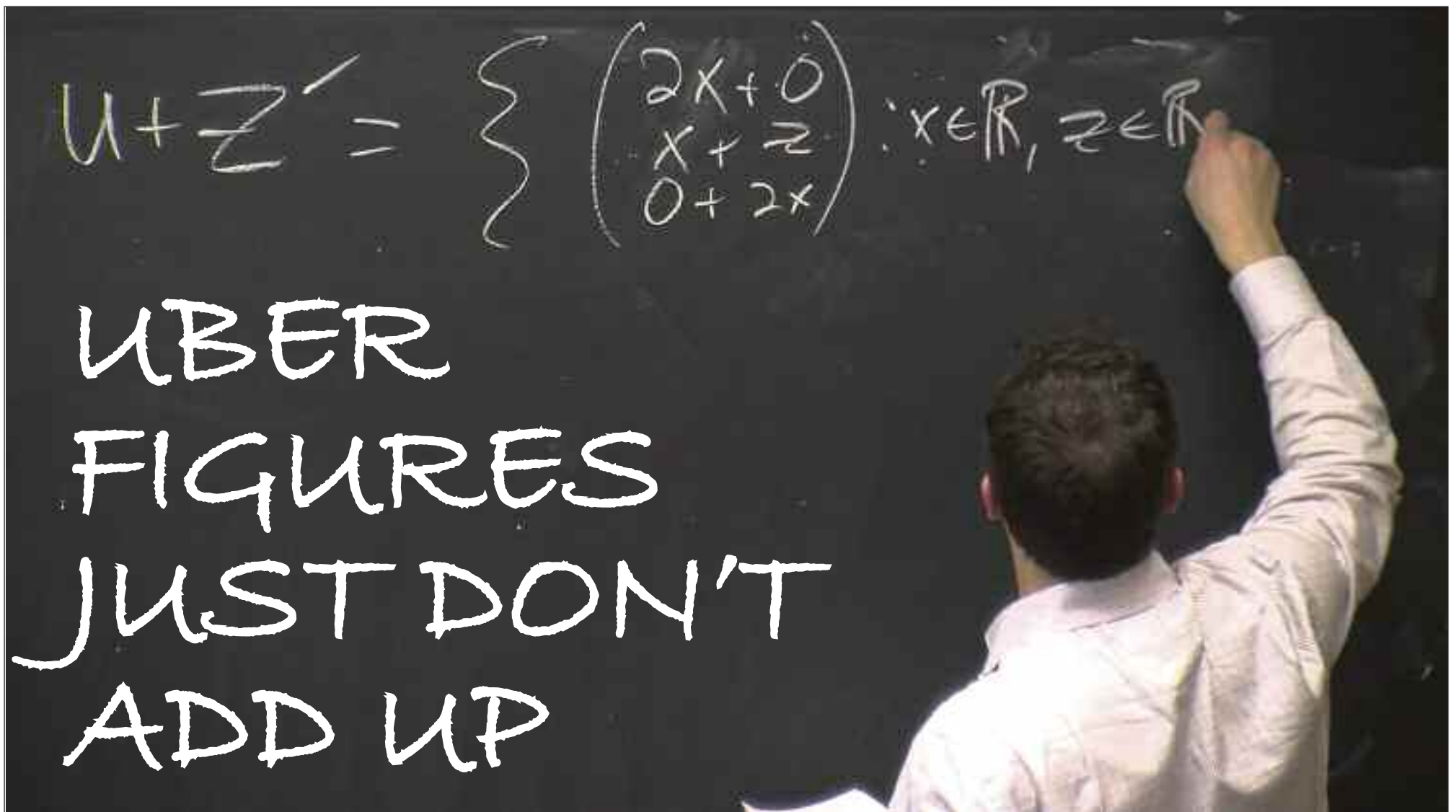
With just a click business owners can set pick-ups and track deliveries directly from
 their Clover device. In minutes, an UberRUSH delivery partner will pick up the
 purchased goods from the business and deliver them directly to the customer.

NEW FIGURES REVEAL: in just six months this year,
 422 private hire drivers have had their licences
 revoked.

Just how safe are private hire in London?

Between 1 January 2017 and 12 July
 2017, 422 private hire driver licences have
 been revoked. Of these, 153 resulted from
 allegations of crime or misconduct, 35 of
 which related to allegations of sexual
 offences.

When we are notified by the police of an
 allegation against a TfL licensed taxi or
 private hire driver, we immediately assess
 whether there is a risk to public
 safety. We may immediately suspend the
 driver's licence prior to charge or
 conviction, if we believe the individual is
 not 'fit and proper' based on the
 initial evidence. The driver will remain
 suspended until we receive the results of
 the police investigation and any court
 outcomes. In some cases, we may cancel
 a driver's licence immediately, irrespective
 of the results of the police investigation
 and subsequent court proceedings.



As was to be expected, on the news of the revocation of their licence, the UBER PR machine went into overdrive. Hysterical claims that London couldn't survive without them, forty thousand jobs at risk, 3.5 million London users...

By chance, the following week UBER published their 2016 accounts for UBER London, which made very interesting reading when the above user figures are taken into consideration.

Sales increase by 59% from £23.3m to £36.9m
Pre-tax profits up from £1.8m to just over £3m and its Tax bill rose from £410,851 to £551,174

If one was to take these figures at face value and the figure of £36.9m was the 25% it received from the drivers, this would give UBER a gross turnover of some £148m. UBER claim that they have 40,000 drivers whose jobs are now at risk. Of the £148m, the drivers would be paid £111m, which would mean that each driver was earning £2,775 a year - hardly a worthy state of employment?

The question is which figures are correct? If the latter is true then surely there needs to be a full-scale investigation into UBER by HMRC on both false accounting and tax avoidance.

If we then take the passenger numbers of 3.5m and divide that into the £148m turnover, we see that the average UBER rider spends just £42 a year or just... 80p a week.

However, whenever challenged about excessive working hours and conditions, Jo Bertram from UBER (now departed... that's a surprise) and other spokespeople from UBER regularly state to media outlets that the drivers are earning £15 per hour and on average work 30 hours a week.

If one then adds UBER commission, that gives us £20 per hour, which then gives us the sum of £600 per week (£30,000 a year) Again, if one is to believe the UBER claims that they have 40,000 drivers, that would give them the

figure of £1.2billion turnover a year and mean the average spend of the 3.5m riders is approx. £343 a year.

The question is, which figures are correct? If the latter is true then surely there needs to be a full-scale investigation into UBER by HMRC on both false accounting and tax avoidance?

To compound matters, UBER's claim to be a 'tech' company and not a transport company was blown out the water when at the recent employment tribunal their QC, Dinah Rose, stated in open court that they (UBER) operate in a similar way to all other mini cab companies in London i.e. that many drivers operate more than one app. Proving once again their claim about 40,000 jobs is utter

nonsense.

Despite its perception as a world corporate colossus, UBER remains a financial disaster zone by any standard metric, losing a further \$654m in the second quarter of the year.

