

**ENSO'S RANGE-EXTENDING
TYRES NOW LEVC APPROVED
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**SO YOU THINK YOU KNOW
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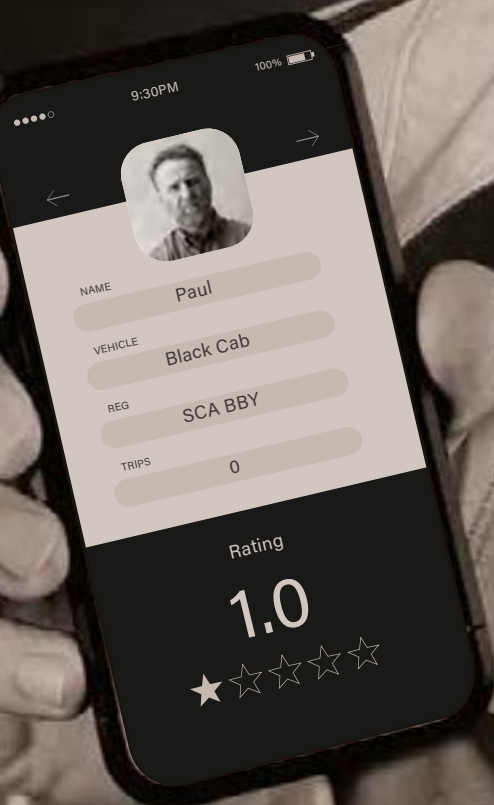
TAXI

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18th March 2025
#582

UBER'S STRUGGLE TO RECRUIT CABBIES BLAMED ON

'UBER HUNTERS'

PAGE 5



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ENSO'S PERFORMANCE ENHANCING TYRES NOW LEVC APPROVED

ENSO is now an officially approved tyre supplier for LEVC, providing its advanced TX1B tyre as a replacement option for electric taxis.

Designed specifically for the LEVC TX, ENSO's TX1B tyre is the first range-extending, double 'A'-rated replacement tyre designed specifically and exclusively for electric taxis. ENSO tyres have already been fitted on over 1,000 of London's taxis with drivers benefiting from improved safety, extended vehicle range, and lower particulate emissions.

This latest announcement could be good news for drivers amid rising operating costs as ENSO's innovative tyre technology has been shown to improve energy efficiency by reducing rolling resistance whilst enhancing durability, helping taxi drivers save on energy costs and increase their earnings per mile.

By cutting tyre wear, ENSO is also helping to tackle the issue of particulate matter. In London, over 9,000 tonnes of PM pollution is emitted each year, but ENSO's TX1B tyres are helping to make London's electric taxis even cleaner to address this challenge.

These specialist tyres are now available via approved LEVC aftermarket distribution channels for fleet operators and individual drivers such as Ascotts Group and E1 Taxis, as well as tyre wholesalers, independent tyre retail networks, tyre repairer networks including Halfords and MeriTyre Specialists, or directly from ENSO at ENSOtyres.com.

Gunnlaugur Erlendsson, Founder and CEO of ENSO, said "Our respect for the vital role that taxi drivers play

in keeping our cities moving is demonstrated by the fact that we began our journey with them, helping them to improve tyre performance and save money while reducing their environmental impact. With our latest announcement that ENSO tyres are now officially LEVC-approved, we look forward to working alongside the taxi industry for thousands of miles to come."

Chris McCoy, Technical Director at LEVC, said: "LEVC ensured there was a rigorous testing process for the ENSO TX1B tyre. Results from various controlled environment tests, including steering and handling, stability, ride quality, and NVH, along with real-world trials, demonstrated that this bespoke EV tyre is well suited to the TX, which was verified by third-party vehicle dynamics experts. For optimum performance, it's always recommended that approved tyres are fitted."



MINICAB FIRMS FIGHT UBER AT SUPREME COURT TO STOP 20% FARE HIKE OUTSIDE LONDON

Two UK minicab firms have launched a £500,000 'fighting fund' to help them mount the strongest possible legal defence, as they prepare to fight *Uber* in the Supreme Court.

Uber is asking the Supreme Court to impose 20 per cent VAT on all private hire fares outside London, mirroring changes already made in the capital. However private hire firms argue that thousands of self-employed drivers and small minicab firms could be forced out of business as a result.

Liverpool-based *Delta* and Cardiff-based *Veezu* are now calling for cross-sector and public support, as *Uber* drags the case all the way to the Supreme Court, in what can only be seen as an effort to price out its competition. Paul McLaughlin, from *Delta* Taxis said:

"This is a David vs Goliath moment for the private hire industry. If Uber wins, fares will rise, drivers will struggle, and communities will be left without reliable transport."



TFL 'ACTIVELY TARGETING' TOUTS AT HEATHROW

TfL identified over 60 cases of illegal taxi and private hire activity at Heathrow, in the last year according to the Mayor of London. The figures were provided in response to a question from Bassam Mahfouz AM, who asked for an update on enforcement activity. Sir Sadiq Khan confirmed TfL is "actively targeting" illegal touting through both uniformed and covert patrols. The focus has reportedly been on Terminals 2 and 3, where officers have been working alongside police to "deter and detect unauthorised drivers."



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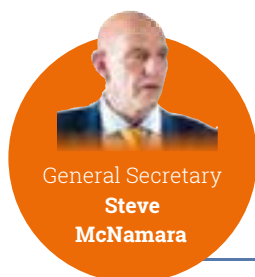
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Nothing Changes

A look back at our history through the eyes of two well-known trade faces showed me nothing changes. All the challenges they had then are still with us today.

Steve's comment

Just recently, I found Alf Townsend's book, written in the early noughties, *The London Cabbie-A Life's Knowledge*. For those of you that never knew Alf, he was one of the best-known cabbies in the 70s, 80s and 90s, and because I knew him, and had heard most of the stories, I never really finished the book. 25 years later I have just got round it, and I must say it is actually very good!

Back in time

I then delved further back in time and read *The Taxi Game* by Maurice Levinson, written in the early 70s, as well as his earlier book, *Taxi*, which incidentally was a best seller and won a few awards. It was written in the early 60s!

The common denominator in all of this cabbie literature, is that nothing changes. Cab drivers in the 1960s, 70s, 80s and 90s were bemoaning that butterboys were never taught etiquette, the traffic was terrible, the Public Carriage Office (read TfL) were useless, the police were zealously

prosecuting them, and the price of taxis was extortionate!

The other thing that's not changed is the stories, the interactions and the humour. Dealing with the stranger and more eccentric members of the public has always been a challenge but in the days before CCTV and mobile phones, the interactions were best described as a bit more

colourful. I highly recommend giving these books a read!

IOL conference

Last week, I attended a licensing conference organised by the Institute of Licensing (IOL). These events are attended by local council licensing officers from around the country, the Department for Transport and various suppliers to both the

taxi and private hire markets around the country.

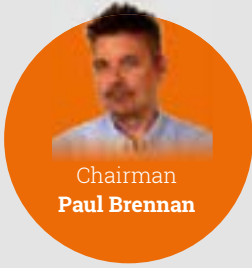
Such events are the only time I have ever met or spoken to anyone from *Uber*. Whilst all their managers that I have met are friendly and pleasant there is always an underlying nervousness on their part, especially since they have been trying to recruit cabbies in London.



The 'Uber hunters'

This year was particularly interesting because they went out of their way to try to tell me that their recruitment was going well and according to plan, which it is obviously not. What I did pick up on was that they are concerned about the 'Uber hunters'. I am of course referring to those cabbies who as in previous years, when *Uber* last attempted to lure drivers onto their platform, are downloading the *Uber* app, identifying taxi drivers using the app and putting their pictures and cab details on social media, thus exposing them as 'traitors' to their colleagues. I actually think they were looking for me to condemn the 'hunters' and somehow support them and the cabbie's stupid enough to sign up for *Uber*, yeah good luck with that!

