

**COVER STORY**  
**PAUL BRENNAN** Page 6

**TFL'S NEW SERU ASSESSMENT**  
**MOHAMED ABDI MOHAMED** Page 12

**THE PSYCHO BUTLER**  
**ROB LORDAN** Page 21



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15th July 2025

#590

# BANK JUNCTION IS BACK!



**TAXIS REGAIN ACCESS AFTER  
LENGTHY SHUT OUT**



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WHAT'S CHANGED?  
WHAT'S NEXT?



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## Inside... TAXI 590

- 3 | News
- 5 | Steve McNamara
- 6 | Paul Brennan
- 8 | Paul Kirby
- 11 | Suzanne Sullivan
- 12 | Mohamed Abdi Mohamed
- 15 | Cab You Drive
- 16 | Wim Faber
- 18 | So You Think You Know London
- 21 | Rob Lordan
- 22 | Entertainment Corner
- 24 | Taxi Charity
- 27 | Puzzler
- 30 | Taxi & LTDA Mail & Puzzle Answers

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## TFL APPROVES HJS TX4 RETROFIT SYSTEM

The long-awaited EURO V to VI TX4 upgrade has finally been approved. Despite this, no announcement has been made on whether this will allow the converted vehicle a 15-year age limit. This will obviously be a matter determined by Transport for London (TfL) and will come under a new, separate policy to be decided upon.

What's more, there's still no news on the Vito conversion, which has been dragging on for half-a-decade.

Drivers took to X (formerly Twitter) to express their distaste over the news and lack of clarity surrounding it. Regarding the Vito 5, one user said: 'Vito 5? I have only two years left on mine and without an upgrade I'm finished. Lots of effort put in before, then it was dropped? There are plenty like me still driving the Mercs, but like so many more drivers before me, without a retrofit I will be forced into early retirement.'

We'll update this story as new information is made public.



## CHOOSE TAXI LAUNCHES LONDON INITIATIVE

London Taxi PR (LTPR), a company representing and promoting the interests of the Licensed London Taxi profession, has revealed Choose Taxi as its new customer-focused campaign. It's now live on commercial radio station Centreforce 883 Radio, with a six-month advertising deal in place, with support from AScotts Group, an independent LEVC electric sales and warranty dealer, and London-based independent taxi dealer.

The ads started airing in July and aims to encourage the general public to use London cabs more often when out and about, as a means to support the taxi trade and boost the taxi business.

**UNIFY**  
LONDON TAXIS

## UNIFY LONDON TAXIS TO BECOME BLACKCAB.COM

*Cabvision Network Limited* founder Lee DaCosta has revealed their acquisition of *Unify London Taxis* this month. The platform will shortly relaunch under the new name *blackcab.com*, which is a commission-free service exclusively for licensed black cab drivers.

The rebranded platform will include trade group voting rights on select policy matters, such as pricing and custodianship, ensuring it authentically represents the interests of the black cab trade.

DaCosta said: "I'm delighted to have completed the acquisition of Unify. With Michael's [founder of Unify] support, I look forward to relaunching as blackcab.com in the near future. I have completed this purchase as I have grave concerns about the direction of travel for the industry, and I hope this acquisition and rebrand reassures drivers of our commitment to them and to the trade. Just like Cabvision, we are committed to working exclusively with black cab drivers, and will continue to operate strictly within Transport for London's regulated fare structure."

Some key info to know is that any support will be through *Cabvision* but the app itself is totally independent. Incentives such as card fee reduction for carrying external branding will commence from August. There will also be a steering committee to represent drivers' voices, as well as a charity committee in place.

The strategy is to launch *blackcab.com* in August of 2025, with more information announced in the coming weeks.



## LOST PROPERTY

My name is Paul Burke and I'm a cabbie. I think I may have lost my keys in the back of a cab. I was with a big bike box going to Liverpool Street on 1<sup>st</sup> July.

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# The Good, the Bad, and the Legally Inconvenient

As one door opens (or should that be road?), another one shuts for cabbies trying to make an honest living across the busy routes of Central London.



## Steve's Comment

**Just as we learn that – after years of hard work by the LTDA team, including endless meetings, lobbying and constant letters – we are getting the first two routes across Bank Junction back (see Paul's article on page 6 for details), Westminster announces its plans to close Lower Regent Street!**

### One step forward, two back

Sure, this is slightly different to Bank insofar as it's a pedestrianisation scheme and will be closed to everyone, including buses and cycles, but it's still bad news for the taxi trade. Bad news in the sense that the alternative routes of Haymarket or St James Street have little to no spare capacity as it is. As with the somewhat divisive proposals for pedestrianising Oxford Street (another argument for another time), we will fully engage at every stage with all stakeholders, where we will submit responses and set up meetings

and events where, hopefully, our concerns will be heard. But I suspect this is just the start of another lengthy, drawn-out battle that could require many months – or even years – of attention.

### Six-pointer

Elsewhere, I was recently called by a non-member who wanted some advice after his licence was suspended by Transport for London (TfL) for a single six-point offence. Apparently, he had appealed the decision directly to TfL by way of a Reconsideration Hearing (RH), but the appeal was refused, meaning his suspension stood.

That in itself is not an unusual outcome, but what he really wanted to know was if he could launch a claim against his former trade association! This aggrieved driver claims that on the day of the RH, his association sent another cab driver with him, who, according to the cabbie, was totally out of his depth, and actually ruined his chances of winning the appeal.

I talked him through the process of appealing the decision through a magistrate's court, the costs that would incur, and likely additional costs of a barrister to represent him. I had tried to avoid drawing any comparisons between how he was represented and how we do it here at the LTDA, until finally he asked me outright whether I personally did the RH for LTDA members.

### Know your rights

I could sense the frustration, disappointment and anger in his voice in between the expletives, specifically when I enlightened him that all of our members are represented every step of the way by one of our in-house lawyers. Anyone who knows us here at the LTDA will know it's simply what we do.

I wished him well, and I hope he manages to overturn the decision at court. But the truth is, especially at this advanced stage, it will likely be an expensive and uphill battle for him to tackle alone.

### You're not alone

Remember that all of our members are entitled to legal advice and aid from the LTDA, including our team of knowledgeable and trained staff members as well as our dedicated in-house legal team. So, if you find yourself in a similar scenario to the gentleman above, make sure you use the benefits of your LTDA membership to access our legal help from the beginning. We are always ready and waiting to assist you through challenging times.

### Lay-off news

LEVC are to reduce the number of TXEs they are building and are moving away from having constant stock. Instead, they'll build to meet customer demand and as a result have made a number of the production team at Ansty redundant. Fortunately, this will not impact on parts or customer service, but you may have to wait a bit longer when ordering a new cab.

The drop in driver numbers, issues with Cross Border Hiring around the country, reduction and ultimate demise of the Plug-in Taxi Grant (PiTG), coupled with some strange decisions on licensing requirements, have all played their part in the announcement. Somebody walking out of the factory for the last time this week can certainly point the finger at the government, various licensing authorities and TfL to blame for their sad predicament. ■





Chairman  
Paul Brennan

# Taxis Set to Return to Bank Junction: A Step Forward After a Long Battle

Ever since I became Chairman of the LTDA some four years ago, I wanted to make sure we rightly got access back into Bank Junction. It never should have been taken away.

## Top Rank

**T**he truth is that too many promises and assurances were made to my predecessor that never came to be. Now finally, after years of campaigning, setbacks and endless meetings, I'm pleased to confirm that taxis will finally regain access to Bank Junction, albeit initially more limited than we originally pushed for.

Starting Monday 28<sup>th</sup> July 2025, licensed taxis will be allowed to travel eastbound through the junction, from Poultry to Cornhill, between the restricted hours of 7am and 7pm, Monday to Friday.