After months of internal strife, with Dara Khosrowshahi replacing Travis Kalanick as CEO, the board of Uber Technologies Inc. set a deadline for an initial public offering (IPO) for the autumn of 2019.

Goldman Sachs are currently trying to facilitate a massive investment by Japan's SoftBank. However whether this will be enough for a successful IPO and investors in UBER to get a return on their money must remain very doubtful.



L.C.D.C LEADERS NOT FOLLOWERS
Stop talking about it and JOIN!

Licensing decision on Uber London Limited

Transport for London (TfL) has today (Friday 22 September) informed Uber London Limited that it will not be issued with a private hire operator licence after expiry of its current licence on 30 September.

TfL's regulation of London's taxi and private hire trades is designed to ensure passenger safety. Private hire operators must meet rigorous regulations, and demonstrate to TfL that they do so, in order to operate. TfL must also be satisfied that an operator is fit and proper to hold a licence.

TfL has concluded that Uber London Limited is not fit and proper to hold a private hire operator licence.

The Private Hire Vehicles (London) Act 1998 includes provision to appeal a licensing decision within 21 days of it being communicated to the applicant.

Uber London Limited can continue to operate until any appeal processes have been exhausted, and licenced drivers can continue to drive for them as they can for any other licensed private hire operator.

Our reasons for not issuing a new private hire operator licence to Uber

TfL considers that Uber's approach and conduct demonstrate a lack of corporate responsibility in relation to a number of issues which have potential public safety and security implications. These include:

- Its approach to reporting serious criminal offences.
- Its approach to how medical certificates are obtained.
- Its approach to how Enhanced Disclosure and Barring Service (DBS) checks are obtained.
- Its approach to explaining the use of Greyball in London, software that could be used to block regulatory bodies from gaining full access to the app and prevent officials from undertaking regulatory or law enforcement duties. Regards,



Helen Chapman
General Manager
London Taxi and Private Hire

GREYBALL: HOW UBER DECEIVED AUTHORITIES

Uber has for years engaged in a worldwide program to deceive the authorities in markets where its low-cost ride-hailing service was resisted by law enforcement or, in some instances, had been banned.

The program, involving a tool called Greyball, uses data collected from the Uber app and other techniques to identify and circumvent officials who were trying to clamp down on the ride-hailing service. Uber used these methods to evade the authorities in cities like Boston, Paris and Las Vegas, and in countries like Australia, China and South Korea.

Greyball was part of a program called VTOS, short for “violation of terms of service,” which Uber created to root out people it thought were using or targeting its service improperly. The program, including Greyball, began as early as 2014 and remains in use, predominantly outside the United States. Greyball was approved by Uber’s legal team.

Greyball and the VTOS program were described to The New York Times by four current and former Uber employees, who also provided documents. The four spoke on the condition of anonymity because the tools and their use are confidential and because of fear of retaliation by Uber.

Uber’s use of Greyball was recorded on video in late 2014, when Erich England, a code enforcement inspector in Portland, Ore., tried to hail an Uber car downtown in a sting operation against the company. At the time, Uber had just started its ride-hailing service in Portland without seeking permission from the city, which later declared the service illegal. To build a case against the company, officers like Mr. England posed as riders, opening the Uber app to hail a car and watching as miniature vehicles on the screen made their way toward the potential fares.

But unknown to Mr. England and other authorities, some of the digital cars they saw in the app did not represent actual vehicles. And the Uber drivers they were able to hail also quickly canceled. That was

because Uber had tagged Mr. England and his colleagues — essentially Greyballing them as city officials — based on data collected from the app and in other ways. The company then served up a fake version of the app, populated with ghost cars, to evade capture.

At a time when Uber is already under scrutiny for its boundary-pushing workplace culture, its use of the Greyball tool underscores the lengths to which the company will go to dominate its market. Uber has long flouted laws and regulations to gain an edge against entrenched transportation providers, a modus operandi that has helped propel it into more than 70 countries and to a valuation close to \$70 billion. Yet using its app to identify and

*‘I am very concerned that Uber may have purposefully worked to thwart the city’s job to protect the public’
Mayor of Portland, Ted Wheeler*

sidestep the authorities where regulators said Uber was breaking the law goes further toward skirting ethical lines — and, potentially, legal ones. Some at Uber who knew of the VTOS program and how the Greyball tool was being used were troubled by it. In a statement, Uber said, “This program denies ride requests to users who are violating our terms of service — whether that’s people aiming to physically harm drivers, competitors looking to disrupt our operations, or opponents who collude with officials on secret ‘stings’ meant to entrap drivers.”

The mayor of Portland, Ted Wheeler, said in a statement, “I am very concerned that Uber may have purposefully worked to thwart the city’s job to protect the public.”

After the authorities caught on to what was happening, Uber and local officials often clashed. Uber has encountered legal problems over UberX in cities including



Austin, Tex., Philadelphia and Tampa, Fla., as well as internationally.

This is where the VTOS program and the use of the Greyball tool came in. When

tactic, Uber employees would go to local electronics stores to look up device numbers of the cheapest mobile phones for sale, which were often the ones bought by city officials working

measures meant to protect drivers in some countries. In those areas, Greyballing started as a way to scramble the locations of UberX drivers to prevent competitors from finding them. Uber said that was still the tool’s primary use.

But as Uber moved into new markets, its engineers saw that the same methods could be used to evade law enforcement. Once the Greyball tool was put in place and tested, Uber engineers created a playbook with a list of tactics and distributed it to general managers in more than a dozen countries on five continents. At least 50 people inside Uber knew about Greyball, and some had qualms about whether it was ethical or legal. Greyball was approved by Uber’s legal team, led by Salle Yoo, the company’s general counsel. Ryan Graves, an early hire who became senior vice president of global operations and a board member, was also aware of the program. Ms. Yoo and Mr. Graves did not respond to requests for comment.

To date, Greyballing has been effective. In Portland on that day in late 2014, Mr. England, the enforcement officer, did not catch an Uber, according to local reports.

And two weeks after Uber began dispatching drivers in Portland, the company reached an agreement with local officials that said that after a three-month suspension, UberX would eventually be legally available in the city.

**Article courtesy of New York Times*

Uber moved into a new city, it appointed a general manager to lead the charge. This person, using various technologies and techniques, would try to spot enforcement officers.

One technique involved drawing a digital perimeter, or “geofence,” around the government offices on a digital map of a city that Uber was monitoring. The company watched which people were frequently opening and closing the app — a process known internally as eyeballing — near such locations as evidence that the users might be associated with city agencies.

Other techniques included looking at a user’s credit card information and determining whether the card was tied directly to an institution like a police credit union.

Enforcement officials involved in large-scale sting operations meant to catch Uber drivers would sometimes buy dozens of cellphones to create different accounts. To circumvent that

with budgets that were not large. In all, there were at least a dozen or so signifiers in the VTOS program that Uber employees could use to assess whether users were regular new riders or probably city officials. If such clues did not confirm a user’s identity, Uber employees would search social media profiles and other information available online. If users were identified as being linked to law enforcement, Uber Greyballed them by tagging them with a small piece of code that read “Greyball” followed by a string of numbers.