Whether they were trying to convince me that there was more than a handful of drivers on their platform, or they see the 'hunters' as the reason for the failure to recruit cabbies, I don't know. But, why anyone would even think about choosing to work for the competition, who tried so hard to destroy our business, when we already have FREENOW, Gett, TaxiApp, Unify and now jump, is a complete mystery to me. ■



Chairman
Paul Brennan

Hypervigilance

Working eight, ten, or 12 hours a day in a constant state of fight or flight just isn't sustainable. It's a massive drain on our mental health.

Top Rank

There was a time, not even that long ago, when driving a taxi around London was a joy. Sure, it had its bad moments, but on the whole, I could drive around for weeks almost on autopilot, and my only concern was remembering the pothole or random blockage that had been there since flares were all the rage in town.

Switch off autopilot

The only times I had to switch off my autopilot and really engage were probably during the monthly large roller-skate event on (I think) the last Friday of the month in Central London or during a very heavy downpour. And despite the fact that people think it rains a lot in London, it really doesn't.

The only times you had to be hypervigilant and in a constant state of pure adrenaline were during the once-in-a-decade snowstorms that left London's roads as slippery as a fresh eel from Billingsgate. And boy, did you know you'd been through the mill when you got home! Thoroughly exhausted, you'd jump into bed and be snoring loudly before your head even hit the pillow.

Hypervigilance is defined as "*a heightened fear of potential danger, even perhaps when there's no actual immediate risk*". It can be a survival mechanism, but it can also be extremely exhausting.

Pressure

Now, that usual once-in-a-decade event of being in a constant state of hypervigilance is a daily occurrence for anyone who needs to drive for a living in London. We grapple daily with closed roads, new road layouts or trying desperately not to creep over the speed limit in the ever-increasing 20mph zones.

I was recently at an event with a few bus drivers, where we had a bit of a tennis match about all the hazards we now deal with. I pointed out how they never seem to get done for speeding or get fined for blocking a box junction. And, of course, they don't need to do a U-turn in the Aldwych or read the ever-increasing road signs when another bus gate springs up in Hackney.

I think it's fair to say that I won 6-1 during that match with the bus drivers. That said, they did highlight how the pressure to keep to timetables in manufactured congestion, combined with the need to be constantly vigilant against cyclists and scooter riders, who pay no regard to their own safety — another issue which we must also deal with—is having a detrimental impact on them.

Feeling the strain

So, while many believe that drivers are leaving the trade in droves because the vehicle is too expensive (it is, and they are), for many others, the reason is the strain of working eight, ten, or 12 hours a day in a constant state of fight or flight. It just isn't sustainable. It's a massive

drain on our mental health. This must be addressed by City Hall and TfL, if you ask me, they have a duty to ensure that we too can go to work without the need to be in a near constant state of hypervigilance.

Who would want to go to work every day knowing that one simple or silly mistake could, if you're lucky, result in half a day's takings flying out the window to pay a PCN? This of course, now looks set to become even higher, with councils given the go-ahead to hike up the fines. Or worse, you lose your licence, and with it, your livelihood and everything that goes along with that.

Alternate reality

How I hanker for the days of old, when you never needed to worry if a punter was going to a part of town that you hadn't been to in a while. Back then, nine hundred and ninety-nine times out of a thousand, nothing had changed.

Nowadays, you can go away for a long weekend and come back to find changes like those made to Cavendish Square, leaving you wondering if you've woken up in an alternate reality!

Bloody hell – actually, that's probably the only level-headed explanation for it all.

That's it. No more long weekends away for anyone. The way things are going, we'll come back, and every left and right turn in London will have been banned. And over a creepy melody, we'll hear the words:

"Maybe you've just crossed over into... The Twilight Zone." ■



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Executive S.O.
Lloyd Baldwin

To App or Not to App

The beauty of driving a cab is that you're in charge of your own destiny and can work however you want.

On point

Many cabbies see the apps as a bad thing, taking money out of drivers' pockets and charging customers extra fees. I know many drivers who don't see the need for them and aren't on any of the taxi apps, but those who are, seem to do pretty well out of them. The fact is many customers like using them and they also bring in new customers too, so there are clear advantages to having a strong taxi-only app for the trade.

Choose your own destiny

The beauty of driving a cab is that you're in charge of your own destiny and can work however you want. No one likes giving some of their hard-earned money away in commission, but for some the ease of logging on to an

app and cracking on, rather than waiting for a street hail or sitting on a rank, outweighs the cons. I say if the apps work for you then great.

That being said, I understand why some people don't like them. The trade has been burnt by some of the apps over the years, with broken promises and commissions sneaking up and up.

A new taxi app

When I heard about *jump*, *Taxiworld's* new taxi app, I did feel the usual sense of scepticism and I know many drivers I've spoken to are waiting for the other shoe to drop. I thought I would try to get some facts to help people make up their own minds without all the noise and negativity that goes along with any new development impacting our trade, good or bad!

jump is a new app which uses the *Taxiworld* payment system to send work a driver's way. If you have



Taxiworld's system you don't have to do anything. You are automatically on *jump* and will receive jobs.

The main difference between *jump* and other apps seems to be a promise that they will never charge drivers or passengers commission or fees. I know what you are thinking, I thought it too... we've heard it before, but this time it seems it might be different. *jump* can make this promise because *Taxiworld* earns money through the credit card processing fees, which drivers are already paying anyway when a passenger pays by card. For them, the more bums on seats,

the more they earn in processing fees, so it works out for everyone, with no need to charge commission. And, if your passenger pays in

cash then you keep 100 per cent. This sounds like a win-win to me. It means a *jump* job is basically the same as a street job for drivers, and for passengers.

Working for the trade

Most of you will know *Taxiworld*. They've been around for years providing meters payment systems, cameras and insurance for licensed taxis in London. They are firmly invested in our trade and its future, which is important. If we grow our business, they grow theirs. They aren't just in it for the short-term. This isn't just another Silicon Valley-esq tech company looking to make money off the back of hard working cabbies. They want to work with cabbies to get more people using cabs, let drivers keep all of the fares they earn and in return they increase their own earnings through more card payments.





"It means a jump job is basically the same as a street job for drivers and for passengers."

A head start

They also have a big advantage that other trade led taxi apps haven't had. *Taxiworld's* kit is already in over 6000 cabs. Taxi only apps launched in recent years have all struggled with one key thing – coverage. It takes time for them to recruit drivers. In the meantime, when passengers log on and find they can't get a cab, they lose interest in the new app and move on. At the same time, when drivers don't get the work, they also log off, meaning the app struggles to take off.

The large number of cabs already automatically on *jump*

should solve that and the more drivers who accept the jobs through their payment screen, the stronger it will become.

No surprises

I've tried *jump* a few times. It's pretty straightforward to use as a passenger. Most of the drivers I've had over the last month were doing their first *jump* job and were a little surprised when it popped up on their screens, but it all went very smoothly. The passenger experience was no different once you were in the cab, with no surprise charges tacked on at the end.

So, what's the catch?

Drivers also want to know that an app is going to bring in the punters. Perhaps that's the catch – they need cabbies support to help to make it a success. They're asking drivers to help spread the word by having tip seat adverts installed, handing out cards

to passengers and having supersides put on. In return, for a limited period they're also offering a free rear facing camera to anyone who has the tip seats or supersides installed.