## First stage progress

This is a milestone, even if it's just the first step. And no, it's not everything we wanted because, annoyingly, Leadenhall Street will be closed westbound for development works from the same date. Thankfully, rather than delay the whole return until October, those within the city chose to continue with the eastbound opening, and once the Leadenhall Street works end, which is currently expected to be this October, taxis will once again also be able to travel westbound through the junction. That's when the real change begins.

## A lengthy battle

Let's be clear: this has been a long road. Frankly, too long. Bank Junction has

been closed to most vehicles for years, with taxis wrongly lumped in as part of the problem. That decision made our jobs harder and travel less accessible for the people who rely on us, particularly those with disabilities, the elderly and anyone else trying to get around the Square Mile efficiently.

Getting to this point hasn't been easy. It's taken years of pushing back against outright

## Slow but steady

The limited reopening of Bank Junction builds on that momentum. It's not just about moving through the area. It's about restoring fair access to key routes, proving we can be trusted, and reinforcing our role in the city's transport network. This is especially important in a time when on-demand travel is expected but quality and accessibility still matter.

## Still a way to go

Our work is far from over but this is real progress. Taxis are finally returning to Bank Junction. It may be phased, and it may have taken too long to get here, but we're

I'm pleased to confirm that taxis will finally regain access to Bank Junction, albeit initially more limited than we originally pushed for.



moving in the right direction. Rather than see this as a positive win, already we have the usual doom and gloom mob who, even if given a million pounds, would ask why it wasn't a million and one. We have enough groups and individuals pushing back against us without the naysayers chipping in,

lies, baseless assumptions; years of showing the value we provide, and many years of proving, time and again, that taxis can operate safely and responsibly in areas where other traffic is restricted. A major part of that effort has been the successful trials I strongly pressed for at both Chancery Lane and the Cheapside bus gate. Both schemes have now been made permanent after their trials showed what we've said all along: that we are not the problem. We're part of the solution.

Of course, this isn't the end of the story. Once both directions are open, hopefully from October, a six-month public consultation will begin. That's when we'll need to make our case again. This time, we'll have monitoring data to support us, but it's important to note that monitoring won't start until the scheme is fully operational. We must make sure that when it does, it reflects the true benefit of our presence: quick, efficient, safe transport for those who need it most.

so please aim your negativity elsewhere.

I, however, will continue to push for full, fair access all across London, for drivers and the passengers who rely on us every day. There are many within the city who have supported us, with Alderman Tim Hailes and Deputy Common Councilman James Thomson as the most prominent voices, and my thanks goes out to them.

We're not just getting back into Bank, we're getting back on track! ■



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# Driver Versus Driver Reporting Is it Right?

Drivers are making complaints about each other. But how necessary is this in today's ever-challenging taxi trade?

## Knowledge is power

**T**he LTDA is seeing an increasing number of driver complaints, as well as the more serious Fitness to be Licensed letters, which relate to one driver making allegations against another.

### Scale of incident

These complaints are being made to Transport for London (TfL) for a whole manner of reasons, ranging from a simple rank position disagreement, you know the 'I was before you' and 'didn't you see me waiting over there?' minor bust-ups, up to very serious allegations of verbal abuse and even physical assaults.

Aside from the serious stuff, which can be understood, I find reporting a fellow driver for something so minor as a rank position to be very sad and totally uncalled for.

The issue here is that TfL respond to every single one of these that are sent in, regardless of how petty they may appear and can often lead to licensing action such as a warning on future conduct – or even worse. Regardless of the type of allegation, everything stays on our records and can be brought up against us at a later stage.

### Growing trend

I believe these complaints between drivers are a fairly new thing and down to a lack of trade etiquette. It would not have happened back in the day. There are also a lot of 'naming and shaming' videos showing minor disagreements being posted to various social media platforms. The issue here is that TfL picks up on these – and yes, they have people looking out for



them – and even though a proper complaint has not been sent to them, they can take licensing action as badge numbers and taxi

registrations are clearly visible. I have, in recent months, dealt with too many of these, including one driver who posted a video believing he was the innocent party only to be treated as the offender by TfL due to his behaviour during the filming of said incident.

### Social media warriors

Another worrying aspect is that videos posted online, be it X (formerly Twitter), Facebook, Instagram or TikTok, are being viewed by the public, not only in London but worldwide, and apart from the fact that it shows

I find reporting a fellow driver for something so minor as a rank position to be very sad and totally uncalled for.

London's finest in a very bad light, you have people who get offended easily. These are the type of people who then take it upon

themselves to race to the TfL website to report it, even though they are not involved in any way whatsoever. I have recently had to deal with one driver who came very close to losing his licence due to similar circumstances. So please be mindful before firing off an allegation involving one of your own.

If you want to report someone to TfL, try reporting the mini cabs that are regularly abusing OUR ranks, by calling TfL on 0343 222 4000, or going online (left) and include the location, date and time. ■



## Kirby's PCN Hotspots

### YELLOW BOX CAMERAS

- The Strand O/S Charing Cross Station
- Upper Woburn Place/ Endsleigh Gardens
- Eversholt Street/ Churchway
- All along Piccadilly and Piccadilly Circus
- Park Street/Green St W1
- Vauxhall Cross
- Shepherds Bush Green (Westfield)
- Hans Road (Rear of Harrods)
- Victoria Street/Palace Street
- Bayswater Road/ Westbourne Street
- Bayswater Road/Brook Street
- Bayswater Road/ Hyde Park Street

### CAMERA PCN ENFORCEMENT

- Cromwell Road/Queensbury Place No U-Turn
- Harrods (Brompton Road) Over-ranking/Zig-Zags
- Tottenham Court Road Mon-Sat
- Sopwith Way (Chelsea Bridge) Do Not Enter
- Cornhill (coming from Leadenhall Street)
- Bath Street EC1 No Motor Vehicles 24/7
- Wilton Road, Victoria Station Over-ranking
- Edgware Road W2 Red Route
- Borough High Street Red Route
- Tower Bridge Road Red Route
- Park Plaza Westminster Bridge Hotel, No Right Turn
- Hammersmith Road No Right Turn into Shortlands
- Great Suffolk Street (the old café) – When using JV Bright's or the toilets, Private PCNs are being issued for overstaying the short grace period or non-payment of longer stays.

### 20 MPH MOBILE CAMERAS

- Vauxhall Bridge Road/ Neathouse Place
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Dr Deane Halfpenny  
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Alexander Miles, inventor of the Gx Pillow pictured with his invention

to prefer, or Medium-firm for those who like a little more resistance. Alex's desperate desire to help his daughter Georgia has led to a pillow that has also transformed the lives of thousands of people. So if you have spent a lifetime looking for the perfect pillow, your search may well be over!

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# FPNs Around Heathrow: What You Need to Know

A plan to tackle the increasing problem of out-of-town taxis is being enforced, so here's exactly what you need to know and how to avoid being caught in the crossfire.

## Airports and beyond

**A**lthough we were never the real problem, licensed taxi drivers have been unfairly lumped in with some of the private hire and out-of-town taxis that were, without question, behaving disgracefully around Heathrow. Their actions, including blocking streets, idling for hours, and leaving rubbish, triggered a wave of complaints from local residents.

### Cracking down

As a result, both Spelthorne and Hillingdon councils have stepped up enforcement. Officers are now patrolling residential areas near the airport more regularly, and drivers caught idling or parking illegally are being issued Fixed Penalty Notices (FPNs) under Public Spaces Protection Orders (PSPOs).

But here's where things get complicated. Under Transport for London's (TfL) driver policy, from 1<sup>st</sup> July 2024, you are required to report any FPN to TfL within 48 hours. Understandably, a lot of drivers are asking questions, such as if a local

authority-issued FPN usually doesn't even show up on an enhanced DBS check, why would anyone in their right mind report it to TfL?