When someone tagged this way called a car, Uber could scramble a set of ghost cars in a fake version of the app for that person to see, or show that no cars were available. Occasionally, if a driver accidentally picked up someone tagged as an officer, Uber called the driver with instructions to end the ride. Uber employees said the practices and tools were born in part out of safety

GRIM REALITY BEHIND

This is London. The city of hedge funders, hipsters and Uber drivers. Forty thousand drivers, 3.5m users. London has rhythms, Uber has a rhythm, and this is how it begins. Her alarm goes off at 4.30am. At 5.30am she switches on the app. "It's too dangerous for a woman to drive at night."

Elena Ionescu* has been in London for three years. Six, sometimes seven mornings a week start like this. Hours before first light in a seven-person house in Woodford Green in Tube Zone Four. Hoping to make £80 a shift. Every taxi driver has stories. Stories that are working for a tip, or for that five-star rating. But if they do tell you about their lives, there is only until the end of the ride to hear it. So at 6am, I sit in Ionescu's cramped living room, listening. I first met her when I hailed an Uber. But to really talk you have to get out of the app. "I left Romania because my boyfriend was dreaming of coming to London, to really make himself. And when I came, I was dreaming of a brilliant career." Ionescu had wanted to wear a suit and work in an office. "But it didn't work out like this." Ionescu looks away. "London disappointed me." 6:00am Woodford Green Ionescu has just woken up but her face is tired. She looks older than 31. There is something bitter that never leaves her voice. Back in Romania, she worked on customer contracts for the electricity company Enel. "The truth is, I had a much better life in Romania." Ionescu's boyfriend Iulian rides nights. His Uber shift is over by 4.30am. They see each other briefly in the dead of night before she leaves at 5.30am. "If we lose our jobs," she says, "we won't be able to pay for our cars and our phones." Ionescu earns between £300 and £600 a week (before tax). In Romania, the average monthly salary is £600. But in London her expenses — rent, the car, petrol, food, the contract on the phone — take up most of her pay. Stress. Exhaustion. Money. These questions are never far from many a Londoner's thoughts. But for Ionescu it's different. She looks at me intently. "Let me tell you

something. London is a city of slaves. You make just enough money to keep going. And no more." She adds: "The mornings are always the same. Around 30 per cent of them are very angry. They even blame you for the traffic. For the weather. They shout and they yell," she says. "They treat us the way they would never treat a black cab. Some of them act like they own you." The morning rides Ionescu likes are at the weekends. When in the early hours the riders are still drunk and the sky is turning blue and hipsters are going home in Hackney. "I will tell you one thing I like: the quiet drunks. They sing. They laugh. Even the ones who are angry when the dawn comes up, it soothes them. The daylight it calms everyone. Elena Ionescu © Harry Mitchell "They yell. They get rude. If they start to get aggressive. I just go, 'Please, I'm sorry, please'." But the angry riders only get angrier. Like the man in the suit she picked up in Victoria. He threw himself into the car and barked at her, "Get me to Canary Wharf. I've got a meeting." Ionescu drove: through the warren of the City and down Commercial Road. "We were almost there when he started to scream. 'You're the worst driver! You're the worst driver because you don't speed!'" I can't, she said. It's not legal. My licence. "Just f***ing drive," he said. "You f***ing immigrant. You f***ing speed because I'm f***ing paying you." Recommended A London Uber driver's day on the road mapped out How Uber and London ended up in a taxi war Uber chief to meet TfL official in London for talks on ban Ionescu was shaking when she pulled over under the towers of Canary Wharf. "That was when I started to cry. I want to go home, I was feeling. I have to quit Uber because this is not a job for a woman." Back in Romania, her father drove a cab. She never went to university. But Ionescu had never lived in a shared house before London. But this was how the Romanians she met in London were living. Eight, 10, 20 all crammed into shabby flats. "Nobody lives like this in Romania," she says. "I just felt pity." When she drives she is thinking: what do I need to do next? How much longer do I



need to stay here? How much longer until I have paid off the loan on my car? How much longer till I have paid off the contract on my mobile phone? "I keep thinking I can't wait to go home." The app cools off in the afternoon. Ionescu drives home. At last she has a few hours and she plays with her dog Puffy and her boyfriend wakes up from the night shift. "What we have in London... it's not a life." I met Ahmed Hassan Abdi through mutual acquaintances. "I don't have a routine," he says. "I drive whenever I can. Afternoon. Morning. Night." This is your Uber driver at home. The light is dingy. Abdi sits on the edge of his bed. The whole flat is just one room. The walls are bare and the flecked linoleum floor dirty. "Pest Control has visited" is stuck to the bathroom door. Abdi has been here on this

council estate in Loughborough Junction for almost two years, but his things are still in bin sacks on the floor. A few months ago, he turned 55. Abdi always wears a suit and tie. Every day he wakes up, dresses up, turns on his app and drives. Seven days a week. In 2007 he lost his job as a factory technician in the Netherlands when the plant was outsourced to the Czech Republic. In 2010, he came to London, chasing work. He and his wife then separated. He has two grown up sons who are still in the Netherlands. He is in London alone. "I'm Somali, but for nearly 20 years I lived in the Netherlands. And you know what? I never felt at home. You know why? Can you imagine a black man being a bank manager there?" Abdi looks at me and laughs. "Come on!" Abdi sighs. "In

London, I saw something so much better." But quickly things didn't work out. London glinted but gave nothing away. "When I first started to Uber, I was homeless," says Abdi. "I was sleeping at friends' houses. Trying to find rooms. Going from place to place." That was until the Muslim-led housing association Ash-Shahada found him this place. "The man who was here before," says Abdi. "He died." Abdi doesn't want to remember the passengers and he doesn't want them to remember him. "When I drive, you know what I am?" he says. "I am a dummy. I don't say anything, I don't ask anything. I just drive." Abdi doesn't think about anything but the road. Central London needs so much focus. It wears him down. Then there are the black cabs. "When they are near you," he says, "you always

UBER'S EXPLOITATION

feel fear. You can see them and you can see the hate."

