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TAXI

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12th August 2025
#592

UBER DEFEATED

UK COURTS RULE AGAINST PH COMPANY



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LTDA
Taxi House, 133 Great Suffolk
Street, SE1 1PP
020 7286 1046
www.ltda.co.uk
@TheLTDA

Editor
Mike Williams
taxi@ltda.co.uk

Produced By
Fellows Media Ltd
The Gallery
Manor Farm Courtyard
Southam Lane
Cheltenham GL52 3PBE
hello@fellowsmedia.com
fellowsmedia.com

Advertising Sales
Jacob Holmes:
01242 259244
E: jacob.holmes
@fellowsmedia.co.uk



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UK SUPREME COURT OVERRULES UBER

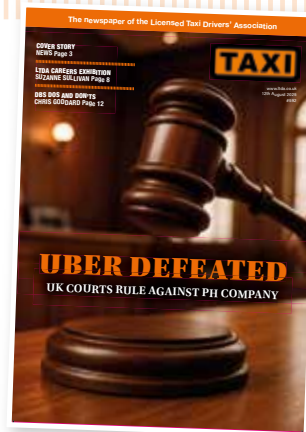
In a landmark decision, it appears common sense has prevailed after a three-year battle.

The UK courts have ruled that rival taxi firms to *Uber* will not have to pay additional VAT on their profits outside of London, applying to all of its UK rival private-hire (PH) operators.

Uber's insistence that this VAT be added to all PH operators meant that many smaller firms would go out of business, which could arguably leave the market more exposed for *Uber* to swallow up.

The lengthy dispute, which could have seen fares skyrocket, was originally brought forward by *Uber* in 2021, after courts declared their drivers were employed workers and entitled to rights such as minimum wage, holidays and a pension.

In 2023, London's high court



agreed with *Uber* that, seeing as PH operators did enter into a contract, it would mean an additional 20% VAT charge on every fare and should be applied across the board. This decision was reversed in 2024, when *Delta Taxis* and platform *Veezu* challenged the ruling.

Now, the court has done a U-turn, declaring that PH companies in fact do not enter into a contract with their passengers, which led to a full dismissal of *Uber's* appeal.

Naturally, *Uber* appealed further to this ruling, but on Tuesday 29th August, 2025, their request was unanimously dismissed.

CABBIE FINED FOR REFUSING GUIDE DOG

An Essex driver has been charged upwards of £1,000 in costs after he refused to allow a passenger with their guide dog into his Hackney Carriage.

Ovidiu Budulan, 40, admitted that he didn't comply with the Equality Act of 2010 and was subsequently fined at Chelmsford Magistrates' Court.

The driver was ordered to pay the victim a £130 surcharge, with his court fine set at £325 and a further £600 costs to the council.

Despite the incident, a second cab was happy to take the blind person on their journey.



Cabbie's Cartoon



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Chairman
Paul Brennan

Taking Action (in a Glass-Half-Full Kind of Way)



There are many issues to hold our government, mayor and transport bodies accountable for but, despite difficulties, there is progress to shout about.

Top Rank

Most members should have received, and hopefully not only read, our email but also acted on our consultation response for the Regent Street, St James scheme. There is no doubt that if implemented in its current form, it will have a major impact on our working day. You simply cannot close, be it fully or partially, nine roads which will in turn disperse traffic onto 30+ surrounding roads and not expect chaos to follow. Chaos is, and can only be, the result of such a move.



Potential problems

As is often the case, and contrary to what some might have you believe, I worked alongside my counterpart at UCG, Karen Proctor, to compile and highlight the issues to others on the Cabs Rank Committee. Together, we shared with members what we believe the impact will be and what points they might want to include in any response they submit or share with their own members.

No egos, no one-upmanship, no arguments, just joint



teamwork based on our shared commitment to the trade.

I try (at least most days) to be a glass-half-full kind of person. While it may not appear that way, and a quick glance at the latest Shoreditch High Street scheme will show exactly why it doesn't, I am seeing signs of a change in attitude when I meet or speak with borough officials and hear how they now talk about taxis.

For too many years I've spent my time apologising for what was perceived as online abuse from some within our trade toward borough officials, only to then be told it's a big fat "no" to any request. That was assuming they'd even agree to meet me in the first place. I am, as ever, cautiously optimistic.

Pivot in the road

Now, meetings have been more positive and, dare I say it, even productive. With my glass-half-full cap on again, I remind myself that schemes like Shoreditch were planned

long before this recent shift, and hopefully our raised concerns about the Shoreditch and Regent Street schemes will, unlike before, be given full and fair consideration.

At present, only one London borough is still giving us the cold shoulder, but a prominent councillor there has agreed to try and help open that door for us.

What used to feel like one step forward and two steps back now seems more like two steps forward and one step back. Not perfect by any stretch, but certainly better than before.

Now, meetings have been more positive and, dare I say it, even productive.

I know I must sound mad (and I haven't ruled that out myself), especially when the first two paragraphs of this article are all about yet more chaos on our roads. And of course, Mayor Khan still has his mad vanity project for Oxford Street on the horizon. But among the negatives, there are positives, and the Regent Street scheme is still a long way from becoming a reality.

Straight talking

A recent meeting I had with Transport for London (TfL) highlighted their ambition to deliver 25 kilometres of new bus lanes by the end of 2025. I believe internally it's called something like "25 for 25". Now, I'm not a fan of people quoting distances in kilometres like that, we use miles in this country, after all, but I suppose "15 for 2025" doesn't quite have the same ring to it, does it?

If the more positive attitude from TfL continues, then they can call them 'Wee Willie Winkies' for all I care. The good news about the 25 for 25 bus lane initiative is that we will have access to every bit of it, be it an extended section in length, 24/7 operational hours or even an entirely new stretch of bus lane altogether. ■





Executive
Anthony
Street

One Rule for Drivers, Another for TfL: Is Change Looming?

When it comes to decency and following codes of conduct, there's huge disparity between the side working on the ground and those perched in their ivory towers.

Streets ahead

London's licensed taxi drivers are held to some of the highest professional standards anywhere in the world. To become a black cab driver, they must be of good character, with no criminal record, and must complete the Knowledge, a famously difficult test requiring years of study and intense dedication. In return, they rightly expect fair treatment from their regulator, Transport for London (TfL). Increasingly, that expectation is going unmet.

Imbalanced

Many in the trade feel that while taxi drivers are held to strict rules and procedures, TfL often fails to meet the same level of rigour in its own duties. Drivers are expected to submit every document on time, follow every step to the letter, and pay all necessary fees. Yet TfL's internal systems are regularly failing those who meet every requirement.

Consider the case of a driver who had his licence

suspended for three months. When that period ended, he was told his licence identifiers and badge would arrive on 16th June. That date passed. Despite being fully entitled to resume work, he couldn't, not because of anything he'd done wrong, but because TfL failed to issue the necessary documents. It was nearly a month before they finally arrived. In that time, the driver lost another four weeks of income and was left unable to do the job he's trained for, in a city that needs experienced cabbies more than ever.