### The burning question

The above is a fair query. Trust in TfL isn't exactly high right now, in fact it's never been lower. With the never-ending admin errors, delays, and inconsistency in how things are handled, there's little confidence that reporting something minor won't come back to bite you. And yes, while a majority of the time an FPN like this won't affect your licence, you still have to weigh up the risk. Do you report it and hope it's not Bozo or Krusty on the other end reviewing your case, or do you say nothing and hope it slips under the radar?

### Intimidation tactics

Many drivers have already had a taste of TfL's heavy-handed approach. Some have received threatening letters for minor infringements, like doing 24mph in a 20 zone, while others have had licence renewals delayed or suspended despite submitting every required document on time. It's no wonder some are tempted to avoid



self-reporting altogether.

But here's the reality: the rules are clear. If you pay an FPN, whether you accept it immediately or after an unsuccessful appeal, you must report it to TfL within 48 hours of payment. Paying the fine at any stage is taken as an admission, and that's when the clock starts ticking. If you challenge the FPN and it ends up in court, you only have to report it if you're convicted. Lodging a challenge isn't reportable, but if you lose and pay, the 48-hour rule kicks in again.

### Back yourself

We've already heard of drivers being caught out by this. Even if it feels like a minor issue, failing to report it can be seen as a breach of licensing conditions. That could lead to written warnings or even suspension, especially if your name's been flagged before.

If you do need to notify TfL, send them a short email including your full name, badge number, reason for the FPN and the date it was issued, to: [tpfhlicensingupport@tfl.gov.uk](mailto:tpfhlicensingupport@tfl.gov.uk)

### The best advice?

Stay out of residential streets around Heathrow. Use the feeder park or official terminal car parks. These councils are under pressure and will keep targeting both PHVs and black cabs. They know where to look and who to look for.

Ultimately, it's up to each driver to decide whether to report or not. Sure, there's a chance it might go unnoticed but if TfL finds out later, the fact you didn't disclose it makes it look worse. Is it really worth the risk?

A two-minute email could save you a lot of trouble.

Take care out there. ■



Columnist  
Mohamed Abdi  
Mohamed

# TfL Introduces New SERU Assessment Requirement for London Black Taxi Drivers

With yet more rules and regulations surrounding licence renewals on the horizon, here's all the key information you need to successfully carry on your cabbie career.

## Views on the news

**T**ransport for London (TfL) has announced that, starting 1<sup>st</sup> October 2025, all new London black taxi applicants and existing drivers renewing their licences must pass the Safety, Equality and Regulatory Understanding (SERU) assessment before it can be granted.

The SERU assessment has already applied to private hire drivers since 1<sup>st</sup> October 2021, and covers both new applicants and those renewing their licences. TfL expects around 500 black taxi drivers will need to renew their licences in October of 2025, with similar numbers each month over the next three years. I'll be among the first group required to take the assessment, as my current licence expires in the first week of October.

## Why do we have to pass the assessment?

DFT Statutory Standards say: "Any changes in licensing requirements should be followed by a review of the licences already issued. If the need to change licensing requirements has been identified, this same need is applicable to those already in possession of a licence."

## Assessment details

The SERU assessment is computer-based and takes place at TfL's Greenwich office (14 Pier Walk, London, SE10 0ES). It includes multiple choice questions and sentence completion tasks. Black taxi drivers will only need to take the test once when they next renew their licence, whereas Knowledge students will need



to complete it before they can pick up their badge. The pass mark is 60%, and there are expected to be about 36 questions to complete within one hour. The initial assessment will cost approximately £40, with a £30 fee for any resits. You can resit the test as many times as needed.

Unfortunately, TfL won't tell you whether you passed or failed on the day of your assessment. Instead, you'll need to wait three to five working days for the result. This is very disappointing and one would have expected that in this day and age, and for a computer-based assessment, the result would be almost instant, if not far sooner than the specified period.

## The questions

TfL has said it is finalising a taxi driver handbook that will contain all the material needed to prepare for the assessment. This handbook is supposed to be included

in the licence renewal pack. However, the renewal pack I recently received did not

include it, despite the fact that I need to pass the SERU to renew my licence. That leaves me, along with roughly 499 other drivers, at a disadvantage, as we currently have no materials to study or practice with.

The test will be open book, meaning the handbook will be available during the assessment. The renewal pack

is expected to highlight which sections of the handbook will be relevant for the test.

## Implementation concerns

Once again, TfL seems unprepared for the rollout of a new licensing condition. Despite having had years to sort this, they've failed to provide drivers with essential resources on time. What's more concerning is that licences will not be renewed unless the assessment is passed. Although TfL claims that enough testing appointments will be available between 1<sup>st</sup> October and each driver's renewal date, my confidence in that promise, and no doubt yours as well, has been severely impacted following their multiple issues and failures in recent months.

If TfL fails to provide the handbook in good time and this prevents drivers from being able to continue to work due to test delays, they may face legal challenges and even more reputational damage. Thankfully, the LTDA will continue to offer support and guidance to its members, especially those whose licences expire after 1<sup>st</sup> October. ■







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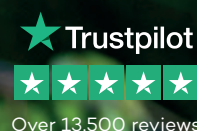


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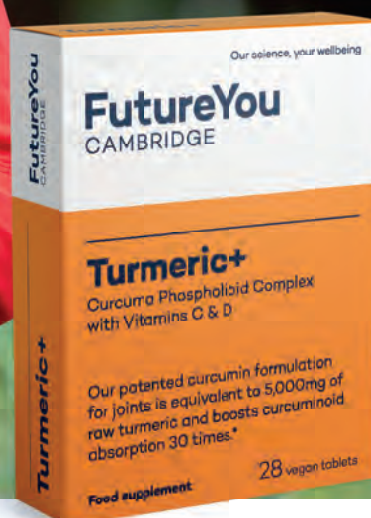


## 'I feel fitter than I did 20 years ago'

Paul Goddard, Nordic Walking Instructor

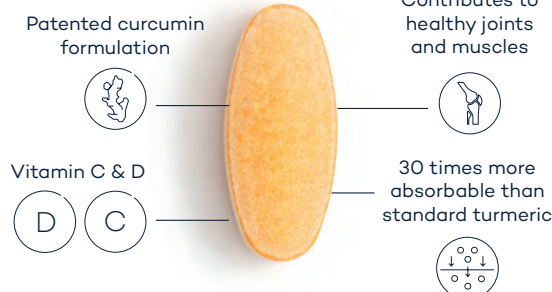
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Column  
Cab You Drive

# Buyer Secrets of the Second-hand Market

The biggest cost in owning any car is depreciation, which is weird because the high residuals on a TXE mean this is something cab drivers rarely have to worry about.



## Industry update

**I**n some cases, where the driver's accountant has depreciated the cab for tax reasons, selling the vehicle can mean you actually make a profit, which can also be a headache in itself!

## Top tips

The secret to running a car as cheaply as possible is to buy it at the right time. Every car dealer will tell you they make money when they buy a car, not when they sell it. There is a sweet middleground, which varies from model to model. It's where the car has depreciated the most from new but is still reliable. Many still have manufacturer warranties and are in good condition generally. Second-hand car prices are also very seasonal. For example, no one buys a car three weeks before Christmas, but lots tend to get new cars

in March and September, and when they do there is a glut of part-exchanged motors doing the rounds.

## Bargain hunt

At the moment, although it's beginning to slowly change, there are some terrific bargains on second-hand EVs. Cars that were £60,000, £70,000 or even £80,000 three years ago, can now be picked up from around the £20,000 mark. They are high spec, high tech and, three years in, are software sorted, reliable and, with a home charger, are dirt cheap to run!