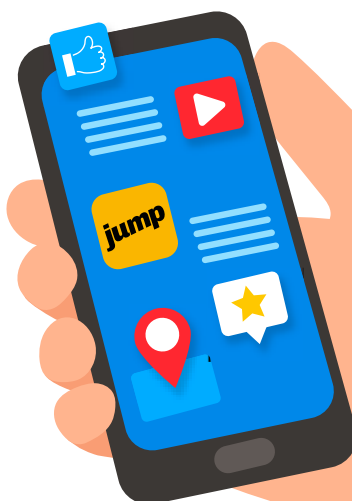
That's a pretty small ask if they deliver on their promises and allow us to expand our business whilst keeping more money in our pockets.

Alongside this, *Taxiworld* tell us they are marketing *jump* extensively across London and building relationships with businesses, venues, restaurants and hotels etc. to bring in work.

You do also need the *Taxiworld* system to work on *jump* so not everyone will be able to immediately. If you are interested, but aren't already with *Taxiworld*, it's worth speaking to them

about your options. But, don't forget to check if you have a contract with your current payment system provider and what the terms and conditions of that contract are first.

We've seen new apps come and go but this one does feel different and if you are already with *Taxiworld*, I reckon it's definitely worth a go! ■



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Airport Rep
Suzanne
Sullivan

Check the Fine Print

When it comes to recovery services, I suggest all drivers look at this in fine detail. The salesman just wants to increase his numbers and doesn't always have a driver's best interests at heart.

Airports and beyond

I have written several times over the past year or so about the various recovery services and the problems that I, and many other drivers, have encountered.

Double the price

As you all know the AA stopped insuring cabs on a personal cover and moved to a commercial policy. This was in many cases double the price. Recently, I have noticed The AA have sent a sales representative to Heathrow to encourage drivers to join back up with them.

I suggest all drivers look at this in fine detail, as the salesman just wants to increase his numbers and doesn't always have a driver's best interest at heart.

The AA have always given a good service, until they decided that drivers needed to be on a commercial policy, which led to some policies being invalid with drivers being left on the roadside unless they forked out an additional £150 to be towed.

Just make sure you know what you are signing up to.

'Disappointed'

I left the AA and moved over

to RAC. I personally couldn't have been more disappointed in their service. My battery had died, so they arrived at my home and sold me a new one, which they fitted.

It wasn't until a few days later that I realised they hadn't put a battery clip on it, even though I paid handsomely for the battery. This would have been a fail at NSL.

Another time, I broke down and I couldn't speak to anyone on the phone. It was all done online. I waited for over two hours and still no recovery or any estimated time that they may arrive. I ended up walking to a local garage where a mechanic escorted me back to my vehicle and got me started within five minutes.

Once again, I broke down two weeks ago in West Drayton and the RAC couldn't come out for many hours. My overhaul was the following week, so getting it sorted was vital.

The gear box oil was leaking and needed a new pipe. The cab could not be driven at all, so a tow truck was also essential.

This is when I called V&H Recovery.

Excellent service

V&H's service was excellent. My cab had to be towed to Putney Bridge Taxis from West Drayton. I wasn't required to wait with my cab, as it was in the garage at Packet Boat Lane. The keys were left with them and V&H arrived the next morning as promised and

delivered my taxi by 10.00am. I got a call the same day from Putney Bridge to say my vehicle was ready to collect.

This is the second time I have used V&H and I can't fault them in anyway.

They have just announced that they are in partnership MEMS recovery to improve their service even more. They offer packages that range from the basic of £50 to the top end of £250. I think that is great value for money. As you all know, time is money and V&H definitely saved me so much time. I have now cancelled my RAC membership, as I gave them three chances and wasn't happy.

V&H are based in E16, but cover all areas and are operational 24/7. They also do on site repairs and rent LEVC's and EURO 6. Based on my experience, V&H are the best recovery service in London. ■

"Just make sure you know what you are signing up to."

Wardens scheme

On another note, I am very disappointed to see a Heathrow Representative from another org, continues to print untruths about the wardens scheme and myself.

Anyone wanting to join the wardens, please see me. Contrary to what some of you have been told, anyone can join the wardens scheme. The only requirement is you hold a Heathrow tag for at least a year. You do not have to be an LTDA member, we welcome all drivers from all the orgs.





Columnist
Wim Faber

No More Bellyaching About Platforms

Vienna's 'Meet the Cab' focused on the taxi trade's strong points rather than the competition.

International
correspondent

Can you imagine being at a three-hour long inspirational best-practice workshop for taxi operators, where you have to pay €5 Euros (£4.20) every time you say the U***-word?

The organisers clearly wanted to focus on the strong points of the taxi trade and for taxi operators and booking centres to learn positives from each other and to improve competition with platforms.

New found self-confidence?

"The day before the meeting of the Anti-Uber-Alliance (AUA), bellyaching was banned," read a remarkable headline in German magazine Taxi Times recently. The day before the actual AUA-meeting, this workshop focused on the quality of booking centres, improving (automatic) booking, looked at improving marketing to make them more competitive, gave tips to improve complaints procedures and souped-up quality, vehicle and staff management. Looking internationally, it seems the taxi trade focuses on its own strengths instead of complaining of (often illegal) platform competition. A new found self-confidence seems to be emerging.

A bit of practice...

For many years the Vienna taxi booking centre, *Taxi 40100* invited its many international colleagues for a typical Vienna-style New Year's Concert. Two years ago, they changed the



G7 is going for 'premiumisation' of service and vehicles.



Meet the Cab' – 30 participants from 11 countries met in Vienna.



G7 CEO Armand Joseph-Oudin: "80% of trips are booked automatically."

tune and turned it into an international taxi conference: 'Meet the Cab'. At this year's meeting (6-7th February) the industry's self-confidence was striking. No complaints about platforms and no focus on the battles with them. The 11 taxi companies and 30 operators from 11 countries focused on automation, improvement and promotion of their taxi apps, digitalisation and

more effective marketing. A rich 'deep dive' into the international taxi world with English as the lead language.

CEO, Christian Holzhauser, (*Taxi 40100*, with 1,600 affiliated cabs in Vienna) set the tone for the two day-session with the focus explicitly on his company's developments and not on those of the platform competition. *Taxi 40100*,

operating in a city with 2 million inhabitants, was in an inspiring race with Paris-based B2B company G7 (10,000 affiliated cabs) to see who can manage the most automated bookings: so far 80 per cent for Paris and 60 per cent for Vienna.

In Vienna, the bitter platform battle with illegal app competitors, won by the taxi trade in 2018 with new

legislation (seven years later the trade is still waiting for Uber's compensation), led to a changed taxi law and there are no longer any PHVs in Vienna, but only 8,200 taxis, all with licensed drivers adhering to strict rules. The many platforms (mainly Uber and Bolt) must play by taxi rules.

Fares in Vienna can vary from +20 per cent to -20 per cent compared to the official Viennese taxi rate,

"but the latter rate still does not match the extremely low rates offered by the platforms," said Holzhauser. But fares are not the essence. A high-quality and reliable service is key.

'Accelerated digitalisation'

The Viennese thoroughly studied the competition. The 'accelerated digitalisation' campaign – launched exactly a year ago – with the associated cheaper rates and occasional 'surge pricing' did not start smoothly. At the start of this change, many drivers – about a 1,000 – refused app trips. A motivational campaign plus a reward scheme turned things around, halving the staffing of the booking centre. Their focus on the app, callbots and WhatsApp-bookings, plus an increased marketing effort, quickly paid off.

Effective marketing is not often the strongest point of taxi companies, admitted Eveline Hruza, 40100's marketing manager. Where an 'ideal' marketing budget runs between 2 to 6 per cent of turnover, 40100 opted for a whopping 14 per cent and took aim at their (platform) competitors. *"We quickly reached 300,000 downloads of our app and a user rate of 60 per cent,"* Hruza explained.