Sometimes the cabbies come up to him and gesture obscenely through the glass. "Go back home, they tell me. Go back home." Once a cabbie took a ride in Abdi's Uber. "He was yelling at me and shouting, 'You don't know how to drive! Get out of this country.'" 5:00pm Loughborough Junction This is why Abdi likes to drive to Heathrow airport. The route is longer, the motorway calmer. "In the morning when I get there I pray with the other Muslims in the car park." Now the afternoon comes thick and fast. Traffic. Rush. But the app goes quiet. At 5pm, the riders pick up again. "They are agitated. They are anxious to get home. But I'm watching them. And I can see they are thinking about the work they left there." Abdi wants to be silent. He wants to give the riders what they want. The invisible man. But when the riders want politics, he comes alive. "I'm political," he says. "The lawyers, the doctors, the accountants, this is what they want to discuss." Sometimes, riders want to talk about Brexit. "The last two years things are going the wrong way in Britain. I feel it more and more: they are dividing us into races. Some walls are breaking." Between jobs Abdi waits, turns off the engine, and he reads. "I read about Brexit. How the UK it fell down." Then the app calls. Another ride. When Abdi turns the key in his 2009 Vauxhall Zafira, he keeps thinking. "There isn't enough order in Britain," he says. "The only good order is Uber." But everywhere Abdi sees money. "I never think back," he says. "I never think about the rides. I never think about what I've seen in London. When I think, I only think about my family. When I think, I only think about my complications." Night after night, Abdi eats in cheap Indian and Somali restaurants near his estate. Sometimes, he worries. "I worry about my mother. She is in Mogadishu and she is sick. Every few weeks she goes back to hospital." Every few weeks she is in severe pain. "I didn't want it to be this way. I wanted to look after her. But I don't let it get me down. Knowing she needs me keeps me going." Every month



he sends his mother in Somalia all the money from the fares. "All I keep for myself is for my clothes and my car and my food." Uber takes him everywhere, to Knightsbridge, to stucco terraces, but at night he returns here, to his single room. Abdi touches my arm. "Let me tell you something." The warmth in his voice has gone for a second. "Nothing in this world is certain." At night, Uber becomes

3pm. At night, the app never makes him wait long. "As soon as I reach Waterloo Bridge, I have my riders." Adnan loves riding by night. At night, the riders talk. "They tell me their secrets. They make confessions. They make me their psychotherapist." The morning is British and office workers. The London night is everyone: travellers, tourists, artists, Russians, Europeans, Arabs. But not all of them are

Then it turns dark. The beer. The vodka. It makes London drunk. But all of these last calls and piss-ups have their rhythm. "It starts around 12pm. That's when I get worried. By around 2am, each time the app goes, I am thinking, oh God, please somebody decent." It doesn't take long to know. "The moment they sit on that back seat, you know." 10:00pm Elephant & Castle At night, things happen in Ubers. "There

"When I drive, you know what I am?" he says. "I am a dummy. I don't say anything, I don't ask anything. I just drive." Abdi doesn't think about anything but the road.

different, and London becomes different. Adnan Maan drives at night. Fifty-three, he was born in the Turkish mining town of Soma. Now, he lives alone, with a parrot and a cat in a studio on the ground floor of a council block in Elephant and Castle. This is his Uber routine: he drives from 10pm until 4.30am. That makes this his sleep routine: from 6am until

that different. Everyone thinks they are having a unique conversation with their Uber driver. "But actually every week they all always want to talk about that same topic." It could be Brexit. It could be football. "Every week, something is on everyone's mind." The night comes up joyfully, the buzz, the families out to restaurants, the couples on their way to dates.

are the couples that are fighting that fill the Uber with a negative, horrible energy." There are the couples on their phones, that seem so far apart. And always there are the couples that are kissing, that are touching, wanting to rush home. "I try not to look," says Adnan. "But I feel happy for them." "I love London, y'know." Adnan is gay. "I found myself in London."

Nothing, not even the worst Uber vomits, could make him hate it. For 21 months, he has lived like this. Before, Adnan worked as a carer in Chelsea and Westminster Hospital. "Maybe that's why, late at night, a lot of the young women they trust me, and they ask me things." An Uber is not a black cab. An Uber is an Uber and people behave differently. You do what you want. "The riders do things they would never do in a black cab. They yell. They laugh. They ask if they can smoke weed. They even offered me coke. Because this is an Uber." An Uber comes at your convenience. And some people think you can make an Uber driver do whatever you want. "Once a man went to me, very aggressively and in a very vulgar way. Come upstairs. Do these things to me." Adnan said no. Please stop asking. But the rider wanted it. The rider refused to stop asking for it until he reached his destination. "After, I was just shaking. I just stopped the car: breathe." The cover of the Evening Standard following news of Uber's losing its licence to operate in London By 3am, the drunks are thin on the ground. "The last riders are calmer. The serious clubbers. The night shift. The last ones leaving the party." This is when you can get the most intimate conversations, like with the beautiful transvestite he drove home, when the Uber feels like a bubble in the dark. At 4.30am, Adnan can begin to feel dawn. "The first thing you notice are the white vans driving very, very fast. And that's when I think, 'I'm not getting involved in this.'"

Then, in the winter hours before the dawn, the bus stops begin to fill. The night cleaners heading into the city. The depot workers who have to be there first. "I feel so sorry for them," says Adnan. Dawn. The light is soft. London is waking. And as the Uber crosses Waterloo Bridge on the way home, the roads are filling with white vans. For a few seconds Adnan can see it all: the city and the glass towers. "Every time I see it, I think just one thing. This is so beautiful." *Name changed on request to protect her identity Ben Judah is the author of 'This Is London'

*Article courtesy of FT
*Photos Harry Mitchell

DOUBLE TROUBLE

----- CYCLE SUPERHIGHWAYS -----



Kensington to Brentford

Plans for the first cycle superhighway in west London were unveiled today.

More than half of the 5.6-mile CS9 route between Kensington Olympia and Brentford town centre will be on segregated lanes, protecting riders from other traffic.

Cycle campaigners said it extended the superhighways network to parts of London where cycle infrastructure is "virtually non-existent".

Construction is due to start late next year and could add to demands for a superhighway on Kensington High Street to create a link with the flagship East-West superhighway at Hyde Park. Campaigners say it extends the superhighways network to parts of London where cycle infrastructure is "virtually non-existent".

The route links with already announced plans to enable cyclists to bypass the Hammersmith gyratory.

It diverts riders off Chiswick High Road at Turnham Green and onto residential streets, which will be closed to through traffic. Cyclists will also be able to bypass the busy Kew Bridge junction. Mayor Sadiq Khan said: "This new cycle superhighway will bring a high-quality segregated cycle lane to west London for the very first time."

It will make a real difference in encouraging Londoners of all ages and abilities to get on their bikes and improve conditions for pedestrians across the area."

The proposals, revealed as a consultation was launched today by Transport for London, also include five new traffic light junctions and improvements to 20 pedestrian crossings.

Simon Munk, infrastructure campaigner at London Cycling Campaign, said: "This route will tame several dangerous junctions, enable far more people of all

ages and abilities to cycle to local shops, stations and into work and extend the cycle superhighway network to areas where cycling demand is high but cycling infrastructure is virtually non-existent."

A single two-way superhighway will be built between Olympia and Turnham Green.

There will be no segregation as the route transfers onto Heathfield Terrace and Wellesley Road. Single lanes on either side of the road will be built on the South Circular Road, Kew Bridge Road and Brentford High Street.

The intention is to eventually extend the route west into Hounslow, with a second consultation expected next year.

The CS9 proposals come after Mr Khan axed Boris Johnson's plans to extend the East-West route into Acton via the A40 Westway flyover.

Will Norman, London's Walking and Cycling Commissioner, said: "Cycle Superhighway 9 will be hugely important in helping cyclists in the west travel safely and inspire many more Londoners to take up cycling for the first time."

Wesley Harcourt, Hammersmith & Fulham council cabinet member for environment, said: "As part of our aim of becoming the greenest borough in the country, we want to double the number of journeys in the borough being taken by bike."