The secret to buying is to narrow it down to the model you fancy and do your

research. Look at the options that were offered when the car was new, because the difference in price for a vehicle that's second-hand – between a high spec car and one without the nice bits – is minimal. But when the car was new, the cost difference could have been anything from £10,000 to £15,000. Some of the German brands have depreciated far more than, for example, Teslas but, in my opinion, have aged better. I'm specifically referring to the interiors where

the quality of material used becomes particularly obvious as they age.

## The search begins

Having decided on a model, start the search. *Autotrader* is a good place to begin, although the main dealers try and maintain unachievable prices whereby they eventually trade them to the supermarket type dealers who have low markups and is a place where some great bargains can be found.

When searching *Autotrader* and elsewhere, do not be put off by distance. The further the car is from London and the southeast, the more likely the dealer is to take a bid!

## Going once...

I was at an auction last week and saw some EV Hyundais, Kias and MGs sell rather cheaply because the dealers are wary they won't be able to sell them to a public that, outside of London, have little or no appetite for EV. It will change over time – it has to – but the reticence of regional buyers is keeping prices low and presenting the bargains to be had.

If you are looking at buying a car, there has never been a better time. ■







Columnist  
Wim Faber

# Euro News Round-Up

Headlines from around Europe this month are largely focused on Uber's not-so-fresh marketing tactics, driver vulnerability and the power of protest.

## International Correspondant

### The Uber dog stain

Are you a dog lover? Then you will have noticed (male) dogs judiciously marking their own territory, usually to cover a marker from another. Given the slightest encouragement, they stray beyond their own demarcation lines to urinate on some else's territory. For clarity's sake, I will call them the *Uber* dogs, a unique predator in the canine world (and beyond).

These dogs have never had any respect for anyone's patch. In fact, they prefer urinating on everyone's patch in the neighbourhood. Anything that

moves in the mobility industry gets adorned with the name and the smell of that platform. Having started as *UberCab* (a name it quickly dropped, as the original creator of the brand, Travis Kalanick, wanted to fight "*the a\*\*\*hole taxi*"), it takes on a new persona with every area it conquers.

This recently led a representative of a national German taxi association to complain to Berlin authorities about the buildings, squares, film galas and other cultural events the platform routinely slaps its name on. The Uber Arena (formerly the Mercedes-Benz Arena), a huge ice-hockey rink and conference centre, stands as an unmissable marker.



### Uber encroach on the UITP

Mind you, the name '*Uber*' (missing the Umlaut, the two dots over the Ü, like über) wasn't a name really derived from the German language, nor was it chosen lightly. Supposedly from this German word meaning 'super' or 'above', it showed the company's ambition to deliver a superior transportation experience. Founders Kalanick and Garrett Camp wanted it to mean 'above all the rest'. The word '*uber*' is pretty ubiquitous in English now, and people often use it in place of a different adverb like 'very' or 'super'.

I was recently reminded of *Uber*'s peeing (and renaming) principle, at the UITP Summit, the world's largest public transport show in Hamburg, where the company suddenly turned up in its mobility guise, as *Uber Transit*. Yes, I was aware of London's *Uber Boats*, nothing to do with *Uber*'s original platform idea, the short-lived venture of *Uber Copter*, Ibiza's *Uber Yacht* and *Uber Boat* in Italy, and a myriad of other mobility services. I had also noticed *Uber Health*, launched in the US in 2018, running ordinary taxi services to and from hospitals, now trying to make inroads in Germany – and no, not even as *Uber Gesundheit*. Everything *Uber* is and does is American, with scant attention for local customs and lingo.



## Uber's gain is our loss

With *Uber Health*, the mobility service provider is bringing a platform to Germany specifically tailored to the healthcare sector. *Uber* aims to facilitate non-emergency medical transport and promises to organise medical journeys digitally and efficiently, relying mainly on PHVs, our loosely or often non-regulated sibling.

Accordingly, *"the use of digital technologies to manage care plans"* trumpets *Uber's* public relations

Has *Uber Health* already knocked on the NHS' front door, as *Uber* says this service "aims to close gaps in care, reduce missed doctor appointments..."

department, in an unusual mobility scoop in German daily *Der Tagesspiegel*. The healthcare industry is still *"relatively inefficient and fragmented. Processes are often isolated from one another and poorly coordinated."*

With *Uber Health*, the company aims to provide a digital platform *"that helps to better plan, manage, and measure medical transports."* Yet no app is needed. A smartphone is enough. Users with one can track their trip in real time via a link.

*"Authorized coordination centers will be able to book and manage rides for patients, nursing staff, or medical professionals via a central dashboard or API,"* *Uber* comments in the same *Tagesspiegel* piece. *"This allows companies to arrange rides for them."*

Doesn't this look and feel like the service taxi companies provide in many countries? Has *Uber Health* already knocked on the NHS' front door? *Uber* says this service *"aims to close gaps in care, reduce missed doctor appointments,*

IMAGE CREDIT: BVTM.

**STOP**  
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## Powerful German protests

On 2<sup>nd</sup> July, the German taxi trade, fed up by the often illegal activities of the PHV companies used by these platforms, took to the streets across 14 cities. It was to demand official minimum fares for PHVs in an effort to block the fare (under) cutting system. This is an effort to create a level playing field between the fully regulated taxi trade and the loosely or not-at-all regulated PHVs. The various demos were a success, and some cities are making the first steps, although local authorities have been able to set these minimum fares since 2021, they seem reticent to do so, fearing the wrath of *Uber* and co.



*and better coordinate discharge transport. Facilities receive access to analyses of trips, costs, and usage to make processes more transparent and cost-effective."* I don't know about you, but this smacks of a repackaged PHV service sold as something new

– a sly method these platforms use frequently.

It's interesting that *Uber Health* enters Germany, using its local PHV – often illegally – as taxis, at a time when the country's regular health service has a serious conflict with the health industry. Lo and behold,

*Uber* steps in as 'saviour', as it so often does. ■

## False promises of working together

Insidiously peeing on these 'new' territories, platforms also have a perfidious approach to create discord within the taxi industry. The strategy is rolled out everywhere (except in Iceland, a platform-free country) and goes like this: We need partners to carry out the work, we just have too much. We'd happily use the services of the taxi trade. Let's work together. It's a win-win situation.

Taxi companies, not just in Germany or any other part of Europe for that matter, are lured by promises of more work, but stand to lose their own client base in this form of cooperation. Moreover, with this carefully crafted process, platforms create divisions and feuds within taxi companies, ultimately weakening the trade.





# SO YOU THINK YOU KNOW

## LONDON?



### The demise of the Marquee Club

Originally situated at 165 Oxford Street W1, the Marquee Club is nothing short of legendary. Established in 1958 by jazz enthusiast Harold Pendleton, it started life as a jazz and skiffle venue, but that soon changed.

The club soon evolved into one of the most influential for rock, blues, and progressive music, helping to launch more careers than you can shake a stick at.

Its early years saw the jazz talents of Alexis Korner, Johnny Dankworth (Cleo Laine's husband) and Tubby Hayes, among others, grace its stage. With the '60s seeing a stark shift in musical tastes, the owners of the Marquee Club adapted, embracing early rock 'n' roll, promoting the so-called 'British Invasion' bands, which would eventually dominate the music industry.

In 1964, the club moved to its



### The birth of Petticoat Lane

As just about every taxi driver in London is aware, Petticoat Lane Market is nestled right in the heart of London's East End, taking in Middlesex Street, Wentworth Street, Cobb Street, Goulston Street, along with a number of others in the area. At one point it was officially the biggest market in Europe. However, did you know that the market dates back to the Tudor period?

Originally known as Hogs Lane, the area was a rural path where city bakers kept pigs outside the city walls (sounds odd, I know). By 1608, the area had transformed into a commercial district called 'Petticoat Lane', renowned for trading second-hand clothing and goods.