No excuses

This situation was entirely avoidable. TfL could have confirmed the licence status by email or provided digital access to badge information to let the driver resume work immediately. Instead, the current licensing system, particularly the LARA platform, appears to be slowing processes down and adding layers of bureaucracy,

Despite being fully entitled to resume work, he couldn't, not because of anything he'd done wrong, but because TfL failed to issue the necessary documents.

rather than streamlining them. Drivers report that emails and phone calls to TfL often go unanswered. No updates, no guidance, just silence.

Poor communication is a recurring issue. Many drivers have reported being asked to resubmit documents that were already provided. This points to serious internal record-keeping issues. Yet it is the driver, not TfL, who pays the price, through delays, stress, and lost earnings.

Following the rules

Let's be clear: London's licensed taxi drivers do things by the book. They invest years training, spend thousands of hours mastering the capital's streets, and are proud of their professionalism.

They are not trying to cut corners. But when they do everything right and are still left without the means to earn a living, serious questions must be asked about TfL's competence and priorities.

Simply unfair

This would not be tolerated in other professions. Imagine a surgeon being cleared to return to work but told to wait another month because HR forgot to print their ID. Or a pilot grounded because their renewed licence sat unopened on someone's desk. TfL must be held to the same standard it demands of drivers.

Licensed or not, insured or not?

At the same time, TfL is failing to tackle clear licence



misuse in Central London. Drivers licensed in suburban areas are frequently reported for operating outside their authorised zones, yet little enforcement follows. These drivers are supposed to pick up only pre-booked jobs that start within their licensed area. In practice, many are seen picking up jobs they are not entitled to, undermining the rules and disadvantaging those who follow them.

Green badge holders, who complete far more extensive training and are licensed to work across Greater London, are rightly frustrated. It is demoralising to watch others break the rules with impunity. TfL officials have acknowledged this problem in recent meetings and promised to increase enforcement. But promises without action are meaningless.

Changes

It's time for TfL to modernise, communicate properly, and be held accountable. If drivers are required to act with professionalism and integrity, then the licensing authority must do the same. Fairness, efficiency, and respect are not optional, they are the bare minimum.

London's taxi drivers deserve better. This is not just about paperwork. It's about trust and respect for the people who keep the city moving. ■



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Airport Rep
Suzanne
Sullivan

Inspiring the Next Generation: Showcasing the Knowledge

This November, the LTDA takes an exciting step to promote the future of the trade, by exhibiting at one of London's biggest careers events for young people.

Airports and beyond

On Friday 14th and Saturday 15th November 2025, the LTDA will take part in a major two-day careers exhibition at Olympia London, aimed at inspiring people between the ages of 16 and 20. Its purpose is to explore a wide range of career paths, including the iconic and rewarding journey of becoming a London taxi driver.

The exhibition is expected to attract large numbers. On the Friday, more than 12,500 students from schools and colleges across London will attend. On the Saturday, those same students will return, this time with their parents, carers and families, giving them the chance to explore options together and ask questions about what the future could hold.

LTDA involvement

The event presents a unique opportunity to raise awareness about the Knowledge of London (KoL) among young people who may never have considered it a serious career path. For years, the route into the taxi trade has largely relied on word of mouth or family members who are already taxi drivers. But with an ageing driver population and fewer young people entering the



We want to show attendees that learning the Knowledge is more than just gaining a qualification.

profession, it's time to reach out in a new way.

This exhibition allows us to speak directly to a generation making big decisions about their future. Many of them are being guided towards university or apprenticeships, both valid paths, of course, but there are other options worth considering. And that's where we come in.

We want to show attendees that learning the Knowledge is more than just gaining a qualification, it's the start of a respected, independent and potentially high-earning career. One where you work for yourself, set your own hours and take pride in navigating one of the greatest cities in the world. You're also free to pursue other careers while maintaining your badge.

What visitors can expect

Our exhibition stand will give students and parents a chance to see what the Knowledge really involves and speak to people who are living it. Highlights will include:

- A breakdown of the Knowledge process, from registration to appearances
- Insights from current Knowledge students and recently licensed drivers
- Real stories about how the trade has changed people's lives
- Interactive materials, including maps and Blue Book run examples
- Opportunities to try a mock appearance and test their navigation skills

We'll also provide clear guidance on how to get started, including how to apply for a licence with Transport for London (TfL), how to choose a Knowledge school and tips for studying effectively.

Dispelling myths and changing perceptions

A key part of our presence at Olympia is challenging the misconceptions that

surround the trade. Many young people and their parents still think taxi driving is a job of last resort or something you do later in life. We'll be showing them that this is a serious, skilled and respected profession that offers freedom, stability and long-term potential.

We'll also emphasise the modern side of the industry – the use of technology, contactless payments, apps, electric vehicles and more. Today's black cab drivers are not stuck in the past, they're part of a growing, adaptive workforce that continues to serve London with knowledge, professionalism and pride.

Join us in shaping the future

The LTDA is proud to be representing the trade at an event of this scale. It's not just a chance to talk to students, it's an opportunity to secure the future of our profession by inspiring a whole new generation to take up the Knowledge and become part of something bigger. ■



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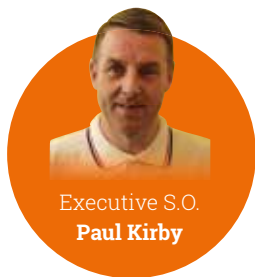
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Paul Kirby

Transport for London's IT Failures Strike Again!

Problems are mounting at TfL, who find themselves embroiled in one disaster after another – from glitches to cyberattacks.

Knowledge is Power

Transport for London (TfL) has, unsurprisingly, done it again. On 16th June, due to what they described as an internal IT 'glitch', hundreds of PCNs were wrongly issued to licensed taxi drivers travelling through the Blackwall and Silvertown Tunnels, as well as from some ULEZ cameras.

Confusion

In the weeks that followed, the LTDA was inundated with calls and emails from members demanding answers. I contacted TfL immediately and, after several rounds of correspondence and supplying them with more taxi registration numbers than I care to remember, I secured confirmation that the PCNs would not need to be formally challenged and would instead be cancelled internally.

However, although the issue occurred in mid-June, it took until the second week of July for the TfL website to reflect the cancellations and for letters to be issued to all those affected.

Questions, questions...

The bigger question here is this: How has yet another IT failure occurred? It wasn't long ago that every taxi was wrongly issued a Congestion Charge notice and every diesel taxi received both Congestion Charge and ULEZ penalties. The financial cost of

these repeated errors must be enormous!

When you add both incidents together, we're talking about tens of thousands of PCNs being sent out, followed by the same number of apology letters. The cost of postage and administration alone is staggering and completely avoidable. It's no wonder TfL is constantly claiming they're short of money.

Blaming these mistakes on IT glitches is a convenient excuse to omit responsibility. Everyone knows a computer is only as reliable as the person operating it, so where is the accountability?

Unresolved licensing delays

Speaking of incompetence and a lack of accountability, the LTDA continues to deal with far too many drivers caught up in the fallout from the ongoing licence issue delays. The now tired excuse of 'it's because of

the cyberattack' is wearing a bit thin. Let's not forget that incident happened almost a year ago, back in September of 2024.

TfL has had the benefit of the doubt for some time, and the LTDA has provided significant support throughout. In return, we've been met with little more than broken promises.