"Key to that aim is making people feel safe. This new route enables people to get right across the borough and into central London easily, and without the fear of sharing space with large motor vehicles."

The entire route, between Olympia and Hounslow, is projected to cost up to £70 million, making it the most expensive cycle superhighway in London. It would be opened in stages as construction progresses.

Tower Bridge to Greenwich

Plans for a segregated cycle superhighway in south-east London were unveiled today to improve safety on one of the capital's most popular but dangerous routes.

The CS4 superhighway will link Tower Bridge and Greenwich, running along the A200 via Bermondsey, Surrey Quays and Deptford.

It will cost up to £55 million and work is due to begin late next year.

It is the second superhighway proposal unveiled by Mayor Sadiq Khan in a week, following the CS9 route that is set to link Olympia and Brentford.

Almost 3,500 cycle trips are made daily on the section of the A200 that will carry a protected two-way cycle lane, placing it in the most popular five per cent of routes in London.

The CS4 superhighway will link Tower Bridge and Greenwich

Transport for London says the route also has a high potential to attract motorists out of their cars and onto two wheels.

At present it also has one of the worst safety records - 93 cyclist collisions in the three years to August 2016 - and Rotherhithe roundabout is amongst London's most dangerous junctions.

Mr Khan said: "We need more Londoners to cycle and walk for the good of their health and our air quality, and that's why we're working so hard make cycling safer and easier right across the capital. By bringing this route to an area of such high demand, this superhighway really will open up cycling to thousands more Londoners."

Today's proposals, for about 2.5 miles of

superhighways on Tooley Street, Jamaica Road, Evelyn Street and Creek Road, exclude the central section on Lower Road due to uncertainty about the impact of the regeneration of Canada Water.

The plans also include five new traffic light pedestrian crossings, the upgrade of more than 20 existing crossings, and the redesign of the Rotherhithe roundabout.

A second consultation is planned later this year for Lower Road. The aim is for the entire 3.6 mile route to be segregated. There are longer-term hopes to extend it east into Greenwich town centre.

Will Norman, London's walking and cycling commissioner, said: "South-east London is an area of huge cycling potential so I know that CS4 will make a real difference to so many cyclists and budding riders by providing a safe segregated route that links straight into our growing cycling network."

Simon Munk, of London Cycling Campaign, said: "CS4, like CS9 announced last week, won't just calm collision hotspots for those who already cycle - it will unlock the potential for far more people to cycle, for far more journeys."

"CS4 and CS9 take a big step towards fulfilling the Mayor's commitment to our members to triple the protected space for cycling on main roads, which is key to lots more everyday journeys happening by bike."

**Articles courtesy of Evening Standard*





Alan's Angle

City of London declares war on diesel PH vehicles

The City of London Corporation, local authority for the Square Mile, has called for a ban on new diesel private hire vehicles (PHVs) in its response to the Mayor of London's air quality consultation.

The Corporation also wants to see existing diesel PHVs removed from fleets as soon as possible to protect the public from exposure to toxic diesel emissions – with current licences phased out by 2020.

The consultation had invited Londoners to have their say on the Mayor's proposals to introduce a new Emission Surcharge and to bring forward the Ultra-Low Emission Zone from 2020 to

2019.

Jon Avern, City of London Public Protection Director, said:

"Diesel PHVs travel huge distances in central London and cleaner alternatives to diesel are readily available. "They are releasing pollutants including nitrogen dioxides and particulate matter, which can cause asthma, heart disease and cancer.

"London's businesses and residents want to see effective action from the authorities to reduce public exposure to air pollution in the short term.

"It is important that action is taken at the earliest opportunity to protect the health of Londoners." The City of London

Corporation recently banned the purchase of diesel vehicles for its own fleet of 300 vehicles - and it has pioneered a London-wide crackdown on drivers who leave their engines idling, following a series of successful trials in the Square Mile.

Last year the Corporation agreed a deal with Addison Lee - London's biggest private hire taxi firm - to automatically switch hybrid taxis to 'electric mode' in key areas of the City. It has introduced a City-wide 20mph zone, a low-pollution travel routes 'City Air' app and its new procurement rules have brought in tight restrictions on harmful emissions from bulldozers and generators.



City airport pick up tariff latest...

The LCDC recently received a email from City airport regarding them introducing a pick up tariff. They are now going to be introducing the scheme in October - this is what the email said.

Dear LCDC, In a letter dated Tuesday 2 May 2017, London City Airport wrote to inform its taxi driver community of its intention to implement a pick up fee charge of £1 per journey. The original plan was to bring the fee into effect in June, however there were some logistical challenges to overcome. These have now been resolved, and the equipment for the pick up fee

will start to be installed from week commencing Monday 2 October. We anticipate the machine will be operational in the latter part of the week. The equipment will comprise of a barrier and machine located upon entry of the taxi pick up lane. Drivers will need to pay £1 per pick up in order to exit the rank. Payment can be made at the machine using coin change only, to begin with, and change will not be provided. Specifically, 10p, 20p, 50p and new £1 coins only will be accepted. We are looking to improve the options for payment using card or bank notes, but for the time being, please ensure you have the necessary change available.

Receipts are available from the machine if requested at the time of payment. As you are aware, the decision to introduce the fee followed careful consideration and a wider assessment of the provision of taxis and private hire cars at the airport. Implementing a fee creates an enhanced partnership between the black taxi trade and the airport. For example, the airport has already appointed three new marshals, reporting in to Roy Collins, the taxi co-ordinator, to oversee the rank. There is also prominent new marketing in and around the airport, to promote the black taxi service at the airport, including large posters at the terminal front. A

fee also assists the airport to continue to provide the prime real estate on site which taxi drivers use exclusively for pickups, and can be used to further invest in future improvements, such as rest facilities for drivers and electric charge points. We recognise the contribution of black taxis at the airport, and wish to safeguard and actively promote your services as the airport undergoes a significant expansion.



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Addison Lee survey exposes lack of planning by TfL over charging points

Media Release
Monday September 18 2017

The compelling case for investment in new electric car infrastructure revealed by new independent research

- Independent research commissioned by Addison Lee shows that fresh thinking is needed on the mix between rapid charging points and low level charging points for electric vehicles in London.
- The economic costs of poor air quality in London amount to an estimated £3.6bn per year, meaning significant long-term savings and health benefits are achievable if government backs rapid-charging infrastructure.
- Current policy is to focus on introducing low level (7kW) electric vehicle charge points in residential areas throughout London.
- London has plans for just 75 rapid charging points by the end of 2017, and the current plan is to increase this to 300 by 2020. However, at least 2,335 rapid charging points would be required to enable just 25% of the capital's fleet of taxis and private hire vehicles to go electric.
- On average, converting a single private hire vehicle to electric has the same impact on vehicle mileage as converting ten privately owned cars, meaning there are significant benefits to providing the rapid charge point infrastructure that this sector needs to convert.
- The infrastructure costs of supporting a given amount of mileage using a 7kW charger are 1.9 times that of a 50kW charger and 1.6 times that of a 43kW charger, meaning rapid charge points are also cheaper when judged by the mileage they can support.