Generation Z

To reach 'new young taxi users', like Generation Z, 40100 built its activities around well-known Austrian rapper, Bibiza, and his own, older taxi driver (in very appealing, bit

also slightly weird video clips). The goal was to reach this new group directly via influencers on Instagram and TikTok. The company now runs special and exclusive 40100 parties for this target group. Newsletters were revamped and highly individualized: sophisticated push messages regularly

remind app users of *Taxi 40100*. According to its CEO, the app has been 'pimped' and made more attractive.

He says, *"It can't hurt to take a critical look at your app from time to time. Is it still fresh and attractive for target groups?"*

Meanwhile in Paris....

Taxi 40100 (B2B and B2C) is inspired by its much larger Parisian counterpart G7 (120 years old this year), which, with 10,000 affiliated drivers, 15 million rides a year, plus a 100-strong IT-staff, mainly serves the B2B market in Paris (2.1 million inhabitants). Under its motto, 'premiumisation', CEO Armand Joseph-Oudin is striving for an even more 'premium service', with top segment vehicles and services, alongside its normal business services. For the Olympic Games last year, Paris aimed to have 1,000 wheelchair-accessible taxis, but only came in at 650, still a big step up from the previous 220.

Paris has PHVs and taxis working in an uncomfortable legal framework. This year G7 is hoping for a proper level playing field between platforms and taxis. In terms of eco-taxis, G7 aims at 30 per cent electric taxis by 2030. Currently, there are only 600 battery-electric taxis plus hydrogen taxis. In Vienna, most cabs are hybrid vehicles.

Olympic headaches

The Games caused a lot of headaches, especially for planners. The route planner app had to be adapted and a special mobility team was required to eliminate Olympic bottlenecks. *"The use of our taxis, which had special access*



No PHVs in Vienna. All for hire vehicles run as taxis with licensed drivers.

to the areas of Paris reserved exclusively for the Games, did create a very positive image for the taxi sector," said the G7 CEO Joseph-Oudin.

What's most remarkable about G7 is that 92 per cent of drivers are proud to work for

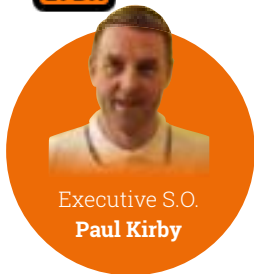
the company. G7 strengthens the sense of community through social media, video magazines, sports and other clubs, and special events for drivers. Another idea for improvement in a self-confident taxi trade? ■



Taxi 40100 CEO Christian Holzhauser trusts in 'rapid digitalisation'.



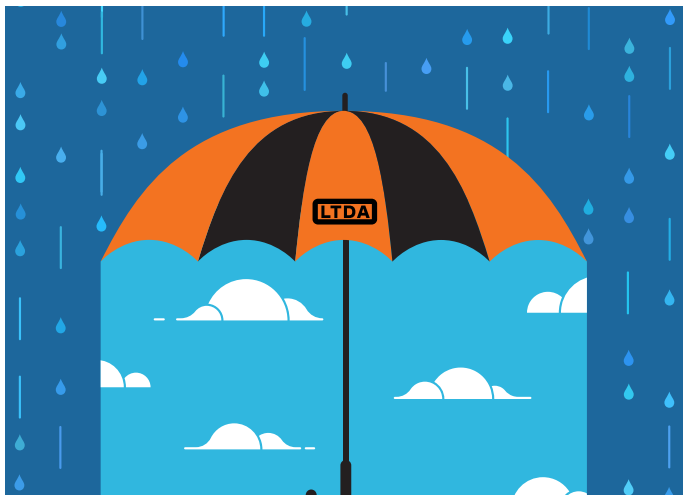
Vienna used to be a Mercedes market, now Toyota is the leading taxi brand.



Executive S.O.
Paul Kirby

Taking the Strain

We provide support so that you can relax and concentrate on what you do best, driving a cab for the world's finest taxi service.



Knowledge is power

Here at Taxi House, we receive hundreds of calls and emails every week and deal with all things trade and driver related. This includes everything from the one-on-one driver issues to broader challenges facing the trade.

Working for you

Driver issues could be renewals and the problems that can arise, medicals both the routine and more complicated, various types of legal issues, NSL test centres, TfL complaints and the more serious 'Fitness to be

Licensed' issues, PCNs and police forms.

We also work on more general trade related matters such as securing taxi ranks, working with residents' associations and other interest groups, liaising with TfL, local boroughs and MPs, as well as lobbying the Mayor, and the government on all trade related policy matters.

Over the years and on the back of all of this, the LTDA has up built a hard-earned reputation as the respected and authoritative voice of London's cab trade. We speak up for the trade with a sound common sense and fact-based approach to protect drivers' livelihoods and to make sure taxis continue to

PCNs

The number of PCNs issued in London, across all the boroughs and TfL roads for the past year is now close to a staggering eight million and their related fines raked in over £400 million. This was an increase over the previous year and shows no sign of slowing. Please see my Hotspot list on this page, these are only the main ones we see here regularly, and not an exhaustive list.

So please be aware of where you are parking, waiting, picking up or dropping off so that you don't give these money grabbing sharks any of your hard earned.

play a vital role in London's transport network, not just now but into the future.

Representations

This includes the mundane things like responding to countless consultations, but it is not limited to just that. We also respond and make representations on any issues that could impact the trade, at both the London and national level. This could be on anything from new traffic schemes proposing to exclude taxis to proposed new licensing conditions for drivers and vehicles. We also represent drivers interests in a variety of forums, including Department for Transport working groups, TfL Taxi and Private Hire meetings, through the London Chamber of Commerce and in the City of London.

We do all of this so that you can relax and concentrate on what you do best, driving a cab for the world's finest taxi service. ■

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
- Shepherd's 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
- Holland Park Ave/ Holland Circus

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
- Lower Belgrave Street AM/PM Timed School Restrictions
- Great Suffolk Street (The old Café) When using J V Bright's or the toilets, Private PCN's are being issued for over-staying the short grace period or non-payment of longer stays.

20 MPH MOBILE CAMERAS

- Vauxhall Bridge Road/ Neathouse Place
- Harrow Road/Hermitage Street
- Bayswater Road/ Hyde Park Street
- Park Lane/South Street
- Aldwych, No U-Turn across the solid white line. This is police enforced and endorseable with 3 points.

Licence renewal payment

One of the big issues we are seeing at the moment is with licence renewal payments. When completing the payment always choose section H1 on the TfL form and add your credit or debit card details. Do **not** complete section H2, pay at the Post Office. If you choose this option, it can take 28 days or more for TfL to receive your money and they will not even start to process your application until they have received the funds. Always send your application form via Royal Mail Recorded Delivery – for the sake of a couple of quid you get proof of posting and very importantly, proof of receipt. If you are in any doubt regarding your renewal, please call the LTDA.

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Columnist
Rob Lordan

Punch Drunk

Canadian boxer, Del Fontaine's trial for the murder of Hilda Meeks took place at the Old Bailey in September 1935. His main defence was that being so heavily punch drunk, was tantamount to being insane.



Wandsworth Prison.

Rob's history trips

Born in Winnipeg, Canada in 1904, Raymond Henry Bousquet changed his name to 'Del Fontaine' when he entered the world of professional boxing in 1925. A few years later, he moved to London where his career and personal life began to unravel, leading him to commit murder just four years later.

Del Fontaine won the Canadian Middleweight title twice - in 1926 and 1931 - after which he decided to try his luck across the Atlantic, although this meant leaving behind his wife and two children.

Fontaine Comes to Camberwell

After travelling to the UK on a cattle ship, Fontaine settled in London on D'Eynsford Road, Camberwell teaming up with a manager named David Edgar who lived nearby on Vaughn Road.