TfL also seem indifferent to the fact that drivers who have completed the renewal process correctly and on time, and in many cases have paid the £300 fee months in advance, are left without valid licences through no fault of their own. It can take multiple emails and interventions from us just to secure a temporary Section 17 licence, or finally get the actual licence issued so that drivers can return to work.

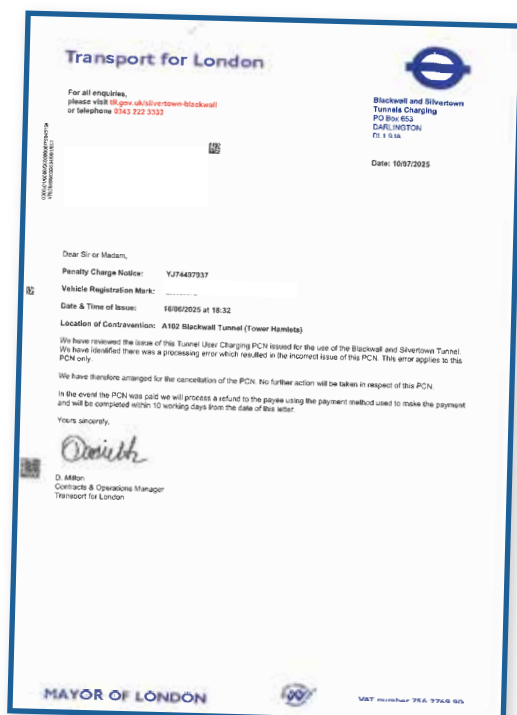
TfL's favourite last-minute move is to request yet another DVLA check code, sometimes for the fourth or fifth time. Is this because, for some unknown reason, their

staff are unable to process basic tasks? Or is there a tactic to shift blame onto the driver? Speculatively speaking, it could be a combination of both.

Either way, this situation is completely unacceptable and we are currently exploring legal options to challenge it.

What you should do

The best advice I can give is this: As soon as you receive your renewal pack, begin the process immediately. Or, better still, contact the LTDA straight away for help in completing it. ■



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 Road, No Right Turn
- Hammersmith Road No Right Turn into Shortlands
- Great Suffolk Street (the old café) When using J V Bright's or the toilets, Private PCNs 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 endorsable with three points.



DBS Update Service: Don't Get Stung

If you miss the payment, start again. But whatever you do, make sure you don't get caught out by keeping on top of things, as outlined below.

Airports and beyond

I still remember when renewing your licence was as simple as going to the Public Carriage Office (PCO) counter at Penton Street, handing over a few quid and two passport photos, then walking away with your new licence shortly afterwards.

Then and now

The worst part of the process was the chill that ran through your body as you recalled the Knowledge days at Penton Street, and that long walk down the corridor with the examiner.

Fast forward to today, and so-called 'improvements' have turned what was once a straightforward process into one with many hoops to jump through. One much needed improvement should have been the Update Service which, on paper, seemed like a step forward. For many it is, but there's something important to be aware of.

Be aware

Drivers should be aware that if your payment details are not up to date on the DBS Update Service and the annual £16 fee fails, you will be removed from the system with no warnings and no grace period. Once your subscription lapses, you'll need to apply for a brand-new DBS check and rejoin the Update Service. This comes at a cost, both in time and money.

The system is designed so that payments are automatically deducted every year. The DBS team sends a reminder email one month before the payment is due, confirming your renewal date and informing you that the payment will be taken using the card details already saved on file.

In theory, this works smoothly. In practice, however, many drivers report that they do not receive these reminder emails, no warnings or notifications. And because the DBS sign-up often occurs two or three months before your licence renewal, it's easy to forget the renewal date.

Check your dates

We've already had several members caught out because their old card expired, and they either didn't see or didn't receive the reminder email.

A typical reminder email you should expect to receive reads as follows:

Dear C Abbie,

Your subscription to the Update Service is due for renewal on (dd/mm/yyyy). Your ID is C*****. You don't need to do anything to renew your subscription, as the payment of £16 will be automatically taken within 14 days of the renewal date using the card details you previously supplied.

If the payment fails, we will email you with further instructions. If your card details have changed, you can make a payment before your renewal date at www.gov.uk/dbs-update-service, using your Update Service ID and selecting the 'Renew Subscription' link.

Please note: The DBS Contact Centre cannot take payments over the phone. Payments can only be made online through the Update Service Subscription portal.



Don't get caught out by missing this email

To avoid any issues, follow these steps:

- Check your DBS Update Service account to confirm your renewal date
- Set a calendar reminder for the month before your renewal date
- Monitor your inbox, including your junk/spam folder, for the reminder email from the DBS team

- If you've received a new card or changed banks since last year, make sure you update your payment information.

Remember, the DBS will not phone you, send a letter, or accept payment by phone. If your payment fails and your subscription expires, you'll be out of the system and therefore require a new DBS application, a fresh check and a new sign-up for the Update Service.

Avoid the hassle: Check it. Update it. Stay covered.

For more details on the DBS Update Service, scan the QR code, or contact customer services on **03000 200 190**.

Alternatively, members can reach out to the LTDA for further assistance if needed. ■





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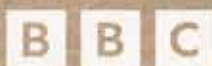
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020 7613 0684 | 020 7613 0630



Columnist
Emma Lunn

Premium Bonds Unpacked: Are They Financially Beneficial?

Premium Bonds give savers the chance to win a £1 million jackpot each month – so could they be the right home for your cash?



Money Matters

Launched in 1956, Premium Bonds are a savings product rather than a traditional investment. When you buy Premium Bonds, you're essentially lending your money to the government. In return, instead of earning regular interest, each £1 bond enters a monthly prize draw. Prizes range from £25 to a life-changing £1 million jackpot.

The latest figures from National Savings and Investments (NS&I) show that there is currently more than £100 million in unclaimed Premium Bond prizes. So, if you are already a bond holder, some of the cash could be yours.

Overview

You can buy between £25 and £50,000 worth of Premium Bonds, and the more you hold, the higher your chances of winning. However, unlike lottery tickets, you can cash your bonds in at any time and get back what you put in – meaning there's no risk to your capital. Many people use Premium Bonds as a savings account.

Tax-free but no interest

One of the biggest draws of Premium Bonds is that all prizes are completely tax-free. This makes them a popular alternative to savings accounts that pay taxable interest and are especially attractive to higher-rate taxpayers.

But on the downside, Premium Bonds don't pay any interest. This means if you don't win, your money earns nothing.

Rate of return

NS&I publishes a "prize fund rate" (currently 3.6%) which indicates the average rate of return on Premium Bonds. But this is just an average. Your actual rate of return is purely based on luck, with many savers winning nothing for months or even years.

Laura Suter, director of personal finance at AJ Bell, said: *"The Premium Bond 'prize fund rate' is intended to give savers some comparison with how the account compares to normal savings accounts. But it could be misleading for many savers, as the 'effective rate' is the average return you would get based on having average luck in the prize draw.*

"Clearly not everyone has 'average' luck, otherwise the prizes would be handed out equally to every saver. The fact that there are some very large prizes also skews the figures – as it means that for every person who wins £1 million or £100,000 there will be hundreds who win nothing."