The 17<sup>th</sup> century saw an influx of Huguenot refugees fleeing religious persecution in France. Settling in nearby Spitalfields, their expertise in weaving

and dyeing helped establish the area as a hub for textile production.

In the 19<sup>th</sup> century, Eastern European Jewish immigrants arrived, continuing the tradition of garment manufacture and trade. Much of their influence can still be seen on the streets around the market.





iconic site at 90 Wardour Street, Soho. This shift helped establish the venue as a major player in the 'Swinging London' era. The Marquee saw early performances from legendary acts such as The Rolling Stones, The Who, David Bowie, Jimi Hendrix and Led Zeppelin.

The 1970s saw the Marquee adapt once more. With punk and new wave coming to the fore, with bands like The Sex Pistols, The Clash and The Smiths tearing up the stage.

After moves to Charing Cross Road and Islington, the world-famous club finally closed its doors in 2008, despite the best efforts of entrepreneur Nathan Lowry, who still owns the brand rights.

The market's name officially changed to Middlesex Street in the 1830s, aligning with the boundary between the City of London and Whitechapel. However, the original name endured, with a popular saying suggesting "they would steal your petticoat at one end of the market and sell it back to you at the other."

Petticoat Lane Market hasn't been without controversy, facing continued regulatory challenges throughout its history. Authorities have often viewed it as unregulated and, at times, illegal. An Act of Parliament in 1936 changed all that, with the market's rights formally recognised, thus securing its future.

The latter half of the 20<sup>th</sup> century saw a new wave of immigrants settle in the East End. Coming from India and East Asia, they continued the trend of contributing to the market's success. Today, Petticoat Lane Market operates six days a week on Wentworth Street, with the larger market operating along Middlesex Street each Sunday.

## London's first electric taxi

You'd be forgiven for thinking that the LEVC TXE is London's first electric taxi. However, you would be wrong. In fact, you would be wrong by around 120 years. London's first electric taxi was in fact the Bersey Electric Cab. This vehicle was first introduced to the market in 1897 by the London Electric Cab Company, which was founded by engineer Walter Bersey.

The vehicle made its debut at the South Kensington Motor Show in 1896, taking to London's streets on 19<sup>th</sup> August 1897, after permissions by Scotland Yard and an inauguration by engineer W.H. Preece.

The taxi was built by the Great Horseless Carriage Company with Mulliner coachwork (later models by Gloucester Railway Wagon Co.), featuring a 3.5hp and 2.2KW Johnson-Lundell electric motor. It also featured 40 lead-acid cells, delivering a range around 30-35 miles at speeds up to 12 mph. A rather clever hydraulic battery exchange station at Lambeth docked each vehicle in just two to three minutes, allowing cab drivers minimum downtime.

Passengers quickly nicknamed the taxi 'Hummingbirds' due to their constant electric

hum paired with its yellow and black paint scheme.

The interior offered luxuries like electric lighting, however some passengers complained about feeling like they were onstage under the bright glow. Even the Prince of Wales once took a ride in one of these new-fangled vehicles.

The vehicle wasn't without its problems, at two tonnes, the cab's weight caused pneumatic problems: solid rubber tyres wore out rapidly, leading to more vibration. Also the glass plate batteries rattled under stress, requiring frequent replacements. Public confidence was undermined after a spate of early accidents, which included the first ever drink driving fine in 1897, and the tragic death of a nine-year-old boy whose coat got caught in the vehicle's chain.

Despite its popularity and a fleet of approximately 75 vehicles, high maintenance costs at around £6,200, reliability issues, and fierce lobbying by horse-cab drivers led to the company's closure in August of 1899.

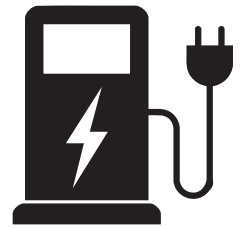


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Columnist  
Rob Lordan

# The Thieving Butler Turned Killer

The story of how one man's deception as a thief spiralled into a sociopathic, murderous rampage across the United Kingdom.

## Rob's history tips

**I**n November 1977, former MP Walter Scott-Elliott and his wife Dorothy employed a charming butler at their apartment in Richmond Court, Sloane Street. Little did the couple know that they had in fact invited an extremely dangerous individual into their lives, and their home. A man by the name of Archibald Hall was about to enter and exit their lives with devastating consequences.

### A false persona

Born in Glasgow in 1924, Hall first travelled to London in his early twenties where he dabbled in jewellery theft. Interestingly, he received his first prison sentence for attempting to sell his stolen gains in Scotland.

Hall used his time in prison wisely, studying antiques and etiquette, and also taking elocution lessons to soften his tough Glaswegian accent. Upon release, he adopted the name 'Roy Fontaine' and, using this new persona, began working as a butler – a role which offered the perfect cover for his theft.

He wasn't very competent though, and was frequently caught in the act, thus spending further time in prison.

### Hall's first murder

In autumn of 1977, following one such prison stretch, Hall undertook work at Kirtleton House in the Scottish Borders, where he managed to wrangle a gamekeeper's job for his old prison pal, David Wright. Unfortunately, following a disagreement, Wright threatened to reveal Hall's true

persona to their employer, Lady Hudson. In response, Hall feigned reconciliation by inviting Wright out on a rabbit hunt, during which he turned the gun on the former lag and shot him in the head.

After burying Wright's body near a stream, Hall fled to London where he was soon taken on by the aforementioned Scott-Elliots.

### Sloane Street

Upon securing this new role, Hall couldn't believe his luck. The swish Sloane Street apartment was packed full of antiques, not to mention the Scott-Elliots were also a ripe target for all sorts of fraud. So big was the task, Hall decided he needed help and turned to one of his London contacts, a man named Michael Kitto.

On the night of December 8<sup>th</sup> 1977, the pair had a drinking session in The Lancelot, a pub once located on Brompton Road, before heading to the Sloane Street apartment, as Hall believed the Scott-Elliots were out for the night.

They were not in fact out, and upon being surprised by Dorothy the two men panicked. After knocking her to the floor, Hall smothered her with a pillow. Once dead, they placed her in her bed. Dorothy slept in a separate room to her husband, who was 82 and frail, and who'd slept through the murder ordeal.

### Belfast Mary

Dorothy's death posed a problem because Hall and Kitto required Walter to sign various cheques, and he'd no doubt begin to wonder where his wife was. They therefore turned to 50-year-old Mary Coggle, aka 'Belfast Mary', who they knew from the Scottish



Stores on Caledonian Road.

Mary agreed to disguise herself as Dorothy by donning a wig and wearing the victim's £3,000 mink coat. To aid the subterfuge, Hall and Kitto kept the already ailing Walter heavily drugged.

Using this cover, the trio succeeded in hiring a Ford Cortina, where they stuffed Dorothy's body into the boot. Then, with Hall acting as the chauffeur and Mary as Walter's supposed wife, the group headed for Scotland. A dazed Walter was made to pay for all meals, drinks and accommodation along the way.

Before long, Walter became a burden and so, on a lonely road near Inverness, he was killed with a swift shovel strike to the head. The same spade was then used to bury Walter and his wife. Following Walter's murder, the depraved trio headed to a rented cottage near Carlisle where it was now Mary who posed a problem.

She'd grown fond of Dorothy's fine mink coat and insisted on keeping it.

Hall refused, saying it was evidence, and after a row broke out he struck Mary around the head with a poker before asphyxiating her. Her body, which Hall and Kitto threw off a bridge, was discovered on Christmas Day.

### On the trail

Over Christmas, the remaining pair spent time with Hall's family, after which Hall's half-brother, Donald, insisted on joining them at the cottage.

Hall in fact despised his brother and, now having a taste for murder, took the opportunity to kill him at the cottage by forcing him to drink chloroform, after which he was suffocated.