At first, Fontaine's forays went well. Facing some of Britain's most noted middleweights, he became known as a boxer who'd always come out swinging; his aggressive style initially chalking up 23 wins, four losses and three draws.

His lack of defence, however, meant he took many brutal pummeling's - not that it seemed to bother Fontaine though, who always managed a grin for the crowd.

Hilda Meeks

In 1933, despite having a wife and children back in Canada, Fontaine fell in love with a young woman; 19-year-old Hilda Meeks, who he met at the Locarno Dancehall in Streatham.

Originally from Bristol and now working as a waitress in the West End, Hilda lived with her parents, Sam and Alice, on Aldred Road, a now lost street which ran off the eastern perimeter of Kennington Park.

At around the time he met Hilda, Fontaine's boxing record took a drastic slide. By late 1933, he had suffered 16 losses against just four wins, and the punishment he had endured in the ring had also made him visibly punch drunk. By 1935 he was plagued by mood swings, sleeplessness, double vision and problems with his balance, none of which were helped by the fact he had taken to drinking heavily.

When it came to Hilda, Fontaine was infatuated but this wasn't reciprocated. Described by her friends as being 'flighty', Hilda had a great sense of fun. She harboured ambitions to become a dancer and clearly

wasn't yet ready to commit to a serious relationship.

Unfortunately for her, the increasingly paranoid Fontaine had convinced himself that she was involved with other men.

Murder on Aldred Road

On the evening of the 10th July 1935, Hilda had a few drinks with Fontaine around Camberwell, after which she returned to Aldred Road alone.

Then, at around 10.30pm, she and her family were surprised when Fontaine barged his way into the house. Hilda happened to be on the telephone at the time, supposedly arranging a date, leading Fontaine to grab the receiver and threaten the caller.

Unsurprisingly, a row erupted, during which Fontaine pulled out a pistol, causing Hilda to flee the house. As her mother chased after her, Fontaine staggered out onto the street and opened fire, striking both women. Alice Meeks survived, but her daughter Hilda died whilst being rushed to King's College Hospital.

Fontaine was arrested at the scene and taken to Carter Street police station where he gave a statement in which he said that Hilda *"has broken my heart and ruined my life. I don't care if I die tonight."*

He also claimed a fortune teller had once warned Hilda that she would be murdered within three years, although he'd never dreamt he would be the one to commit the dreadful deed.

"By 1935 he was plagued by mood swings, sleeplessness, double vision and problems with his balance."

The Punch Drunk Defence

Del Fontaine's trial took place at the Old Bailey in September 1935. His main defence was that being so heavily punch drunk, was tantamount to being insane. This theory was supported by a doctor who'd worked at The Ring boxing venue in Blackfriars (which

stood where the Palestra Building is now located), along with fellow boxer Ted Lewis who was present at Fontaine's final bout in Newcastle.

Lewis claimed *"Del shouldn't have been in the ring for his last fight"*, and that it was so brutal he'd not been able to watch the match to the end.

The jury didn't buy the punch drunk defence though, and after deliberating for just 30 minutes, they found Del Fontaine guilty of murder. The sentence was death, and as Mr Justice Porter donned the black cap, Fontaine met his fate with a faint smile.

An appeal to have his sentence commuted to life failed, and at 9.00am on the morning of the 29th October 1935, Del Fontaine approached the gallows at Wandsworth Prison, with one warden stating, *"he was the bravest fellow we ever saw go to the scaffold."*

Meanwhile, Hilda's father, Sam Meeks, marked Fontaine's execution by ordering a tattoo of the hangman's noose on one arm, and the date of Fontaine's death on the other. ■



Raymond Henry Bousquet aka Del Fontaine.





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Columnist
Emma Lunn

Rail Fares Are Rising – How to Keep Costs Down

Whether you're travelling into London by train or taking the occasional long distance rail journey, train travel in the UK can be notoriously expensive.

Money Matters

Regulated' rail fares rose by 4.6 per cent from the start of March 2025.

However, there are several ways you can cut the cost of train travel.

Regulated fares are the ticket prices on certain routes set by the government. 'Unregulated' train fares are set by train operators – but they tend to rise in price by a similar amount to regulated fares.

The price hikes are more than the current rate of inflation – which is sitting at 3 per cent – and pile on the pressure for households already struggling with the cost of living.

Book as early as possible

You'll usually find that the cheapest tickets for a long-distance trip are available about 12 weeks in advance, so note the date in your diary if you're planning a trip.

'Advance' tickets are normally cheapest – but they can often sell out quickly.

Don't worry if you can't always plan 12 weeks ahead – some advance tickets may still be available closer to your travel date.

Use a Railcard

Railcards slash a third off the majority of fares and now

cost £35 a year – up from £30 previously. Check out railcard.co.uk for the different types.

For example, the 16-25 Railcard is specifically for younger people, and the Family and Friends Railcard cuts costs if you're travelling as a group.

In addition to Railcards, most train companies offer discounts for groups of three or more people travelling together.

Opt for e-tickets

When buying tickets in advance, opt for print-at-home or e-tickets as this will save you the postage on getting your tickets mailed to you.

Train operators normally charge a pound or two for regular postage but last minute orders and special delivery postage can cost up to £5.

Split tickets

Long train journeys can cost hundreds of pounds in the UK but you can often cut the cost if you divide your journey by buying two or even three tickets covering different parts of the journey. This is known as 'split ticketing'.

Split ticketing means buying several single tickets for one journey – but you remain on the same train.

There are several websites that make splitting fares easier. Check out *TrainPal*, *Split Your Ticket* or *Split My Fare*.

Avoid booking fees

When you're booking train tickets on any website, check for extra fees as these can quickly add up. It can often be cheaper to book tickets directly with the rail company rather than using a third party.

"You can often cut the cost if you divide your journey by buying two or even three tickets covering different parts of the journey."

Take a coach instead

For longer journeys, coaches can be much cheaper than trains. For example, you can get a Flixbus from London to Manchester for less than £8. However, it takes roughly twice as long as the train. Other coach companies worth checking out include National Express and Megabus.

Travel off-peak

Train tickets are cheapest if you travel off-peak. What counts as off-peak depends on the train operator, but it's typically from around 9.30am to 4.00pm, and after 7.00pm Monday to Friday. Weekends and Bank Holidays are usually off-peak all day.

If you're travelling into Central London, travelling after 9.30am will usually save you money.

If you're planning a longer trip, look for off-peak or 'super off-peak' fares. The times these tickets are available varies between train operators and you don't usually have to travel on a specific train to get the cheapest fares.

Use Delay Repay

If arrival of your train is delayed by more than 15 minutes, you are legally entitled to a refund of at least some of the fare.

Most train companies administer this via the Delay Repay scheme. It generally entitles you to 25 per cent of the ticket price back if your train is delayed between 15 minutes and half an hour, 50 per cent if your arrival is between 30 minutes and an hour late, and a full refund if you're more than an hour late.

Get refunds for cancellations

Various train companies have been holding a series of strikes over the past couple of years, leading to the cancellation of some services.

If you have an advance ticket booked for a strike day and your service is cancelled, delayed or rescheduled, you are entitled to a refund. You'll need to contact the original retailer of your ticket to get your money back and might need to provide a photo or screenshot of your ticket. ■



Prize Winners

Congratulations to our prize winners! If you haven't already, join the LTDA lottery & get your your LTDA diary on the dashboard to be in with a chance of winning in 2025.



DIARY PRIZE!