What are the odds?

A Freedom of Information (FOI) request obtained by AJ Bell recently revealed that nearly two-thirds of Premium Bond holders, equivalent to just under 14.4 million people, have never won a prize.

Setting up an NS&I account

If you still think Premium Bonds are worth a punt (which they are for some), the best way to buy them is by setting up an online NS&I

phone, and manage your holdings through your online dashboard. You'll be sent an email if you win anything. You can also download the NS&I Prize Checker app on your smartphone.

Using your online account, you can also set up automatic reinvestment of any winnings into more bonds, increasing your chances in future draws. Alternatively, you can opt for winnings to be paid directly into your bank account.

Checking for unclaimed prizes

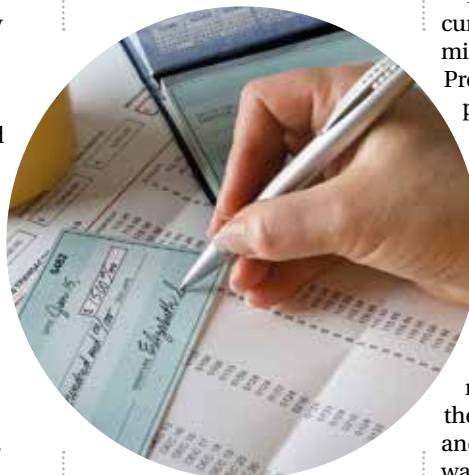
Before everything was done online, people held paper Premium Bonds and had to manually check for prizes. NS&I would send a cheque to winners, but these often went astray due to people moving house or passing away.

This means there is currently more than £100 million in "unclaimed" Premium Bond prizes. Even prizes from decades ago can still be claimed, as they never expire.

According to NS&I there are 11 £100,000 wins still to be claimed, so it's worth checking your bonds to see if you have won big.

If you have your bond numbers you can check these on the NS&I website and see if there is a prize waiting for you.

Otherwise, you can use NS&I's tracing service. There's a form on the website you can print off and post in. If you don't have a printer, the webpage also lets you know all the information you need to include in a letter you can send to NS&I for details of any accounts you hold. ■



account. You can do this online by visiting www.nsandi.com. You'll need to provide personal details, including your National Insurance number, UK bank account, and email address.

Once registered, you can buy bonds online or by

SO YOU THINK YOU KNOW

LONDON?



UFO sightings and lights in the sky

History, art, tourism. London has everything that a modern city could ever wish for, but did you know that the Big Smoke is also famous for something that you would never expect? Yep, UFO sightings.

Believe it or not, the capital has long been a hotspot for unexplained aerial phenomena. Reports of UFO sightings within the sprawling metropolis stretch back decades, with witnesses describing everything from silent glowing orbs to fast-moving objects performing impossible manoeuvres in the sky.

One of the earliest modern cases dates back to 1955, when radar operators at RAF Northolt detected an unidentified object hovering over West London. No aircraft were reported in the area, and the object vanished before fighter jets could intercept. Since then, similar sightings have occurred across the city, especially in areas like Hampstead Heath, Richmond Park, and Blackheath – all places with wide, panoramic views of the sky.

In recent years, Londoners have even taken to social media to share



The Ghost of Anne Naylor: The Screaming Spirit of Farringdon Station

Murders (and the ghost stories that are sometimes attributed to them) are not an uncommon occurrence. One of those that is both disturbing and terrifying is the sad tale of poor Anne Naylor.

She was a 13-year-old orphan who met a tragic and horrifying end in 1758. With her death remaining one of the city's most unsettling murder cases in the capital's history, it has been claimed that her spirit haunts the tunnels beneath Farringdon Station, one of London's oldest and most haunted Underground stops.

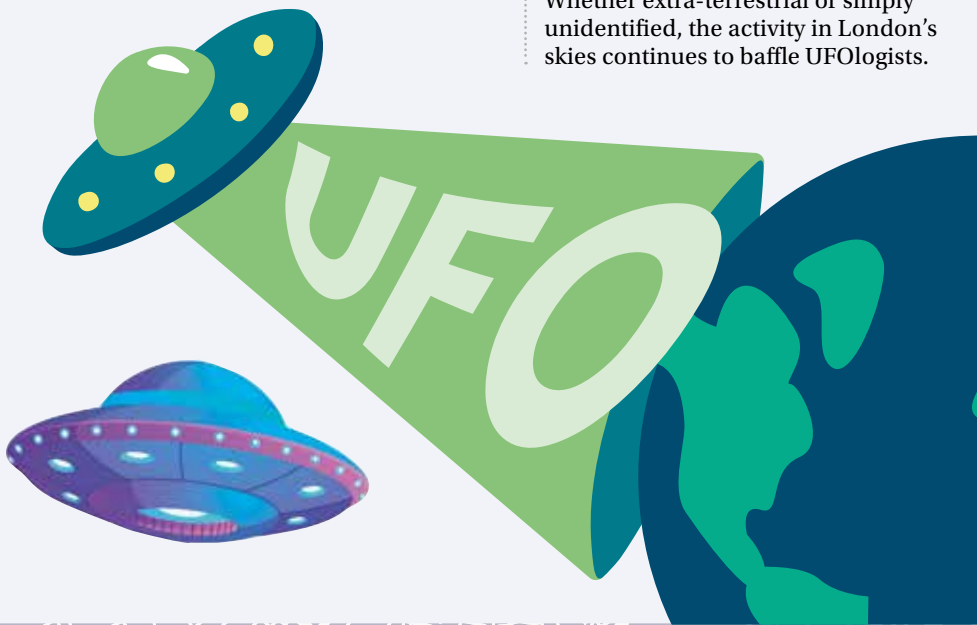
Anne was an apprentice at a hatmaker's shop in Clerkenwell. She was placed under the care and tutelage of a cruel woman called Sarah Metyard and her daughter. Anne suffered ongoing abuse at their hands, when she became too ill to work, they imprisoned her, starved her, and ultimately beat her to death. To cover up the crime, the Metyards dismembered Anne's body and attempted to burn it. When that failed, they discarded the remains near to the River Fleet. Their heinous crime was discovered months later and both mother and daughter were hanged for murder in 1768.

footage of mysterious lights hovering or darting across the sky. In 2022, several residents in both Stratford and Canary Wharf reported witnessing synchronised glowing dots forming a triangular pattern. Despite efforts to explain the event as drones or satellites, many remain convinced that they saw something of an extra-terrestrial nature.

Perhaps the most bizarre incident occurred in 2009, when multiple witnesses in the Wimbledon area

described a “metallic disc” hovering above rooftops before shooting upward at lightning speed. The Ministry of Defence had closed its UFO desk earlier that year, but independent researchers logged the case as credible.

While sceptics often attribute these sightings to drones, aircraft, or optical illusions, the sheer volume and consistency of reports suggests something a little more alien. Whether extra-terrestrial or simply unidentified, the activity in London's skies continues to baffle UFOlogists.



Since then, eerie reports have emerged from the nearby Farringdon area, especially within the underground station parts, which was built in the 19th century. Commuters and staff have long spoken of chilling screams echoing through the tunnels, with no visible source. Some describe the cries as those of a child in pain, while others report a sense of overwhelming sadness or dread.

