The newspaper of the Licensed Taxi Drivers' Association

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REGULATION FOR RICKSHAWS COULD NEW LEGISLATION FINALLY FIX LONDON'S PEDICAB PROBLEM?

IAX

7th November 2023 #553





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LONDON DRIVERS HIT WITH RECORD 7.6 MILLION FINES IN A YEAR

The number of PCNs and fines handed out in London hit 7.6 million in 2022/23, with TfL and the London councils calculated to have raked in over £400 million as a result. Figures published by London Councils revealed that 7,599,875 penalty charge notices were issued in 2022-23 — up 1.7 per cent on the previous 12 months. This was in part due to a 5.7 per cent increase in parking fines, which topped 4,100,177 tickets.



POTHOLE DAMAGE INCREASING AS UK ROADS DETERIORATE

Research by *the AA* and *RAC* has found that the state of the UK's roads is worsening, resulting in an increasing number of pothole-related breakdowns. *The AA* reported dealing with the highest number of pothole-related breakdowns for five years in September, while the *RAC* said that pothole-related breakdowns reached a five-year high in the second quarter of 2023.

VAN DRIVER FACING £8,400 WORTH OF PCNS DUE TO SPELLING MISTAKE

A London van driver reportedly owes £8,400 in PCNs for entering the newly expanded ULEZ zone thanks to an error on the TfL database. The driver had purchased a second-hand van and wasn't able to set up accounts to make payments for the charges because the vehicles was already registered to another user. He was not able to contact the previous owner to change this, however he believed the payments were still being processed as he had not received any tickets and the vehicle was registered to his address with the DVLA. Unfortunately, he had also recently moved house and had a mail redirection service set up, and as it happened TfL had his name registered with a spelling mistake on their system, which meant that Royal Mail did not forward TfL communications to his new address, so he was completely unaware of the tickets mounting up. Another example of system failures leaving a professional drivers in a mess!



AUTONOMOUS FLYING TAXIS 'ONE STEP CLOSER' IN CHINA

China has issued the world's first airworthiness certificate for an autonomous, electric flying taxi. Chinese startup *EHang*, develops craft in the air mobility sector and now boasts the world's first eVTOL (electric vertical take-off and landing aircraft). The twoseater electric vehicle is propelled by a number of small rotors, and can reach a maximum range of around 30 km, with top speeds of 130 km/hour. We'll believe it when we see it!



MANOR CIRCUS

Until Spring 2024, there will be a series of lane closures and traffic management affecting each arm of the Manor Circus roundabout. This is while TfL carry out essential maintenance works. To reduce disruption, works will take place on each arm separately and have now moved to the south side of the junction between Manor Road and A316 Lower Mortlake Road. Delays are expected.

A13 COMMERICAL ROAD

Until late December, lane closures and temporary traffic management will be in place on A13 Commercial Road at the junction with Rotherhithe Tunnel/ Branch Road. You will still be able to use Commercial Road in both directions, but traffic will be managed through this junction one direction at a time. If you need to travel through the area or would normally use Rotherhithe Tunnel to cross the river, long queues and significant delays are expected so use alternative routes and river crossings where possible.



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General Secretary | Steve McNamara



Time will tell and drivers will have to make up their own minds but so far only one of them is saying the things we need to hear!

Steve's comment

ast week, Conservative London Mayoral Candidate, Susan Hall visited Taxi House. We had a meeting to discuss the challenges and opportunities facing our trade and how a future Mayor of London could support taxi drivers.

As an Assembly Member, Hall has always been very supportive and championed black cabs. She's repeatedly talked about the need to use taxis and support them, or risk losing them, and has also supported calls for taxis to go where buses go. It has also been widely reported that she would look to rollback some of the more damaging measures that have been introduced on our roads, like the growing number of 20mph zones and some LTNs and road closures. She has also recognised the need to better integrate taxis into the TfL network and noted that taxis are currently an afterthought in the current Mayor's transport strategy.

Hall is already saying many things that will resonate with taxi drivers around getting London moving again and open for business, and she seems to 'get it.' We look forward to seeing her manifesto and the commitments she makes as the campaign ramps up, likely early in the New Year.

We will be meeting with all the candidates over the next few months to see what they have to say and how they would look to support taxis, if elected.