London, 18 September, 2017: Independent research by Analytically Driven Ltd published today reveals a compelling case for a dramatic increase in public investment in rapid charging infrastructure for electric cars to support new low-emission taxis and private hire vehicles in London.

Commissioned by Europe's largest car service Addison Lee, the report from renowned economist Dr Rebecca Driver offers the most detailed analysis to date of the costs and benefits associated with improving provision of rapid charging points.

The Provision of Rapid Charging Points in London: The case for government intervention highlights the long-term cost savings and health benefits that would be achieved through further public investment in support primarily aimed at taxis and private hire vehicles.

NHS data shows that there are 9,000 deaths per year in London, and 40,000 across the UK as a whole, related to air pollution and long-term exposure is linked to a number of serious health problems including asthma, diabetes, cardiovascular disease and cancer.

The combined economic impact of poor air quality in London alone is estimated at £3.6bn per year. The cost of providing a comprehensive rapid charging network is less than £0.5bn.



However, by the end of the year there will be just 75 rapid charge points in London, with a further 225 planned for installation by 2020. Dr Rebecca Driver's research found that if just 25% of the 108,700 taxis and private hire vehicles operating in London went electric, over 2,100 rapid-charge points would be needed to keep them operational.

Dr Driver said:

"The key contribution of my report is to highlight the vital role of the rapid charging infrastructure in improving air quality, because drivers with high mileage cannot convert to electric vehicles without it."

"Due to their high mileage, converting a single private hire vehicle to electric will have the same impact on vehicle miles as switching ten privately owned cars. The positive impact this would have on London's air quality is dramatic, but a large scale rapid charging network is also a necessary pre-condition for fleet operators seeking to invest in electric vehicles."

"To make the switch Addison Lee's fleet alone would need to be supported by 330 rapid rechargers, compared to the current target of 300 rapid rechargers to be installed in London by 2020. If just 25% of the taxi and private hire fleet in London converted, over 2,100 rapid rechargers would be required."

"The evidence suggests that rethinking the priorities for rolling out a recharging infrastructure in London to boost the provision of rapid rechargers would be beneficial."

Andy Boland, Chief Executive of Addison Lee, said:

"As an operator, we're keen to adopt new technologies but in order to do so, the infrastructure needs to be in place. We're delighted with Dr Driver's well researched report, which sets out a clear and persuasive case for increased government support in this area. As the report makes clear, decisive intervention is needed to tackle the ill-effects of London's poor air quality and the damaging impact it has on the economy and Londoners' health."

"We recognise that the government has made investments in supporting the uptake of electric vehicles, and look forward to working collaboratively to move forwards. Forthcoming discussions on the substance of the Government's Automated and Electric Vehicle Bill represent a significant opportunity to ensure we, collectively, set-out the necessary action and solutions to deliver the right investment in London's rapid charging infrastructure."

"I hope that this report will be viewed as a positive contribution to support the case for further intervention and investment from Government to help resolve London's air quality issues."

PAYTON'S SOLICITORS 9 – 13 CURSITOR STREET LONDON, EC4A 1LL

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

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

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

- Grant Davis, LCDC Chairman

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

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■ CAB TRADE ADVICE

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

■ TRADE'S FUTURE

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

■ CAB TRADE REPRESENTATION

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

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More pain for banned Uber as arch-rival Lyft moves in on London market

Uber's arch-rival Lyft has paved the way for a possible move into the UK that could see it directly challenge its US counterpart on London's streets and pile more misery on the ride-hailing giant.

Lyft, the \$7.5bn (£5.5bn) San Francisco start-up, has held a series of high-level talks with officials at Transport for London and City Hall in the last year, Freedom of Information records obtained by The Telegraph reveal. The discussions do not explicitly state the San Francisco company is preparing to gatecrash the UK, but suggest it has taken a keen interest in the market and on transport policy. The news comes after TfL stripped Uber of its licence in London, a huge blow for the company that will see its cars taken off the roads if an appeal against the ban fails.

Uber, which has 40,000 drivers and 3.5m customers in the capital, was told on Friday it is not "fit and proper" to operate and that its licence will not be renewed when it expires on Saturday.

TfL has today informed Uber that it will not be issued with a private hire operator licence.

Lyft executives including head of global strategy Mike Masserman and chief strategy officer Raj Kapoor have held three face-to-face meetings and two phone conferences with TfL officials in the last year, the records show. The conversations have centred on how Lyft's business model works and around London mayor Sadiq Khan's new transport strategy. They include a meeting in London last December attended by Helen Chapman, in charge of TfL's taxi and private hire division; Peter Blake, its

director of service operations for surface transport; and three unnamed attendees from the Greater London Authority. The most recent meeting was held in New York in March between Mr Masserman, Mr Kapoor and TfL's director of transport innovation Michael Hurwitz. Lyft was founded in 2012 and has since spread to hundreds of US cities, where it competes directly against Uber and is now believed to be planning international expansion to maintain growth. Although it operates a similar business model, it has positioned itself as more socially-acceptable than its much bigger and more controversial competitor. Mr Masserman, previously Lyft's head of government relations, was given a new role in charge of global strategy this year, and job adverts detail how it is working on making its apps

work in other countries and languages. The firm is reportedly considering entering other global markets including Canada and New Zealand. Lyft does not have a registered company in the UK or a private hire licence, which it would need to receive to begin operating. Any attempt to launch in London could well face opposition from taxi groups and politicians who may fear a new car-hailing app adding to congestion in the city. However, it will have been emboldened by Uber's struggles in the capital. Uber, which arrived in London in 2012, faces a lengthy battle over its future in the city. TfL said on Friday it had failed to ensure passenger safety, neglecting to report criminal offences and follow rules on background checks. Although Uber will be

allowed to continue operating as it appeals the decision, its struggles will be seen as an opportunity for any new entrant. Unlike Uber, Lyft has stuck to the US so far, and has been grabbing market share in recent months as its main rival reels from a series of corporate crises. Although it operates a similar business model, it has positioned itself as more socially-acceptable than its much bigger and more controversial competitor. Lyft declined to comment. Mr Hurwitz said: "We work closely with technology companies around the world to support innovation that could improve transport in London. We are very much open to new ideas and are engaging tech companies and innovators on some of the challenges facing the city."

**Article courtesy of Daily Telegraph*



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Rob Cardwell

They say impersonation is the best form of flattery - well from 'Johnny come lately' to a certain trade association thank you very much, it's nice to have all your hard work acknowledged and I graciously accept your compliment!

And as a sector 3 suburban driver I am over the moon that other trade orgs are all of a sudden finding their suburban. I knew it would happen once I got going and this can only be a good thing for every suburban driver and hopefully we can find a way to work together for a brighter suburban future - but that's up to them. The LCDC have worked hard to get access to the bus lane at the end of Blackwall Lane. Now we've achieved that it's a massive plus and makes life



so much easier for cab drivers when trying to get through the Blackwall Tunnel. The next step for myself working with Alan and at the request of our suburban members will be trying to gain access to the bus lane at the bottom of Westcombe Hill. This will make life so much easier for local drivers trying to get around and will almost make congestion at the tunnel no problem at all, so we will do everything in our power to try and achieve this.