This ghostly event eventually became known as the “Screaming Spectre”. Sceptics dismiss the tales as nothing more than an urban myth, however, the story of innocent Anne is very real and utterly tragic.



Eel Pie Island: London's hidden bohemian island

Tucked away on the Thames near Twickenham, Eel Pie Island is one of London's more eccentric and obscure locations. Accessible only via a small footbridge, the island spans just over eight acres, yet it has a rather quirky history.

The island takes its name from the eel pies once served to travellers in the 19th century. But its real fame came in the 1960s, when the now-legendary Eel Pie Island Hotel became a hub for the British blues and rock scenes. Bands like The Rolling Stones, The Who, Pink Floyd, and Eric Clapton performed at what became a rebellious, countercultural venue. Eventually the hotel fell into disrepair and was closed down, only to find itself then used as a squat by anarchists and artists. Curiously, it burned down in 1971, where no reason for the fire was ever discovered.

Today, Eel Pie Island remains a rather funky artist commune with around 50 residents. It hosts working boatyards, artist studios, and eccentric sculptures scattered along its winding pathways. Though it is private property, the island occasionally welcomes the public during Open Studios events. This gives visitors an opportunity to meet resident artists and view their work. It is, however, understood that eel pie is no longer on the menu. ■





Columnist
Rob Lordan

The Sorrowful Story of Ronald Marwood

The evening of December 14th 1958 should've been one of celebration for Ronald Marwood, a 25-year-old scaffolder who lived in Islington.

Rob's history tips

The mid-December date marked Ronald's first wedding anniversary. His wife, Rosalie, preferred to stay in and told Marwood to go and enjoy "*a drink with the boys*". She chose to settle down to watch TV, namely a drama called *Dangerous World*, which involved the murder of a policeman... a choice that would soon prove to be horrific foreshadowing.

Teddy Boy trouble

Marwood headed to the Spanish Patriots. It was a pub once located off Chapel Market, where he met a group of friends, most of whom belonged to a gang of Teddy Boys.

The lads were seething. Several nights before, one of their members, Johnny Budd, had been insulted in a club by someone from rival gang, the Finsbury Park Mob. Specifically, he was talked down to by 19-year-old Peter Dean (who'd later go on to play Pete Beale in *EastEnders*), who'd chucked a beer mat at Budd and called him a "*flash b****d*".

Enraged, Budd had decided the matter would be resolved on Sunday with a 'straightener'. So, after drinking in the Spanish Patriots, followed by even more booze in a nightclub called the Double R, the young men piled into several cars and drove to Grey's Dance Hall on Seven Sisters Road, a venue frequented by the Finsbury Park Mob.

Being married and in his mid-20s, Marwood tended not to involve himself in such disputes. That night, however, his judgment was seriously impaired. It's believed he'd downed at least 10 pints and, being burly and 6ft 3 in stature, tagged along to provide extra muscle.

Dance hall showdown

Trouble erupted immediately at the hall and, as the fighting spilled out onto Seven Sisters Road, news of the melee quickly spread. This led 23-year-old Police Constable Raymond Henry Summer, who was still new to the job, to head to the scene.

The fighting was brutal, involving knives, knuckle dusters and broken bottles. Someone even had a small axe which they cracked Ronald Marwood around the head with.

Miraculously, the blow didn't seriously injure Marwood, although it left him dazed. As he stumbled to his feet, he saw PC Summers grappling with his pal, David Bloom, who'd been his best man the year before.

Marwood intervened and, retaliating to what he later claimed was a punch, lunged with a six-inch diver's blade, stabbing the officer in the back. PC Summers was rushed to hospital, but was declared dead on arrival.

Although most of the youths involved in the brawl were arrested, Marwood was questioned before fleeing out of fear. He abandoned his wife and went on the run.

A puzzling crime

It was clear he was responsible for PC Summers' murder though, and with his name and face plastered everywhere, Marwood finally gave himself up six weeks later, walking into Caledonian Road Police Station on 27th January, 1959. He uttered the words, "*I did stab the copper that night. I have been puzzling over in my mind during the last few weeks why I did it, but there seems no answer.*"

Marwood's brutal crime was indeed 'puzzling', because prior to that fateful night he'd never been in trouble and had been highly commended during his National Service stint.

Marwood's trial commenced at the Old Bailey on 18th March, 1959. Pleading not guilty to murder, he claimed he'd been drunk and confused, and that someone had slipped him the blade whilst en route to the dance hall. Furthermore, Marwood said he'd only intended to punch PC Summers and that, in his confusion, he didn't realise he was clutching a weapon.

The jury didn't buy it and took just two-and-a-half hours to find Marwood guilty of murder, although they recommended mercy. What's more puzzling is the omission of the axe attack he suffered, which could have accounted for his actions.

Controversy

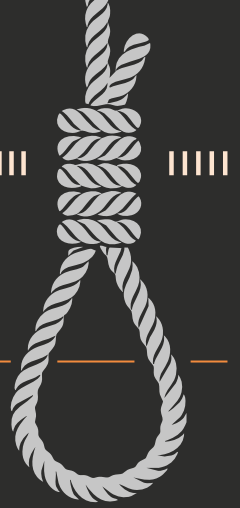
Nevertheless, the judge, Mr Justice Gorman, donned the black cap and proceeded to pass the death penalty, after which Marwood was transported to Pentonville Prison to await his fate.

His sentence caused considerable debate and widespread protest at the time, including a petition calling for Marwood to be spared, which was signed by 150 MPs.

The Home Secretary, Richard Butler, remained steadfast though: Marwood was to hang.

On 7th May, 1959, the night before his execution, prisoners at Pentonville responded by trying to start a riot. Although Marwood didn't appreciate this type of support, instead wishing for peace in the hours before death.

Ronald Marwood went to the gallows the following morning and, in a tragic twist, his wife Rosalie died shortly after, following a severe asthma attack. ■





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: How to Win an Election

If you're into politics, there are plenty of conversational podcasts out there, especially when anyone with a mic, internet connection and opinion can claim to be a 'political commentator' nowadays.

But if you're after something deeper, more intellectual, look no further than *How to Win an Election*. Created by The Times newspaper it's hosted by a quartet of highly experienced strategists and names from the world of politics, including Daniel Finkelstein, Peter Mandelson, Polly Mackenzie and Hugo Rifkind. So prepare for some engaging, adversarial debate each and every week.

With politics as its core theme, very specific and current news topics become the focus of an episode. There's always something interesting to discuss, with the increasingly volatile and utterly unpredictable landscape of British politics, each episodic discussion addresses a different aspect from various political persuasions on what leaders are doing and how they respond to things – all playing the political game in order to succeed at the next election.

New and past episodes of How to Win an Election are available on Apple Podcasts, Spotify and more.



MOVIE: *The Fantastic Four: First Steps*

With the summer well and truly underway, the Marvel Cinematic Universe (MCU) is in need of a mega hit, after lukewarm reception to recent releases (besides *Thunderbolts**). A new version of the Fantastic Four, forgetting the dire 2015 iteration, and it seems Marvel has finally cracked it with a strong cast to shape the titular heroes.