ONE4ALL BONUS FOR LTDA MEMBERS

The LTDA diary spotters have been out and about, on the lookout for members displaying their diaries on the dashboard. They spotted John Walther, an LTDA member for more than 13 years in his cab, and he was thrilled to receive a One4all gift card worth £150. Next up, was Daniel Keeley, who joined the LTDA in 2022. He had this LTDA diary displayed in pride of place and was delighted to be handed the £150 worth of vouchers, which will come in handy. One4all cards can be spent on a huge array of items from 130 high street brands in store or online and restaurants. Participating retailers and restaurants include Argos, H&M, River Island, B&Q, John Lewis, Harvester, Pizza Express and Marks & Spencer.



Above: Daniel Keeley with his LTDA diary.
Left: Another winner, John Walther.

Each year, the LTDA gives away thousands of pounds worth of gift cards to its members. All you need to do to be in with a chance to win is have your LTDA membership diary proudly on display and let us do the rest. Good luck out there.



LOTTO WINNER

CONGRATULATIONS MR ANDREW MARTIN!

The latest LTDA lottery winner is Mr Andrew Martin. Andrew has been a valued member of the LTDA for over twenty years. He buys two LTDA lottery tickets each month to be in with a chance of winning the £5000 prize. Andrew was delighted to receive his cheque for £5000. He hopes to be able to take his son away to America for his birthday and to spend some time with his grandchildren on a holiday to Majorca.

You've probably heard of the LTDA Lottery. What you probably don't know is that since it started in 1986, we've paid out more than £2,205,000 in prize money to more than 400 winners!


Scan me

LTDA
Lottery



About the LTDA lottery The first prize in our lottery is £5,000 - every month! But you won't win it if you're not in it. Tickets cost £5 each per month. And even if you don't win, you'll know that proceeds from the lottery contribute towards promoting and supporting the trade.

To be in it to win it, scan above to enter online or call 020 7286 1046 and ask about the LTDA Lottery.



ON YOUR OWN...



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Make sure the trade's best legal team has your back. Join the LTDA today!

Even the most experienced London taxi drivers can find themselves in legal trouble, and with the law constantly changing, it's easy to get caught out.

The LTDA has **the taxi trade's only dedicated, in-house legal team**, defending members for all alleged offences (traffic, hackney or criminal) with a track record second to none.

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- Four times more likely than the national average to get an acquittal*

*Based on percentage of successful outcomes out of total number of cases, compared to national average.

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SO YOU THINK YOU KNOW

LONDON?



The Dog and Bowl by Southwark Station

If ever you travel to Southwark Station, the surrounding area could be considered a little uninspiring. There doesn't seem much there to stir the senses but, if you look up, perched upon a lamppost diagonally opposite the station, sits the rather unusual sculpture of a dog licking a bowl.

First appearing in the 19th Century, this sculpture was in fact a shop sign originally sited on an ironmongers shop in Blackfriars Road. The shop itself used to sell items such as metal pots as well as 'fire dogs' which support wood in household fireplaces. The original sign lasted until the Second World War when the shop was badly damaged during The Blitz.

Interestingly, the sculpture has links to Charles Dickens. As a young boy, Dickens would walk past the dog licking a bowl on his way to work. He subsequently reminisced about his commute in his autobiography. In the book he said:

"My usual way home was over Blackfriars Bridge and down that turning on Blackfriars Road, which has Rowland Hill's Chapel on one

The LSE, A brief history of time

One of the prominent seats of learning in London is the London School of Economics (LSE). Founded in 1895, it specialises in educating students in the fields of both politics and economics. Open to both men and women (which was unusual at the turn of the 20th century), students attended lectures at John Adam Street. The LSE then moved to larger premises in Adelphi Terrace. With the premises still not large enough, the school had to move again, so in 1899, custodians of the LSE looked to move into a new development just by the Strand.

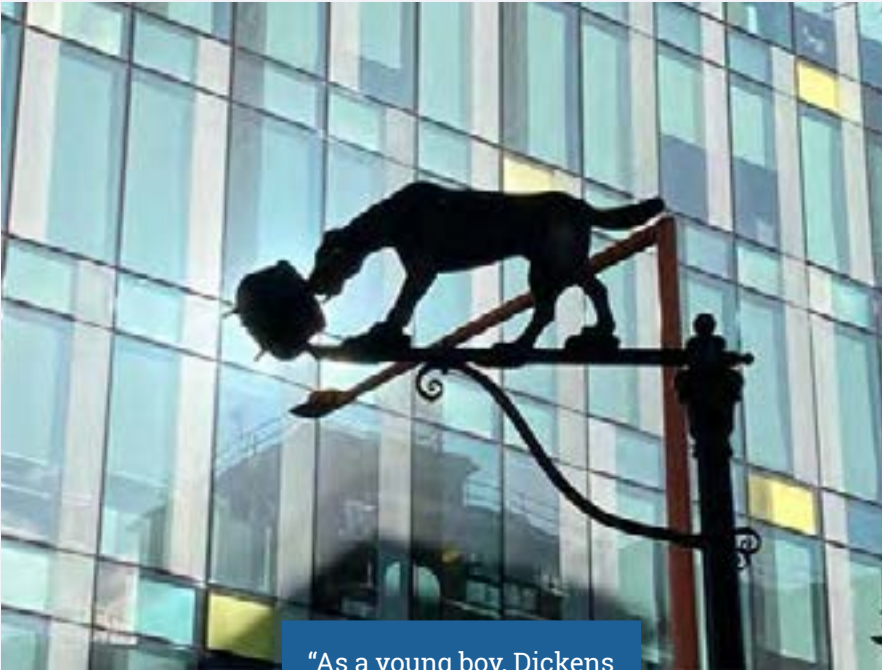
The development at its current site began with John Holles, 2nd Earl of Clare, whose family owned huge swathes of land across England.

"LSE saw the creation of its first new building for 40 years when the Saw Swee Hock Student Centre opened in 2014."



It's hard to believe but the area used to predominantly be fields. Clare Market had some prominence in the area as a meat and fish market. Historian, James Howell, wrote:

"Behind Lincoln's Inne Westward, is a spacious field, where many fair Houses, or rather Palaces, are taken up by the Gentry. Then is there towards Drewry Lane, a new Market, called Clare Market; then is there a street, and Palace of the same name, built



"As a young boy, Dickens would walk past the dog licking a bowl on his way to work."

side and the likeness of a golden dog licking a golden pot above a shop door on the other."

The current sculpture is not the original. Unveiled in 2013, the 'new' Dog and Pot, created by Michael Painter, was commissioned to

commemorate the 200th anniversary of Dickens' birth.

The original sculpture which resided at Southwark's Cuming Museum, disappeared after a fire destroyed the building in 2013.

by the Earl of Clare, who lives there in a princely manner, having a House, a street, and a Market, both for flesh and fish, all bearing his Name."

Although Clare Market was full of small shops selling fish and meat, there were also clusters of shabby homes and taverns. It eventually descended into a notorious slum.

The LSE was the brainchild of Sidney Webb, his wife, the social investigator Beatrice Webb, political scientist Graham Wallas, and writer George Bernard Shaw. All four were prominent members of the Fabian Society. In 1894, they decided to use a £20,000 bequest to open a specialist higher education institution, with the first students arriving in October 1895.

1919 saw William Beveridge appointed Director and in 1920 King George V laid the foundation stone by the main entrance on Houghton Street. In 1938, work was completed on a new building on the east side of Houghton Street.

Intellectual expansion of the School was supported by funding from the Rockefeller

Foundation and in July 1921 Lilian Knowles was appointed Professor of Economic History - becoming the School's first woman professor. The first black academic, economist, Arthur Lewis, was appointed as an assistant lecturer in October 1938. He went on to win the Nobel Prize 1979, one of four individuals connected to the LSE to win the coveted prize. The other three were John Hicks in 1972, Friedrich Hayek in 1974 and James Mead in 1977.