On October the 3rd Sectors 3, 4 and 5 had their suburban workshop. As the LCDC rep I owe it to my members to be there and it's a responsibility I take very seriously. Personally, if I was a member of a Trade org and my suburban rep never turned up, they

Sound of the Suburbs

would have to have a very good reason or I'd cancel my membership immediately and would look round for a more proactive option.

Hopefully the situation at Clifton Rise rank (the venue) has been resolved. Working with the head of compliance, there is now a traffic camera in place to issue tickets to anyone parking there who's not a taxi. This should leave the rank clear and I would once again encourage all S3 suburban drivers to work this rank. I've had some pretty good work off of it and to be honest I haven't managed to get down there the last couple of weeks personally, but it gets pretty lonely working there all by myself. I'd appreciate the support. Can I ask that all taxi drivers please do not park on any taxi ranks in the suburbs, particularly Broadway Bexleyheath at the moment, as a number of suburban drivers are trying to build the work up there. Also Market Square Bromley which is an ongoing problem for my S4 members. Lastly, I am working hard with my members in sectors 2 3 4 and 5, but there's lots more to be done with access to bus lanes, more ranks and



working more with the apps promoting promo codes etc, like I've done with the Love Shack in Lewisham. I want to help the suburban sectors as much as possible - if you really appreciate what I'm doing, like so many people tell me they do, then please show your support and join the LCDC. £15 a month, works out to 50p a day - you won't get a diary but what you will get is someone working their butt off to try and make things better for you

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Londoners support TfL's decision to revoke UBER licence, poll finds

Fewer than one in three Londoners think Transport for London was wrong to revoke Uber's operating licence in the city according to a new poll.

Despite an outcry on social media and a petition against the decision attracting more than 800,000 signatures, just 31 per cent of Londoners said they felt TfL's decision was wrong. Uber had its licence to operate in London revoked by Sadiq Khan last month; a decision that is now being appealed by the company after it admitted that it had made mistakes.

Jo Bertram, who was Uber's chief in the UK as well as Ireland and a number of other countries in Northern Europe, has since resigned over the decision.

The ride-hailing app has an

estimated 40,000 riders in London and a user base of 3.5 million people.

As many as 43 per cent of Londoners said they backed the decision while 26 per cent said they did not have an opinion in polling carried out by YouGov on behalf of Queen Mary University of London.

YouGov's poll reveals some significant variation in attitudes to the ban across different demographics but no group was unanimously against the decision. Of those people who said they frequently use Uber in London 63 per cent said that they felt the decision was wrong. However, more than a quarter of these people (27 per cent) agreed with it. More than one in three of those who had used Uber at least once said they supported the ban while 49

per cent of those who had never used it agreed with TfL's decision.

Younger people were more likely to disagree with the ban, however, out of the age groups polled, only the 18-24 category had more than one in three respondents in opposition.

There was little variation on a political level but women were slightly less happy with the ban than men were.

LONDONERS AGREE WITH TFL'S DECISION TO REVOKE UBER'S LICENCE

% saying whether the decision to revoke Uber's licence was right

**Right 43%
Wrong 31%
Don't Know 26%**



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Airport matters... by Alex White

Out west (Heathrow)



You may have seen myself and other reps walking round the feeder with Heathrow officials - this was an initial look at what is required for electric taxis. I really feel we don't have enough information on these new taxis to proceed properly at the moment, e.g. how many changing points will be required, how will this work in practice etc.

We have an email address that is a general email address for the HUTG it is taxifeederpark@gmail.com please feel free to email us if you have any general questions, also if you want to subscribe to a mailing list just email us asking to subscribe, we will try to produce timely information about things that are going on, you won't be bombarded with emails, but we want everyone to be kept informed of what is going on.

We have a twitter feed as well @TFPUUpdates, I have been slow at getting updates onto this but I hope to open this up to other people to update as well as myself.

I visited the CabVision office at Heathrow, these guys really back the trade they understand they don't have a business if we don't have a business, when considering a credit card system give them some consideration, their solution is very good IMHO.

The Heathrow United Trade Group (HUTG) are now working on a driver survey, it is very important we hear your views on how you see things working in the future, please take the time to sit with one of the reps and fill out the survey. I would really like to see this being run at the same time every year so we can see shifts in attitudes to certain things.

Nothing is set in stone, this is a questionnaire only, if for instance a majority wanted to see capped fares then further discussion would take place but we need to know what you think on all these

matters.

Here is a list of the questions with the possible answers so you can see what we are asking.

1. When was the last time (before today) you ranked at Heathrow Airport for a fare?

- Within Last 24 Hours
- Last Week
- Last Month
- Last 6 Months
- Last Year
- Longer Than Last Year

2. Would you support either capped or fixed fares running to or from Heathrow Airport?

- No capped / fixed fares
- Capped or fixed fares
- Capped fares only
- Fixed fares only
- Don't know
- Other

3. When should the capped or fixed fares apply?

- After AM peak hours
- At all times

4. Should capped / fixed fares be the same from / to all Heathrow terminals?

- Yes
- No
- Maybe

5. Would you be prepared to offer capped / fixed fares to Central London postcodes from Heathrow Airport ranks?

- Yes
- No
- Maybe

6. Would you be prepared to offer capped / fixed fares to all London

postcodes from Heathrow Airport ranks?

- Yes = 1
- No = 2
- Maybe = 3

7. Would you be prepared to offer capped / fixed fares from Central London postcodes to Heathrow Airport?

- Yes
- No
- Maybe

8. Would you be prepared to offer capped / fixed fares from all London postcodes to Heathrow Airport?

- Yes
- No
- Maybe

9. If a capped / fixed fare was introduced how much to W1 (Oxford Circus) from Heathrow Terminal 2 or 3?

- £50
- £55
- £60
- £65
- £70
- £75
- £80
- More Than £80
- Other

10. Having looked at the different pricing formulas, which one do you believe should be the trade price list?

- Current Board Price
- Formula 1
- Formula 2
- Formula 3
- Formula 4 (£4 per mile)
- Formula 5 (£3 per mile)
- Formula 6 (£3.50 per mile)
- Metered

11. What are your thoughts on return times for local jobs?

- Leave as is
- Scrap local returns
- Reduce to 30 minutes
- Increase to 90 minutes

12. Are you prepared to participate in pre-booked schemes?

- Yes
- No
- Maybe

13. If pre-booked schemes were developed how long are you prepared to wait to be paid?

- Not prepared to wait
- 1 day
- 3 days
- 1 week
- 2 weeks

14. Are you someone that refuses to do fares fairs if so what is the reason?

- Always do them
- Pricing
- Paying £1



Want minimum fare
Because I am allowed to refuse
Don't want to say
Other reason

15. Would you support increasing the fares fairs by £10 at night?

- Yes
- No
- Maybe

16. Whats your thoughts on expanding the fares fair system (tick all that apply)?

- Scrap fares fairs
- Add Addlestone
- Add Ascot
- Add Chertsey
- Add Denham
- Add Stoke Poges
- Add Thorpe
- Add Walton On Thames
- Add Weybridge
- Add Wexham Park

17. Do you think fares fairs should be calculated on the meter?

- Yes
- No
- Maybe

18 Would you support specific cab sharing schemes?

- Yes
- No
- Maybe

19. How likely are you to purchase an electric taxis? Scale of 0-5

- 0 (not going to buy one)
- 1
- 2
- 3
- 4
- 5 (definitely going to buy soon)

20. Crossrail is coming - what's your thoughts on this?

21. Do you have any additional comments on anything related to working at Heathrow?

22. Do you want to be kept informed?, what's your email address?

RIP PADDINGTON EXPRESS

The Paddington Express has come to the end of his journey.