It was whilst attempting to dispose of Donald's body near North Berwick that the law finally caught up with Hall and Kitto, after a hotel proprietor grew suspicious of their behaviour.

Archibald Hall was convicted in both Edinburgh and the Old Bailey and given a full life term. He died in prison in 2002 at the age of 78. ■



Columnist  
Mike Williams

# Entertainment Corner

Here's your round-up of the best entertainment to get stuck into on your mobile, tablet, or in the comfort of your own home, this month.

## Lights, Camera, Action!

### PODCAST: Wrong Turns with Jameela Jamil



Podcasts don't always have to be deadly serious, factual affairs – often their purpose can be for pure, unadulterated entertainment, which is where Jameela Jamil's insanely funny *Wrong Turns* comes into play.

Essentially, it is a 45-minute chat about the most mortifying moments of their lives, reliving cringe encounters and retelling some truly horrendous (but hilarious) stories, hosted by presenter/actor/Internet personality Jamil (known for her recent roles in *The Good Place* and Marvel's *She-Hulk*).

If you're in need of a pick-me-up, I advise you to throw on any of the almost 300 episodes available, to instantly make your day that bit brighter.

*New and past episodes of Wrong Turns with Jameela Jamil are available on Apple Podcasts, Spotify and more.*



FX Productions.

### TV SHOW: *The Bear* (season 4)

First hitting Disney+ in the summer of 2022, *The Bear* quickly gathered pace and amassed plaudits everywhere. Since then, it's gone on to spawn a further three seasons starring charming but fiery chef Carmy, played by Jeremy Allen White.

For anyone unfamiliar with the show, it's centred around the sweltering intensity of a bustling kitchen, after Carmy returns to Chicago, having moved on from his job in the world of fine dining, to run the family-owned sandwich shop.

The fourth season has seen the character, as well as the excellent support, evolve over the few short years, in a show that has consistently wowed audiences at home and critics alike. The characters feel emotionally raw, especially when they go at it with one another, but it's the bonds that are built and various dramas along the way that sets this out from other television programmes.

*The new season of The Bear is available to stream on Disney+ now.*



Columbia Pictures.

### MOVIE: *28 Years Later*

The third (and final?) horror movie in the epic franchise that began in 2002 with *28 Days Later* and followed on by 2007's *28 Weeks Later*, sees original director Danny Boyle and writer Alex Garland return. They tell the story of how the rage virus has continued to spread decades after a deranged chimp broke free from that



animal testing lab and sent the world into zombified chaos.

Now following a group of survivors holding out on a remote island, the conflict begins when one of them has to travel to the mainland, only to discover all sorts of horrors and wonders that have befallen mankind, as the virus refuses to die out over the years. The story

fuses unbearable tension and thrilling entertainment, giving fans what they wanted in terms of seemingly concluding the trilogy, but with a cast of new faces that includes Aaron Taylor-Johnson, Jodie Comer and Ralph Fiennes.



## MOVIE: *F1: The Movie*

Brad Pitt is Sonny Hayes, an F1 driving legend that comes out of retirement to help a much younger rookie, Joshua Pearce (Damson Idris) find his way in the cut throat sport. As the pair both clash and bond, Hayes begins to enthusiastically embrace the team up and becomes a proper mentor to the racing protégé.

You'd be forgiven for thinking this sounds like any other generic sports movie, a talented underdog story getting the retired icon to train him up – and to an extent you'd be right. However, *F1* actually delivers a lot more. Instead of being obnoxiously glossy, brash and boisterous, director Joseph Kosinski constructs an emotionally taut story for cinemagoers to truly revel in. With the helmer of *Top Gun: Maverick* (which was arguably one of the best character-driven action films of 2022) in charge, the test was seeing if that was a touch of luck or whether he could pull off another enormous feat, while keeping its characters and story grounded enough for audiences to believe and engage with.

Naturally, a movie revolving around the high octane thrills of Formula One



Apple Studios.



needs to have its racing spectacles – and sure enough Kosinski hits you with a massive dose of an adrenaline rush while making sure audiences can relate to the authenticity of what's developing away from the race track.

It's pretty edge-of-your-seat stuff, serving up some stunning cinematography and heart-pounding sequences. *F1* has a bit of everything thrown in here for a well-rounded sports film that tells the well worn

underdog story in a fresh and incredibly exciting way.

*F1: The Movie* is in cinemas now.

## Also catch...

The third and final season of *Squid Games* has landed onto Netflix, with all episodes of the psychologically-twisted Korean drama available right now.

The debut season of Marvel Television's *Ironheart* has concluded on Disney+, with all six episodes available to stream.

Paramount+.



## TV SHOW: *Star Trek: Strange New Worlds* (season 3)

Fans of *Star Trek* (both the original and new films and shows) will be fully aware of the spin-off shows on offer, from *Lower Decks* to *Discovery*, but perhaps the best received ST universe series in recent years has been *Strange New Worlds*.

Debuting back in the spring of 2022, it set up a new path for the sci-fi universe

to explore, from the perspective of Captain Christopher Pike (charmingly played by Anson Mount), who comes out of a self-imposed exile to save an MIA officer.

From the very beginning the show was a huge hit and has continued to improve and expand upon its premise, a setting predating 1966's original *Star Trek* TV series, with Pike in charge of the familiar USS



Enterprise before we were introduced to Captain Kirk (played by the iconic William Shatner).

What *SNW* does well is to tread a similar path to the *Star Trek* narrative we all know, held together by a skilled, curious team as they explore the galaxy. What it's continued to do well is to feel familiar to long-term fans while feeling fresh and exciting enough to stand alone for newcomers. It's a balance very few shows of this magnitude and reputational pressure can pull off – let alone sustain across multiple seasons.

Fans of the franchise will attest that *SNW* is everything they wanted from a series, with its drama and sci-fi

elements working in tangent to integrate new characters in prequel stories. If you are looking for something that feels vintage while exploring –ahem– strange new worlds, then you're in for a treat with one of the best *Star Trek* offerings in years.

*Season 3 of Star Trek: Strange New Worlds* begins streaming weekly episodes from 17<sup>th</sup> July on Paramount+, or through a free seven-day trial via Amazon Prime.

## Also catch...

The latest instalment of the dino-centric franchise series stars Scarlett Johansson, with *Jurassic World: Rebirth* set five years after the fall of the infamous Jurassic World amusement park. In cinemas now.

*M3GAN 2.0* follows on from the absurdly fun action/sci-fi/horror flick of 2023, that begins two years after the ending of the first movie, along with a new AI threat. In cinemas now.



# Paying Fitting Tribute to One Cabbie Who Devoted His Life to Charity and Trade

For over 30 years, Stephanie Prayer, together with her late husband Arnie, have supported the Taxi Charity for Military Veterans.



Stephanie Prayer with the Taxi Charity in the Netherlands.

## TAXI CHARITY for MILITARY VETERANS

**A**rnies was a great advocate and loyal defender of the London cab trade and a much-loved and respected figure within it. This was perfectly demonstrated at his funeral two years ago, where around a hundred cabs followed in convoy behind the hearse as he left his beloved garage in Hoddesdon for the final time.

In tribute to Arnie, Stephanie recently accompanied the Taxi Charity on their trip to the Netherlands to mark the 80<sup>th</sup> anniversary of Dutch Liberation. The visit was especially poignant for her as

it coincided with the second anniversary of Arnie's passing.

Here, she reflects on their life and times together, sharing memories of her first ever trip away with the charity.