LSE saw the creation of its first new building for 40 years when the Saw Swee Hock Student Centre opened in 2014. Its designer was subsequently shortlisted for the 2014 Stirling Prize. The LSE celebrated its 125th anniversary in 2020 and in 2022, the school's outstanding contribution to social science research was recognised by the 2021 Research Excellence Framework.

Today, the LSE has over 11,500 students and 3,300 staff operating in its numerous annexes.

Spencer House

Did you know that overlooking Green Park sits Spencer House? Steeped in history, Spencer House was built in the mid-18th century, initially as a family home to Lord and Lady Spencer, the family, who made their fortune through sheep farming, came to prominence during the Tudor and Stuart periods of history.

Spencer House, designed by James Athenian Stuart was built between 1756 and 1766. The architect had recently returned from Greece, and this is evident in the design which showcased some of the earliest neo-classical elements within the property. These include a pediment topped with statues of Ceres, Flora and Bacchus, all of whom were Roman gods and goddesses. Peculiarly, the front garden only became part of the building 30 years after completion due to the Crown agreeing to lease a strip of Green Park in 1795. A second pediment was planned but due to failing to purchase the house next door, the front elevation remains asymmetrical. The house then became 'Victorianised' in 1846 when the 4th Earl Spencer hired Philip Hardwick to revamp the property.

1883 saw the Spencer family leasing the home out to various tenants, before moving out in 1927. It was then used as offices by The Ladies Army and Navy Club until the outbreak of World War II. In 1990, the building was officially opened to the public, with the opening ceremony performed by Diana, Princess of Wales. This followed the sale of the leasehold to Jacob, 4th Lord Rothschild. RIT Capital Partners now occupy the top floor of Spencer House, with their investment helping to preserve the building. ■



Blind Veteran Paul Jacobs GM to Run 2025 London Marathon

A veteran who lost his sight in Afghanistan will be running the London Marathon to raise funds for the Taxi Charity for Military Veterans.



The Taxi Charity for Military Veterans is proud to announce that blind veteran

Paul Jacobs GM will be participating in the 2025 London Marathon on 27th April to raise funds for the charity.

Paul, who served with the 2nd Battalion The Rifles, lost his sight at the age of 20 in an explosion in Afghanistan, in which two of his comrades were killed. He was awarded the George Medal for bravery by Her Majesty Queen Elizabeth II. Paul will be guided by Mick Bannister, landlord of the Duchess of Kent pub in Erith, as they aim to raise £5,000 for the Taxi Charity.

"Mick and I would really like to raise £5,000 for the Taxi Charity."

Paul Jacobs said, *"Mick and I would really like to raise £5,000 for the Taxi Charity. They are a small charity that relies on grants and donations. I've seen firsthand the generosity and kindness of the London cab drivers who run this amazing charity. On Remembrance Sunday last*

year, I lost my beret as I made my way to the Cenotaph. They put out an alert to their volunteer drivers who scoured London and found it. A month later, I attended the Taxi Charity Christmas lunch and spoke to many veterans that are supported by the charity and I knew that I wanted to raise some money for them."

"Mick feels the same way as me. He's already done some fundraising for the Taxi Charity and has met many of the veterans they support. He wants

to do whatever he can to help – including running a marathon next to a blind man!"

The Taxi Charity for Military Veterans has been dedicated

Paul Jacobs GM (credit Graham Baker Photography).

Taxi Charity Fundraising Event 10th May

Paul's running guide, Mick, will be hosting a charity event at his pub The Duchess of Kent on Brook Street in Erith. The fundraiser for the Taxi Charity will take place on Saturday 10th May between 1pm and 6pm. The event will include, a BBQ, a bouncy castle and face painting for children as well as live music, a quiz, raffle and auction and will give everyone the opportunity to mark the 80th anniversary of VE Day.

Guests will include WWII veterans John King and Dorothea Barron. John King was conscripted into the Navy aged 18 in April 1943. He served on HMS Janus in Anzio as a sight-setter on the warship's stern gun, manning the range and deflection controls under heavy attack to keep shells on target. More than 500 volleys of shells rained down on HMS Janus in the first two days of the battle and was later sunk with only 80 crew surviving. Dorothea Barron served in the Women's royal Naval Service (WRNS). She was only 15 when the war began, and joined up as soon as she could, stuffing her shoes with cardboard and backcombing her hair to give herself a little extra height. Training as a visual signaller, Dorothea later used her skills to teach semaphore to the troops in the event of radio contact failure during the D-Day landings. She was also involved in testing the Mulberry Harbour.

"I have had the privilege of getting to know many of the cab drivers who volunteer to support this amazing charity."

to supporting veterans since 1948. Their support includes transportation to events, social gatherings, and commemorative activities in Normandy and the Netherlands.

Mick Bannister, Landlord of The Duchess of Kent Public House said, "I have had the privilege of getting to know

many of the cab drivers who volunteer to support this amazing charity and many of the wonderful veterans they support. The volunteers are a great group of committed people who give so much of their time to support veterans. The charity always has concerns about whether they have enough money in the bank to pay for the veteran trips that they arrange so when I heard that Paul wanted to run the marathon, I didn't hesitate to offer to

be his running guide. I have previously run the New York and London and it will be a pleasure to guide Paul around the London marathon course."

The funds raised by Paul and Mick will help continue these vital services, ensuring that veterans receive the support and recognition they deserve.

Donations to support Paul and Mick's marathon effort can be made through their fundraising page via the QR code.

To find out more about the support the Taxi Charity offers to veterans visit www.taxicharity.org. ■



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, or social events across the UK.

The charity received the Queen's Award for Voluntary Service in 2021 and celebrated

its 75th anniversary in 2023, a remarkable milestone for a small, niche charity peopled by enthusiastic volunteers. In 2024, the charity took veterans to Normandy for the 80th anniversary of D-Day and commemorated the 80th anniversary of Operation Market Garden in the Netherlands in September.

In 2025 the charity will be returning to the Netherlands for the 80th anniversary of Dutch Liberation.



Paul Jacobs GM with his running guide Mick Bannister.

**WITH 6 DVLA PENALTY
POINTS YOUR TAXI
LICENCE CAN NOW
BE **REVOKED****



The LTDA goes to bat for its members

Our expert officers and dedicated, in-house legal team will help keep you in the game. Don't get knocked out, scan here to join the LTDA today or call 0207 286 1046 to request an application form.

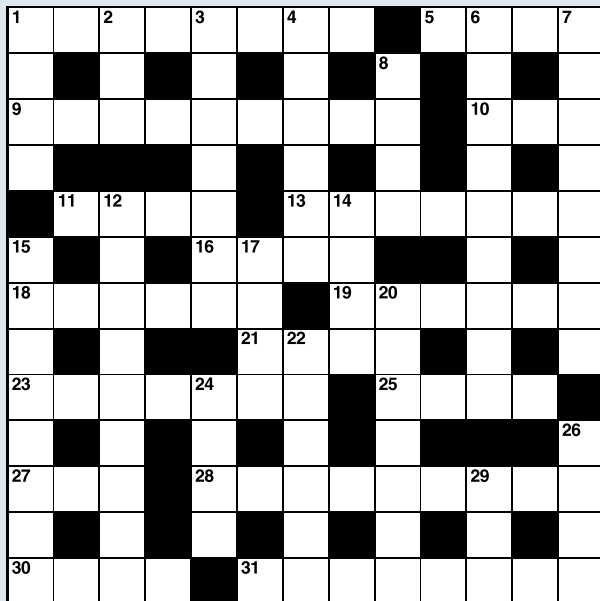


www.ltda.co.uk

Crossword



Puzzler Page



ACROSS

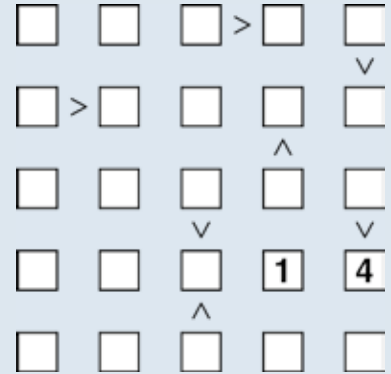
- 1 Mildness (8)
- 5 A long time (4)
- 9 Person clicking heel and toe (3,6)
- 10 Hop-rich beer (3)
- 11 Strongly against (4)
- 13 Erect in posture (7)
- 16 Passport endorsement (4)
- 18 Calmed (6)
- 19 Bird found in Trafalgar Square (6)
- 21 Series of balls in cricket (4)
- 23 Crush underfoot (7)
- 25 Eye greedily (4)
- 27 Derogatory term for a horse (3)
- 28 Inject against disease (9)
- 30 Move without purpose (4)
- 31 Small animal of the civet family (8)