Terry Downes, Britain's oldest world champion, has passed peacefully away at 81.

Much-admired for his brave, aggressive style, Downes shares with Randolph Turpin the distinction of having achieved a British victory over Sugar Ray Robinson.

Equally loved for his quick wit, Downes had this to say of his defeat of the legend considered by many the greatest boxer of all time, when Robinson was 41 years old: 'I didn't beat Sugar Ray, I beat his ghost.' Downes won his world middleweight title by beating the brilliant Paul Pender and also recorded a win over a third great

champion, Joey Giardello. He leaves his wife Barbara, five children and eight grand-children, as well as the boxing world in mourning.

A statement from his family read: 'Terry Downes BEM, the former world middleweight champion, has died aged 81.'

'Terry passed away peacefully on the morning of 6th October. At the time of his death he was Britain's oldest living world champion'

'Terry was a beloved husband, father and grandfather to his wife Barbara, his five children and eight grandchildren, and will be enormously missed.'

'The family ask for their privacy to be respected at this time.'



2 out of 3 for TeamWilkey

The Club's very own Professional boxing coach Alec Wilkey had 3 boys boxing at the MTK Show at The Brentwood Centre on Saturday night.

First up was Adam Salman, who faced the tough and experienced Edvinas Puplauskas. Puplauskas had been a great amateur and you could see that he had been well schooled. Although Salman had been out of the ring for nearly 2 years with a serious hand injury, he showed that he could fight while being under extreme pressure. Salman won with a 58 - 56 points win.

Next up was Richie Gray, who was up against the formidable Irishman Casey Blair. Richie took control of the fight right from the start and finished with a 60 - 64 win.

The main event of the evening was a Southern Area Title eliminator between Teamwilkey's I.D Hill and Frank Warren's

Sanjeev Sahota. It was the fight of the night with both men giving their all. I.D over come being rocked in the 1st round to go on to put up a good performance. Sanjeev, whose right eye was virtually closed after the 8th round, also gave a great performance and came out winning the fight by 1 point.

Alec told The Badge "I'm over the moon with the boy's, they all boxed well and showed class and great boxing skills. I.D's fight was very close and we're hoping to get into negotiations for a rematch".



Will electric tax insurance be more expensive?

The introduction of London's ULEZ requirements in the New Year has seen many driver's thoughts turn to the cost of new compliant vehicles.

A number of manufacturers are launching new models in the very near future. It's hoped that the promise of much lower running costs will overcome concerns regarding initial purchase prices. However, taxi drivers are legitimately worried that any savings may be offset by higher insurance premiums. We've received several enquiries on the subject, so we've provided more information here about a range of factors that are set to play a part in the cost of electric taxi insurance.

Vehicle Value

If you currently drive a newish taxi that's under 3 years old, the increase in vehicle value will not be particularly dramatic. But if, for example, you're operating in a TXII worth around 5K and want to swap to the TX eCity, you could potentially increase the value of your vehicle by 10 times.

This of course represents a greater risk to the insurer due to the potential for larger pay outs for own damage claims and thefts. Though this will not play as significant a role in determining premiums as many people might think.

3rd Party Liability

The cost of damages awarded to 3rd parties makes up the majority of most insurance premiums. Take for example young drivers – they often have first cars that are not worth more than a few hundred pounds. Yet their premiums are in the thousands. This is because of the increased risk they pose to pedestrians, other road users and third party property compared to other motorists.

The increased insurance liability risk presented by the electric taxis will be minimal. This is because neither the BHP nor the passenger numbers being carried by the vehicles are substantially different. In fact, compared to older taxis, the new models have far more safety features and may even reduce the risks for insurers.

Repair Lead Times

One concern that insurers have voiced about electric vehicles is over the potential for increased repair costs. On other types of electric vehicles there have been disputes over the cost of parts, as well as the length of time it takes to repair vehicles due to issues sourcing new these components.

Take example the popular Tesla S Model. If one is involved in an accident and an engineer certifies that the battery cell is compromised, the bill to replace it can be around £12,000 to £15,000, in addition to the fitting charges. As it stands, insurers

have no indication of what the battery would cost to replace on the new electric taxi models.

Although on the plus side, before anyone begins to panic, a battery cell is made up of far less components than a diesel engine. Logic dictates that currently if a taxi vehicle, say a Mercedes Vito, is involved in a significant incident and requires a complete engine rebuild, the bill for the insurer would be in a similar region.

Delays in the repair cycle can greatly inflate bills for insurers. This is because their customer is without their vehicle and potentially having to use a courtesy vehicle. The insurer may then be hit with escalated storage charges. The longer the claim drags on the more time the insurer's claims team will have to spend on trying to resolve it. Inevitably with long, drawn out claims there will be more customer complaints. Handling and responding to these complaints appropriately can require an awful lot of time.

Research

From our (admittedly limited) research, reports in the media suggesting that standard, non-commercial electric vehicles are up to 50% more expensive to insure, appear to be wide of the mark. We have looked at a couple of models and compared the premiums on two of the major comparison websites. We were very surprised to find out that

	Nissan NV200 Combi Acenta	Nissan e-NV200 Combi Acenta	Volkswagen Up!	Volkswagen eUp!
Vehicle type	People Carrier	People Carrier	City car	City car
Engine type	Diesel DCI (110)	Electric	Petrol 1.0 60PS	Electric
BHP	108	107	59	80
Transmission	Manual	Auto	Auto	Auto
MMRP	£21,500	£24,400	£13,000	£25,000
Price difference	-	+13%	-	+92%
Annual Premium Fully Comp.	£614	£515	£385	£309
Excess	£150	£150	£0	£0
Difference	-	+ 6%	-	-3%

results varied greatly from the numbers announced in the press over the past few days.

The increased costs could possibly be attributed to there being fewer insurers in the market for electric vehicles. With less competition for business the prices are far more likely to be higher.

Conclusion

The very short, truthful answer to the question, "Will electric taxi insurance be more expensive?" is that it's too early to tell. Premiums are dependent on a number of other factors such as age, postcode, no claims bonus but

these will be consistent regardless of the vehicle being insured.

However, electric taxis do present an element of the unknown for insurers at the present moment. Many will probably take a 'suck it and see' approach. If they instantly raise their costs they stand to lose a large number of clients and no business wants to risk that. So hopefully we've allayed fears over any drastic rises in the short term.

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