Pedro Pascal as Reed Richards, Vanessa Kirby as Sue Storm, Ebon Moss-Bachrach as Ben Grimm and Joseph Quinn as Johnny Storm form the iconic family, who must unite stronger than ever, as they do battle with the mighty Galactus (Ralph Ineson) and Silver Surfer (Julia Garner).

Early reception to the movie has been largely positive, heralding a return to form for Disney and Marvel Studios, with some great special effects (after a notably bad spell of SFX quality from Hollywood in general).

Fantastic Four: First Steps ticks all the boxes and, to the relief of many,



Disney/Marvel Studios.

sees the MCU back to its best; hitting all the highs fans are so used to. And with *Avengers: Doomsday* on the horizon, the MCU's future, in its immediacy at least, looks enthralling once more.

The Fantastic Four: First Steps is in cinemas now.

Also catch...

Better Man, the reenacted life story of former boyband icon and solo artist Robbie Williams, following his meteoric rise to fame, dramatic fall and inspiring resurgence. Streaming on Amazon Prime.

A sequel to the sci-fi/fantasy mash-up starring Charlize Theron, **The Old Guard 2** reunites our immortal heroes with a brand-new threat to humanity. Now streaming on Netflix.



TV SERIES: *Smoke*

Apple TV+ and Welsh actor Taron Egerton team up once more (after the excellent series *Black Bird* and *Tetris* movie) for *Smoke*, a new six-part thriller about an arson investigator (Egerton) and conflicted detective (Jurnee Calderone) who are on the trail of serial arsonists.

Smoke is a dark, gripping miniseries that explores the murky side of human nature, with notable tension between our two seemingly troubled characters. Twists and turns along the way make this a seriously engaging story, with some shocking moments that allow its central pairing to deliver impressive performances.

The entire series of Smoke is available to stream on Apple TV+ now.

Also catch...

Untamed, starring Eric Bana and Sam Neill, is new to Netflix, about a National Park Service agent (Bana) tasked with investigating a grizzly death at Yosemite National Park.

Countdown, featuring Jensen Ackles as an LAPD cop who joins a secret task force to hunt down a murderer, is available on Amazon Prime now.



Apple TV+.



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

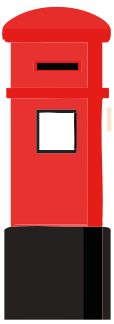


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**TAXI**

TAXI & LTDA Mail



Subject: Cross-boarder issues

Dear Editor,

I have never written to a trade paper before, but I feel the situation with apps allowing drivers to accept jobs outside of their area is becoming an increasing problem.

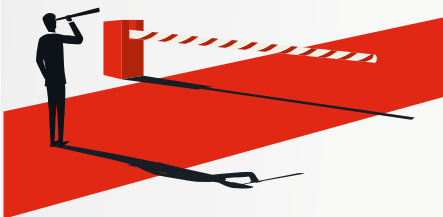
Today, I was sitting outside the delivery door to John Lewis. I had taken a two-cab job, going to Euston, the job was an ASAP booking and I had been in Cavendish Square when I accepted the ride and I was at the pickup within two minutes.

Almost immediately after I arrived, and before I had contacted the passengers, a Yellow Badge cab pulled up. There is no way he could have been inside his licence area, I think the nearest Yellow Badge area is Kilburn, the border is by the Kilburn Marriott, or the 'Maida Vale' Marriott as the hotel likes to be called!

To be clear, I have no problems with Yellow Badges running to cover a job, but it has to be legal and that means the driver must be inside his or her area when they push the 'accept' button. The apps know who has what licence and they always used to geofence the badge areas to stop this happening, why have they stopped doing it and where are TfL?

Yours faithfully,

Ron Head.



Subject: Upgrade snobbery

Dear Editor,

I have just bought my third TXE.

I was an early adopter and have taken advantage of high trade-in prices to keep myself in a new cab. I know it's not for everyone and every cabbie has his or her business model that works for them, and I certainly would not try and tell another driver what cab to drive, how to fund it or whether he/she should buy or rent, or anything else. However, I must be in a minority because since taking delivery of this cab, with its shiny new 25 plate, I have lost track of the negative comments from drivers on ranks and at the airport.

On Sunday, I had a driver walk back from a 13-plated cab, one that's obviously coming off the road very shortly, to tell me how I must be mad spending £100k on a cab! Apart from the fact the cab never cost me anything like that, and after the trade-in deals, the finance is incredibly low – what a cheek!



He told me proudly that he's had his cab from new, and that it was reliable and cost him very little to run. But when I asked him what his plans were when the cab retired very shortly, he told me he had yet to make up his mind but could not afford to buy a new cab!

He has been running his cab freehold for at least eight years and yet had not made any savings or plans for when the cab retired, yet he was convinced I had got it wrong. He was about my age and has at least another 10-15 years of working ahead of him, yet he walked off as if he didn't have a care in the world about his future.

I followed him down onto the terminal where it was at least 30 degrees. He was keeping cool by opening the windows, whilst I sat with the aircon pumping out cold air ready for my passengers. Yet according to him, and a few others, I am a mug? I might not be that smart, but I certainly felt it as I passed him on the Cromwell Road, as he was looking hot and flustered.

Yours sincerely,

Danny Wilkes.

Subject: Driver dispute

Good afternoon,

I recently saw two drivers have an altercation due to a dispute regarding entering the North Park at Heathrow while going to one of the electric charging points, then rejoining the queueing system.

The police were called so I guess it was serious. I have seen two previous cases of this since the Taxi Marshalls have stopped. Something needs to be done because some drivers have been seen to pull onto charging points, then a few minutes later join the

line of taxis moving across to the South Park early.

This never happened before Heathrow stopped the Marshalls, nevermind being turned away by police in Newall Road because of huge gaps between taxis in the parks.

Ideally, the Marshalls should be reinstated or charging taxi drivers should walk across to the feeder park cabin to log the time they entered the park (and the number of the taxi that followed them in). This would stop any arguments.

Kind regards,

Anonymous.



Columnist
Wim Faber

Euro News Round-Up

From *Uber* driver revolts to Elon Musk making more outlandish claims, these are the stories emerging from Germany, the Netherlands and beyond.

International Correspondant

In my last column, I compared (some) platforms to dogs marking their territory. Nowhere is safe, as every type of industry is a potential target for over-funded platforms to have their label plastered on – *Uber* in particular.

I always wonder when that platform will get the leading role in films, in a similar way another organisation has been depicted in blockbusters like *The Godfather*, *Goodfellas*, *Once*

Upon a Time in America, *The Irishman* and *The Departed*. I'm sure you get the picture. Too often the grubby hands of these platforms find political and regulatory friends who are all too happy to be tightly embraced.



If you don't laugh, you'll cry

Platform news is always a bit of a mixed bag. Some of it makes you grit your teeth, while other items, particularly when platforms often sail awfully close to the precariously illicit wind, finally get their regulatory comeuppance and make you, the ones working in a legal and properly regulated trade, scream with joy.

Two recent examples come to mind. *Uber* chose Munich to organise a rally against local authority plans to launch minimum fares for PHVs. In this city no fewer than 59 out of the 60 private-hire companies working for platforms were found to have committed serious legal faux pas in either 2023 and 2024.