DOWN

- 1 Delayed (4)
- 2 Pile on cloth (3)
- 3 Unwilling to answer directly (7)
- 4 Prickly plant (6)
- 6 Machine transmission component (9)
- 7 Offence of driving too fast (8)
- 8 Large crustacean (4)
- 12 Homesickness (9)
- 14 Part of the neck (4)
- 15 Artificial milk for coffee (8)
- 17 Object worshipped as a god (4)
- 20 Using a smoothing device (7)
- 22 Fastening fabric (6)
- 24 Cover with slabs (4)
- 26 When We ___ Very Young, book of poems by AA Milne (4)
- 29 Time past (3)

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.



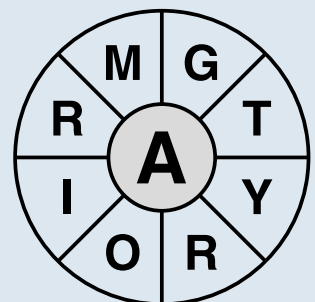
Sudoku

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

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. We found 13 words – can you do better?



For answers go to page 30



07957 465423
e16-taxirentals.co.uk

TX4s TO RENT

- Ascott's maintained.
- Pay by cash/bank/online.
- Mercs also available





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- Breakdown cover





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LINAGE

CABS WANTED

■ **All de-commissioned TX4s wanted.** Instant decision, cash paid. We come to you. Call - 07973 335 739.

■ **Low mileage TX4's and Euro 5's wanted.** Earn more by selling outside London. NOT BEATEN ON PRICE. John 07866 580 070.

■ **Euro 5 about to be de-commissioned.** Cabs Wanted, TX4's and Vito's. Top Price paid. Call John 07866 580 070.

■ **All cabs wanted.** Tx4, euro 4, 5 & 6 also TXE wanted. We come to you, any condition, very quick decision. Cash paid instantly 07866 580 070.

■ **London based buyer,** same day collection, cash

or bank transfer, sell + rent back also available. Call 07877 093 866.

CABS FOR RENT

■ **TX4's for hire.** Full back up, loan cab available, no ads 07980 288 333.

■ **A better deal.** Euros 5 & 6 vitos for rent, full back up, prices starting from £230 please call - 07956 211 478.

■ **TXE's available for rent.** From £310 per week. Call 07951 843 663.

■ **TX4's for rent.** No adverts, based North West London, (Kingsbury) RAC backup, from £240 per week. Call - 07956 422 658.

■ **Taxis available to hire.** Contact Sabri 0795 897 3944.

CABS FOR SALE

■ **Rent Taxis Euro 6** and also LEVC Cabs from £250 - £335. We also do repairs on cabs, call Nick 020 7700 1045 / 07951 661 430.

■ **Non-fleet cabs,** trade sales. New stock daily. Cabs also wanted. Finance Paid 07957 465 423.

■ **LEVC Elegance 9 reg,** 42k miles, plated until July, FSH. Webcam included. £45,000 ONO. Call - 07979 987 163 / 01707 642 536.

■ **2018 TXE comfort** plus, pearlescent night sky blue, 170k miles, plated till July 25, warranty until July 2026, dashcam and payment system included, FSH, £26,000 call - 07427 197 807.

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**De-commissioned your
TX4's and Euro 5's?**

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outside London.**

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and drive away.**

**John
07866 580 070**

LTDA APPLICATION FORM

Name _____

Address _____

Postcode _____

Telephone _____ Mobile _____

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.

Please note: We do not provide assistance for any matters that have occurred prior to you joining LTDA.

Signed _____ Date _____

LTDA Basic Direct Debit Instructions

Instructions to your Bank/Building Society to pay Direct Debits:

Please complete parts 1 to 5 to instruct your branch to make direct payments from your account. Then return the form to LTDA, FREEPOST, London, SE1 1PP

To the Manager of _____

Bank/Building Society Address _____

Service User Number

9 1 4 4 2 8

For Office use only

1. Please write the name and full postal address of your branch in the box (left)

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

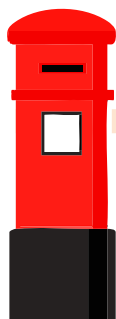
The Direct Debit Guarantee



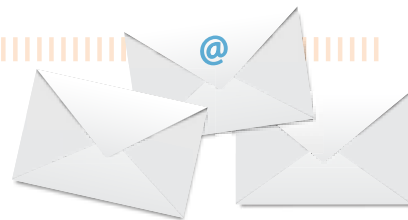
- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit LTDA will notify you (10 working days) in advance of your account being debited or as otherwise agreed. If you request LTDA to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
- If an error is made in the payment of your Direct Debit, by LTDA, or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society.
 - If you receive a refund you are not entitled to, you must pay it back when LTDA asks you to.
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.

You can now also apply to join the LTDA online, simply scan here to complete an online application!





TAXI & LTDA Mail



Subject: You can always trust a black cab

Dear Editor,

I would like to express my sincere appreciation for the taxi driver with plate number 77986. I took his cab from Soho to Elephant and Castle and the journey was very nice. He was highly responsible and made a great effort to ensure a safe journey to the destination.

Thanks to him, my trust in black cabs has grown even stronger.

Kind regards,
Ash

Subject: Lost property solution

Dear Editor,

I am emailing you to tell you of a positive experience, and more importantly, what is hopefully a solution to property left in cabs.

A few weeks ago, I attended Charing Cross Police station as I had property I couldn't reunite with its owner. When the reception officer said she no longer had a 'Book 49', I thought I was about to be fobbed off and sent on a trip to West Ham. She then said that instead they had a new computer program for cab lost property. The officer who was very helpful then explained their new system of getting the property to TfL, logged it and issued me with a receipt. I was in and out of the station in five minutes.

My reason for contacting you is not to praise the Met Police but to inform you, if you weren't aware of this new system for dealing with cab lost property. It would appear all we have to do now is find a Police station that is still open! If this news has already circulated and I've missed it, please accept my apologies.

Best regards,
WC



Puzzler Answers

All puzzles © Puzzler Media Ltd - puzzler.com

Puzzler

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

Crossword

Sudoku

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

Futoshiki

4	1	5	>	2	3
					∇
5	>	4	1	3	2
					^
1	2	3	4	5	
					∇
3	5	2	1	4	
					^
2	3	4	5	1	

Worldwheel

Solution: MIGRATORY

All words: Airy, amigo, amity, argot, army, arty, atom, gait, goat, gram, groat, imago, iota, magi, marry, mart, martyr, mayor, moat, moray, mortar, rarity, ratio, roam, roar, rota, rotary, tarry, toga, tram, tray, trigram, yoga, MIGRATORY.

Word targets: Excellent: 30, Good: 25, Target: 18, Kids: 13

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PER WEEK



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