**TAXI** Hi Steph, thanks for joining us. Let's go back to the beginning. When did Arnie pass the Knowledge?

**STEPH** In September 1973. He was just 23 when he got his green badge, and we were married the following year. But he didn't really enjoy driving a cab; his real passion was working under a bonnet rather than behind a wheel. He'd always loved taking engines apart and rebuilding them. After a garage messed up his overhaul, he vowed, never again! And from that point onwards, no one touched his cab. He did all the work himself on our driveway and



Stephanie and Arnie.

looked after a driver called Terry Higgins' white Fairway too. Terry was the first winner of the Taxi Driver of the Year competition, which was held at Battersea Park.

He was just 23 when he got his green badge, and we were married the following year.

**TAXI** So how did his garage, A&S, begin?

**STEPH** After a neighbour complained about the taxis on our driveway, we decided to move. Arnie found a small unit and started servicing cabs during the day, then came home for dinner and afterwards went to work. It was very hard. Eventually, he stopped cabbage by which time he'd built up a small fleet of cars that he rented out. For several years, he also did all the roadside breakdowns, meaning he was on call 24/7. That nearly got him killed one freezing, snowy night helping a driver who had broken down on the M40 near Oxford. Arnie

was jacking the cab up when he heard a rumbling noise. He looked up and saw a lorry thundering towards them. He threw himself and the driver out of the way just in time. Years later, when the business was established and doing well, someone called him lucky. He saw red: "I've worked bloody hard, often seven days a week," he fumed. "No one gave me anything. Part of my childhood was spent in a children's home, and all that I have I've worked for. So don't tell me I'm lucky!"

**TAXI** Did you work at the garage?

**STEPH** No, although my initial forms part of the garage's name, I never worked there. I had my own career, and, in any case, I could never have worked with Arnie. The garage was his domain.

As the fleet of cabs grew, he





Stephanie with Ian Parsons.

took on a partner, John. He was a neighbour and friend. They'd done the Knowledge together. John, like Arnie, took enormous pride in his work. Arnie was old school, a traditionalist; his cabs were black, and he didn't like them covered in adverts. He really looked after his vehicles and insisted drivers brought them back to the garage for monthly check-ups.

Sometimes he brought work home because certain things couldn't easily be done in the garage. The fiddly stuff, such as replacing the white felts on the handbrake linkage, which he'd routinely change ahead of a cab's overhaul. Our kitchen became his second workshop! The breakfast table was often strewn with parts.

### **TAXI** Sounds like Arnie was a perfectionist.

**STEPH** He certainly was. But of course, reliable cabs meant reliable drivers. Some have been with us for over 30 years.

One of our customers, Stéphane, a retired fireman and taxi enthusiast who lives in Bordeaux, owns a TX1 and a Fairway. He always drove over from France to have his cabs serviced by us – and he still does. Arnie said he'd never seen such a gleaming Fairway.

Elliott, our son, now runs the garage and is doing a great job, and I'm so grateful for that. Talk about being thrown in at the deep end! He and his team have maintained the standards and kept to the traditional values Arnie set. The fact we still have all our drivers is testament to that and I know Arnie, like me,

would be so proud of Elliott and happy that he's still supporting the Taxi Charity as much as Arnie used to.

### **TAXI** How did your association begin with the Taxi Charity?

**STEPH** Arnie was first contacted by Terry Ward (aka Barking Bill), who was selling advertising space in their diaries. Arnie was impressed with the work of the charity (then called the London Taxi Benevolent Association for War Disabled) and that it was all done voluntarily. So, he paid for a full-page advert and did that every year until they stopped the diaries. After that, we continued donating every Christmas. Arnie also lent them cabs for their big trips to Normandy, Belgium, and the Netherlands. He always said if the charity needed cabs he'd find some, they just needed to ask – and he'd get cross if they didn't.

### **TAXI** This was your first trip away with the Taxi Charity. Did you enjoy it?

**STEPH** I must admit I had some reservations at first. I've always suffered from seasickness so I was concerned about the ferry crossing. Not being with the family for Arnie's anniversary especially played on my mind. However, everyone insisted I go as a tribute to him, and I'm so glad I did. It was wonderful to join all the veterans and drivers for this very special trip. There were many memorable moments.

Many thanks to A&S Services for once again supplying the Taxi Charity with a cab for this special trip and continuing their long tradition of support for Arnie's favourite charity.

By cabbie Glen Marquis.  
Instagram: @beluckyartwork.



### **TAXI** What was the most memorable?

**STEPH** The Liberation Parade, where British, Canadian and Dutch World War II veterans were transported in five London taxis and 12 golf buggies. People from across the country travelled to the town of Wageningen to join the locals for the celebrations. It was estimated over 120,000 people were there.

To see and experience the outpouring of love and respect

the Dutch people have for the veterans was extraordinary and extremely emotional. All along the three-mile route, the crowds, sometimes 10 or more deep, waved, cheered and took photos of the veterans as we slowly passed by. Some ran up to our buggy to hand them flowers while others shook their hands. Most touching of all was the sight of children standing to attention and saluting the veterans as we drove past. A truly magical experience. Those memories will live with me forever. ■

### About the Taxi Charity for Military Veterans

The Taxi Charity is run by volunteer London black taxi drivers and has been supporting thousands of veterans since 1948. It is the only Forces charity that focuses on providing fun and entertainment and arranges free trips (for veterans from all conflicts) to the Netherlands and France for acts of commemoration and days out to museums, concerts, and social events across the UK.

The charity received the Queen's Award for Voluntary Service in 2021 and celebrated its 75<sup>th</sup> anniversary in 2023, a remarkable milestone for a small, niche charity operated by enthusiastic volunteers.

In 2024, the charity took veterans to Normandy for the 80<sup>th</sup> anniversary of D-Day and commemorated the 80th anniversary of Operation Market Garden in the Netherlands in September.

In May 2025, the charity returned to the Netherlands for the 80<sup>th</sup> anniversary of Dutch Liberation and in June they will take a group of veterans to Normandy for the 81<sup>st</sup> anniversary of D-Day.



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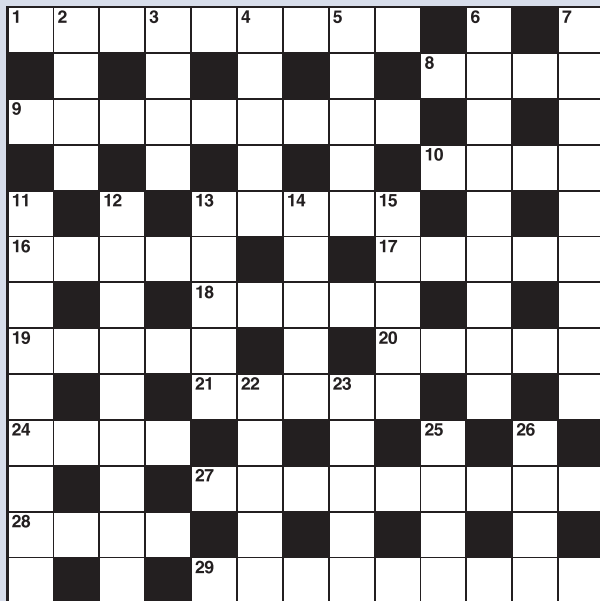




# Crossword



# Puzzler Page



## ACROSS

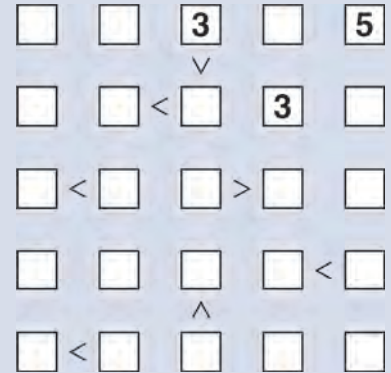
- 1 Is made up of (9)
- 8 Loosen (4)
- 9 Aider and abettor in a crime (9)
- 10 Handout (4)
- 13 Smallest in amount (5)
- 16 Skylit entrance halls (5)
- 17 Biblical father of Jacob (5)
- 18 More uncommon (5)
- 19 Reclining (5)
- 20 New York harbour isle (5)
- 21 Became less severe (5)
- 24 Person controlled by others (4)
- 27 Receptacle (9)
- 28 Ploy (4)
- 29 Drifters (9)

## DOWN

- 2 \_\_\_ upon a time, fairy-tale opening (4)
- 3 Story in rhyme (4)
- 4 Publish (5)
- 5 British peers (5)
- 6 Pleasant (9)
- 7 Small letters, not capitals (5,4)
- 11 Disintegrate (4,5)
- 12 Mentally indoctrinate (9)
- 13 Sizeable (5)
- 14 Measures of land (5)
- 15 Ready for bed (5)
- 22 Perfume, fragrance (5)
- 23 Anything remaining (5)
- 25 Extremely thin pastry dough (4)
- 26 Be inclined (4)

## Futoshiki

Fill in the blank squares so that each row and column contains all the numbers 1 – 5. Use any given numbers and the symbols that tell you if the number in the square is larger (>) or smaller (<) than the number next to it.