In April, the city, like other major locations in Germany, opted for minimum PH fares.

Adopting the policy was just days away, at the end of July. This policy would cut out the various illegal ways which enable platforms to offer rock-bottom fares. My colleagues from German trade mag *Taxi Times* put it succinctly: "For *Uber* drivers it would mean that they can no longer be forced by *Uber* to provide cheap rides at dumping prices that are so uneconomical that they can only survive by breaking the law or committing social security fraud. The great farce now is that the representatives of this private-hire industry, of all people, want to demonstrate. They themselves circumvent applicable law, but insist on their right to demonstrate."



Uber and Bolt driver strike

For cheerful news we go to Amsterdam, where, on the eve of the LGBTQ+ Canal Parade (2nd August) that draws hundreds of thousands of visitors, a small number of *Uber* and *Bolt* drivers decided to go on strike, demanding better pay and working conditions.

Drivers are demanding an increase in fares to a minimum of €2 per kilometre (£1.73) excluding pick-up and driving time. There should be a ban on new drivers and a mandatory professional competence requirement for all taxi drivers should be introduced.

According to the striking drivers, their working conditions are deteriorating. Previous discussions with *Uber* in the Netherlands, the municipality of Amsterdam, and members of the Dutch Parliament, yielded no results. Their local association, Taxi Protest Amsterdam, had called on drivers in the area not to do trips for *Uber* or *Bolt* that evening, and instead leave the city. This made it a particularly busy evening for official Amsterdam taxis, despite a small group of strikers pelting their working colleagues with eggs.



Laughable Robotaxi claims

Meanwhile, Daniel Abreu Marques, member of the strategy team for autonomous driving at Daimler Truck, paints a bleak picture of Tesla's Robotaxi in *The AV Market Strategist*, a specialist publication for the autonomy market. It was discussed in the article, *The Robotaxi Illusion - Is Tesla redefining autonomy or just repackaging ridehailing?*

"We examine one of the most hyped and most misunderstood topics in the autonomous mobility race: Tesla's Robotaxi ambitions." He quickly assesses the car maker's figures for Q2 revenues at -12% to \$22.5B, the worst quarterly decline in a decade, automotive sales dropping 16%, vehicle deliveries falling 13% year on year and gross margin shrink to 17%.

"To redirect attention from these numbers, Elon Musk leaned into the future and made his boldest claim yet: 'Tesla's robotaxi service will reach half the U.S. population by year-end.'"

That's 173 million people. Marques quickly proves this statement is complete make-belief: "To serve this market, Tesla would need a Robotaxi presence in every top 15 metro area from New York City to San Francisco and 70 million people

more. It's a near-impossible scaling challenge to roll out a true Level 4 robotaxi service across all those cities within five months, and do it without safety drivers and all necessary permits."

Not autonomy, but marketing

"Scaling to 173M people by year-end? It's not Level 4 autonomy, it's marketing," Marques goes on. Tesla informed San Francisco regulators it would expand

its taxi service in the Bay Area but only for employees, friends and family, and select public testers. Despite calling it a 'Robotaxi' service, Tesla lacks the necessary permits to operate autonomous vehicles in California.

"So while the language implies autonomy, the execution does not."

"Tesla's move to San Francisco, where Tesla will be furthest from true autonomy, signals something deeper," says Marques.

Despite calling it a 'Robotaxi' service, Tesla lacks the necessary permits to operate autonomous vehicles in California.



Who got to Munich's mayor?

The city of Munich, led by Mayor Reiter, had everything in place to implement the minimum PH fares. But suddenly caved and decided to completely drop the whole plan at the last possible moment.

Sudden stage fright or something more nefarious? In Reiter's view, commenting from Cloud Cuckoo Land, the PHV sector and taxi trade should work out a deal in which all their services would be cheaper. Impossible to achieve. It left Munich's taxi trade fuming about this treachery.

Credit: Taxi Times.



"Tesla is prioritizing optics over operational maturity. Announcing Robotaxi expansion while deploying only supervised vehicles without regulatory approval

increases legal exposure and undermines investor trust." Marques expands, adding: "Tesla is currently in administrative court with the state of California over allegations that it has misled consumers for years by using terms like 'Autopilot' and 'Full Self-Driving' for systems that cannot actually drive themselves

and still require constant human oversight. (...) Tesla should drop the "Robotaxi" label for these trials."

Not even autonomous!

Marques concludes: "Tesla's long-term thesis that autonomy and AI will unlock enormous value is absolutely valid. But execution today still falls short of the vision. Tesla's 'Robotaxi' is not autonomous (yet). The scale claim lacks operational basis. Legal headwinds are ahead and regulatory clarity is still missing. Investor trust depends on honest labeling and consistent delivery. Tesla is playing the narrative game exceptionally well. But autonomy is not just a story. It's a system transformation, just ask Waymo." ■

Credit: Drive Tesla.





From Left: Arthur Letchford with Chris Willmott at the Bridge in Arnhem.

Veteran to Cycle 1,382km Across Europe on 80-Year-Old Bike to Honour Heroes

Parachute Regiment veteran and Taxi Charity Ambassador, Chris Willmott, is set to embark on an extraordinary solo cycle challenge this summer.

TAXI CHARITY for MILITARY VETERANS

Chris is planning to ride an incredible 1,382 kilometres (that's 859 miles) from Auschwitz, Poland to Arnhem in the Netherlands, on an 80-year-old single-speed bicycle.

The journey, which begins on 17th August 2025, retraces a route steeped in wartime history, ending in Arnhem the site of the pivotal Operation Market Garden during WWII. Chris' mission is not just a personal endurance feat,

but a powerful tribute to the memory of Allied soldiers and the sacrifices made for freedom.

A bike with a story (and serious challenges)

The vintage single-speed bicycle, lovingly restored by Dutch bike mechanic Paul Hendriks, represents a bygone era. But its age presents real risks too.

A recent inspection in the Netherlands revealed the bicycle is unlikely to survive the full journey, with concerns ranging from component fatigue to frame integrity. Despite this, Chris is pressing on, determined to honour history through grit, resilience, and remembrance.

"This is more than just a ride," Chris says. "It's about marking the

path of liberation, remembering those who never made it home, and showing what's still possible, even on something built eight decades ago."

The route

The 17-day route passes through Poland, Germany, and the Netherlands, with stops in historic cities including Kraków, Wrocław, Berlin, and Magdeburg. It concludes on 2nd September in Arnhem, timed to coincide with commemorations of Operation Market Garden.

A highlight of the final leg will be a stop at the Glider Museum in Wolfheze, a tribute to the airborne troops and glider pilots of WWII.

Chris shares, "The bonds forged in service run deep, and the well-being of our veteran

Challenge schedule:

Key stops

Start: Auschwitz, Poland
End: Arnhem, Netherlands

- 17th Aug
Auschwitz → Kraków
- 21st Aug
Olesno → Wrocław
- 25th Aug
Ślubice → Berlin
- 29th Aug
Helmstedt → Hanover
- 2nd Sep
Enschede → Arnhem

Total: 1,382 km / 859 miles across 17 days

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 75th 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 80th 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 80th anniversary of Dutch Liberation and in June they will take a group of veterans to Normandy for the 81st anniversary of D-Day.