## Sudoku

Have a go at this medium level Sudoku puzzle. Fill the grid so that every row, every column and every 3x3 box contains the numbers 1-9 just once.

		7	6		2
2	9	3		4	
8					7
1	4		2	5	3
		4			8
8					9
	9		8		6
		8	9	2	7
2				7	

## Wordwheel

How many words of four letters or more can you make from this Wordwheel? Each word must use the central letter, and each letter may be used once only. At least one nine-letter word can be found.



For answers go to page 30



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Email \_\_\_\_\_ X \_\_\_\_\_

Date of Birth \_\_\_\_\_ Badge No. \_\_\_\_\_

Badge colour (please state whether green or yellow) \_\_\_\_\_ Year badge obtained \_\_\_\_\_

Suburban badge sector numbers \_\_\_\_\_

Have you ever been a member of the LTDA before? (please tick) Yes ☐ No ☐Do you currently have points on your DVLA driving license? (please tick) Yes ☐ No ☐If Yes how many points do you have? Do you have any motoring or other prosecutions pending? Yes ☐ No ☐*Please note: We do not provide assistance for any matters that have occurred prior to you joining the LTDA.*Please tick if you **DO NOT** wish to receive information from the LTDA and other related organisations in the future ☐

I understand that my application for membership of the Association must be approved by the Council of Management and that until this is confirmed I am not eligible to vote in relation to any form of Association matters. I agree that all benefits prior to approval of membership shall be at the discretion of the Council of Management.

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Signed \_\_\_\_\_ Date \_\_\_\_\_

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To the Manager of \_\_\_\_\_

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## Service User Number

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2. Name of account holder \_\_\_\_\_

3. Account Number 4. Bank Sort Code 

Banks/Building Societies may not accept instructions to pay Direct Debit from some types of account.

5. Signature \_\_\_\_\_

Date \_\_\_\_\_

This guarantee should be detached and retained by the payer

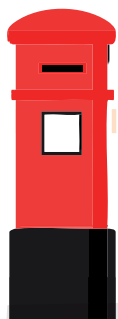
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# TAXI & LTDA Mail



## Subject: Yellow Badges

Dear Editor,

As it gets busier, I am beginning to notice more Yellow Badge drivers picking up on apps in the very centre of town. I thought they had to be in their area of licence when they accepted a hiring?

Are all the apps deliberately side

stepping the law or is it just one app in particular? What will happen if there is an accident and it transpires the initial hiring was illegal, will the cab be uninsured and what is TfL's attitude to what is going on?

I think we should be told!

Yours Faithfully,

Gary Jones

## Subject: Junction access

Dear Editor,

I have just received the latest LTDA email with the great news at Bank Junction. This is a fantastic result and one that I know has come about as a result of an enormous amount of work from the LTDA.

Once we get the other arms of the junction, this will be a massive benefit to us and our customers, and it shows what a well organised and planned campaign can

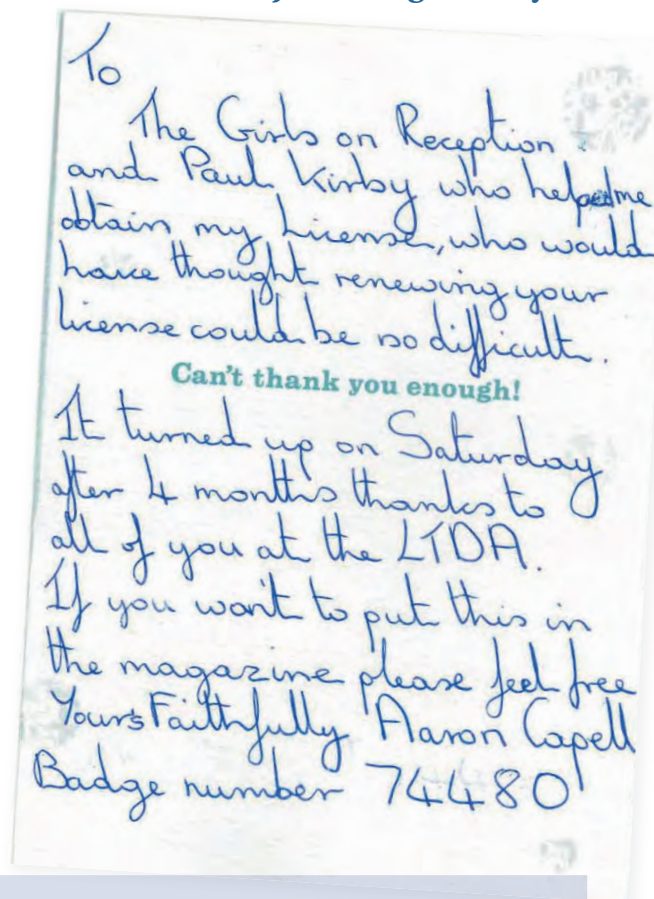
achieve through lobbying and negotiation. No doubt those drivers who we saw blockading the junction will claim victory, but only the most gullible will believe that.

We now need to get TfL to allow us through the Bishopsgate Bus Gate, and then it's only Tottenham Court Road until we will regain our status as an essential part of the public transport system.

Thank you.

David Guillam

## Subject: A big thank you



## Puzzler Answers

All puzzles © Puzzler Media Ltd - puzzler.com



C	O	S	A	U	N	D	O
A	C	C	E	S	S	O	R
E	M	U	L	D	O	L	E
F	B	L	E	A	S	T	Y
A	T	R	I	A	C	I	S
L	A	R	A	R	E	R	B
L	Y	I	N	G	E	E	L
A	N	E	A	S	E	D	E
P	A	W	N	R	X	F	T
A	A	C	O	N	T	A	I
R	U	S	E	M	R	L	N
T	H	V	A	G	A	B	O

### Sudoku

5	1	4	7	9	6	8	3	2
7	2	9	3	8	1	4	5	6
6	8	3	5	2	4	1	7	9
1	4	6	2	5	9	3	8	7
9	3	5	4	7	8	6	2	1
8	7	2	1	6	3	5	9	4
4	9	7	8	1	5	2	6	3
3	6	8	9	4	2	7	1	5
2	5	1	6	3	7	9	4	8

### Futoshiki

1	2	3	4	5
		∨		
5	1	<	2	3
3	<	4	5	>
			1	2
4	5	1	2	<
		∧		
2	<	3	4	5
				1

### Wordwheel

**Solution:** OUTLIVING

**All words:** Gilt, glint, glut, gout, guilt, ingot, into, lint, lout, outing, tiling, toil, toiling, unit, unlit, until, unto, volt, voting, OUTLIVING.

**Word targets:** Excellent: 17, Good: 14, Target: 10, Kids: 10



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