Chris Willmott.

community remains close to my heart. That's why I'm undertaking a significant personal challenge: to cycle from Auschwitz, Poland, to Arnhem, Netherlands.

"This ride is more than just a physical feat," he continues. "It's a symbolic passage through the landscape of European history. Auschwitz stands as a stark reminder of the depths of human suffering and the vital importance of fighting for freedom and human dignity. Arnhem, the site of the heroic but ultimately costly Operation Market Garden, echoes the immense sacrifices made by Allied forces, including many airborne troops, for that very freedom."

Speaking about what has motivated him, Chris cites his time serving and explains how the Taxi Charity's purpose has only strengthened his determination:

"As an ex-Para, the spirit of resilience and duty is ingrained

Charity for Military Veterans provides invaluable support, offering companionship, transportation to vital appointments, and a sense of community to those who have served our country.

"They ensure that the isolation and challenges some veterans face are met with understanding and practical help.

Explaining exactly what this challenge means to him, Chris eloquently links his route to those who sacrificed everything for our freedoms we enjoy today: "This journey,

from a place of immense loss to a place synonymous with the bravery of our airborne forces, is my way of honouring the past while directly supporting the present and future of our veteran community.

"Every kilometre I pedal will be in dedication to their service and in support of the incredible work of the Taxi Charity for Military Veterans."

A dedicated supporter of veteran causes, Chris's ride echoes the values of the Taxi Charity for Military Veterans, with which he has long been involved.

To donate to Chris's challenge, scan the QR code. ■



within me. This cycle connects those historical sacrifices with the present-day needs of our veterans. The London Taxi

Chris Willmott (right) with his greatly missed friend Frank Pendergast (left).



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.

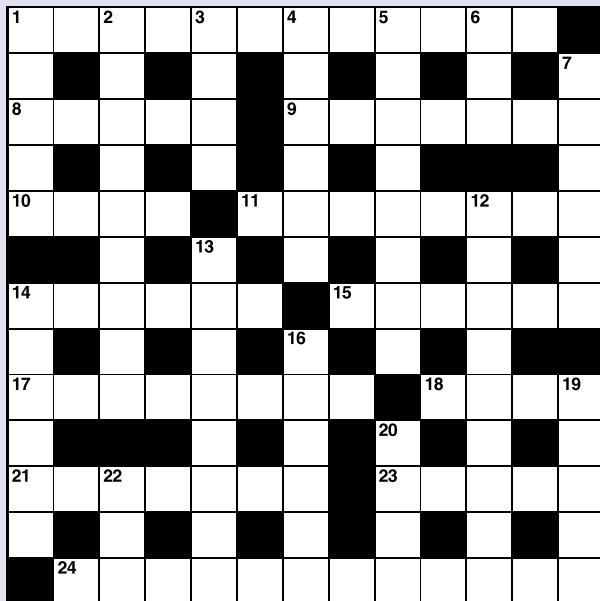
You can now also apply to join the LTDA online, simply scan here to complete an online application:



Crossword



Puzzler Page



ACROSS

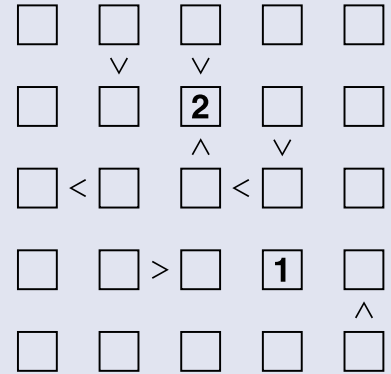
- 1 To and fro (4,3,5)
- 8 Expression of amusement (5)
- 9 Ships' fasteners (7)
- 10 Maori warrior challenge (4)
- 11 Out of sight of an audience (3-5)
- 14 Dormant, quiescent (6)
- 15 Liquorice ___, torpedo-shaped sweet (6)
- 17 Masterminds (8)
- 18 Betting chances (4)
- 21 Yellow-flowering meadow plant (7)
- 23 Underwater worker (5)
- 24 Event with batsmen and bowlers (7,5)

DOWN

- 1 Burp (5)
- 2 Stop that! (5,2,2)
- 3 Dull persistent pain (4)
- 4 Bashful and Sneezy, eg (6)
- 5 Event (8)
- 6 Overly (3)
- 7 Acclivity (6)
- 12 Sworn statement (9)
- 13 Overtly (2,6)
- 14 Birthright (6)
- 16 Area between the forehead and ear (6)
- 19 ___ Parish, TV actress (5)
- 20 Bible's first man (4)
- 22 Armed conflict (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.



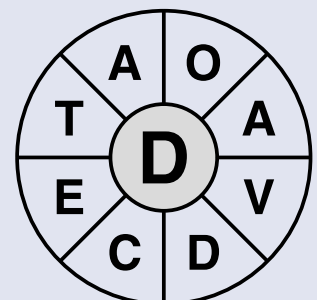
Sudoku

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.

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

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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LINAGE

**■ Heathrow LTDA
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We have regular contact with recovery agents / fleet owners / body shops / mechanical repairers / taxi finance companies



Dashboard Winner

Our Dashboard Diary spotters are usually scanning London for a worthy winner, but now and then the perfect opportunity presents itself. That was exactly the case as they left Taxi House one day and spotted Michael McGlynn, who was proudly showing off his diary.

Michael, a loyal LTDA member for an incredible 51 years, was more than happy to accept a £150 One4all gift card. But you don't have to be a member for over half-a-century to be in with a chance of winning, you just need to put your diary on your dash!

Be lucky. ■

LOTTO WINNER

CONGRATULATIONS TO VINCENT CORRIGAN!

This is Vincent Corrigan, who has been a member of the LTDA since gaining his badge 16 years ago. Vincent and his lovely wife have just celebrated a milestone wedding anniversary and he would love to book a holiday to celebrate their life together. He will also contribute some money to charity, with Great Ormond's street and Alzheimer's society (in honour of his mum) being the recipients.

Vincent received his winner's cheque from our receptionist Charis, the newest and youngest member of the LTDA team. If you call into Taxi House, there's a good chance you'll be speaking with her. She's been with us for around nine months and has taken to the role quickly; already building a solid understanding of the cab trade. That probably comes from her grandfather, Baron, a green

badge driver and LTDA member. From a young age, he used to take her in his taxi for tours around London, as well as theatre trips with her cousins.

When Charis isn't taking calls or helping members at Taxi House, you'll usually find her training or playing football semi-professionally. Having represented Great Britain in the youth Olympic team, football is a huge passion for our newest LTDA team member.



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!



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 the above QR code or call 020 7286 1046 for more info on the LTDA Lottery.



Puzzler Answers

All puzzles © Puzzler Media Ltd - puzzler.com **Puzzler**

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

Sudoku

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

Futoshiki

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

Wordwheel

Solution: ADVOCATED

All words: Acted, advocate, cadet, caved, coated, coda, code, coded, dace, dado, data, date, dated, dead, deco, dote, doted, dove, toad, toed, vacated, voted, ADVOCATED.

Word targets: Excellent: 20, Good: 17, Target: 12, Kids: 7

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