Centre for London

I also went to the Centre for London Conference last week to try to see our elusive current Mayor and remind him that we exist! He really does seem to have been hiding out since the ULEZ backlash and even at the Conference, when he did eventually turn up, he delivered a quick speech with no questions from the audience and off he went. He must have been there all of about 15 minutes, but I made sure to give him a nod from the front row. The Mayor hasn't actually started his campaign in a



bid to secure a third term in office yet, but he was quick to point out in his speech all the ways Susan Hall isn't suited to the role. Time will tell and drivers will have to make up their own minds, but so far only one of them is saying the things we need to hear!

Regulation for rickshaws?

The Government looks finally set to introduce legislation that would give TfL the power to regulate the scourge of rickshaws. The long overdue action on this issue follows Nickie Aiken, MP for Cities of London and Westminster's efforts with her previous Private Members' Bill and campaigning for change. The LTDA fed into the development of her Bill and has supported her campaign, providing evidence and feedback.

If the Bill is announced in the King's Speech as expected at the time of writing, it will be the first step towards ending the pedicabs reign of terror, which has seen so many tourists and some Londoners, ripped off and put in harm's way. For over 20 years

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we have been campaigning to get them banned totally, we have run court cases, commissioned extensive research and reports into how dangerous rickshaws are, but unfortunately, it's all fallen on deaf ears and maybe now is the time for us to recognise that we no longer ban anything in this country, we try to regulate it. The argument is that if they were properly regulated with set fares and a licensing regime, the bars to entry would be so much higher that many would disappear from our streets and those that existed wouldn't be blocking our streets, extorting huge fares off unsuspecting members of the public, who would be better and safer travelling by taxi, and generally giving London a bad name. I have yet to be totally convinced, but in the absence of anything else happening, the question has to be, can regulation make it any worse? To which the answer has to be, probably not!

Lost property

The saga of the lost property continues, as following the lost property office relocating from South Ken to the far reaches of the empire in Canning Town, more and more members are having a nightmare trying to reunite passengers with their lost property. Despite TfL repeatedly assuring us that the Police accept property, we know from members' reports that this is not the case.

I wrote to the Commissioner asking for clarification and chased him for a response a month later but have still had zilch back from him. Meanwhile, all I see the Police doing is hiding behind corners with handheld speed cameras trying to meet the widely reported million speeding prosecutions target set by the Mayor. They certainly don't seem to be doing much to tackle mobile phone snatches or robberies, which our members are witnessing every day on our increasingly lawless streets. I will now write to the Deputy Mayor for Policing, Sophie Linden, and ask her to try to get us a response from the Commissioner. LTDA Chairman | Paul Brennan

Get Onboard

The change at Cheapside won't revolutionise your passage through the Square Mile, but we now have an opportunity at Bank Junction, and we must take it.

Top rank

t the start of this week, taxis were once again permitted to drive the full length of Cheapside, in both directions through the bus gates on Cheapside and can do so 24/7. This is as a result of the introduction of a 12-month experimental traffic order that was approved by the City's Streets and Walkways Committee, back in May of this year.

Taxi access

This one small concession, as well as the one granted to us in Chancery Lane, follows extensive lobbying and arguing I have undertaken, along with others. I have been calling for experimental schemes like this in an effort to prove to those who seem to want us completely excluded from the City (and elsewhere), that we are not the problem, and in fact that our inclusion will not result in more casualties, more congestion or more pollution.

Since the pandemic, the goal posts all over London have constantly been moved, as one justification after another for the restrictions has been proven wrong. You will recall that Bank Junction was originally shut off on safety grounds, of course if that were true, then it would have been buses that would have been excluded, not taxis.

Other measures were brought in (they claimed) to aid with social distancing, yet they were done at a time when everyone had been ordered to stay at home! Next, it was to encourage and provide for the tenfold growth in cycling, but of course, that never materialised. So they chucked walking into the mix and it was all about cycling and walking, then it was about walking and cycling and now the argument is just about walking and 'pedestrian comfort'.

Progress

Now, I'm not going to tell you this change at Cheapside is a game changer and will revolutionise your passage through the Square Mile, you know it won't, I know it won't, anyone with half a clue knows it won't. We all know we need unfettered access along Bishopsgate and through Bank Junction for that. Bishopsgate is under TfL and whilst Sadiq Khan is Mayor of London the likelihood of that happening is as likely as seeing Lord Lucan riding Nessie up the Thames.

Bank Junction, however, has much better odds. It's an uphill battle but within the City there are some in power, who truly understand the issue, see the problem and are trying to get the evidence to counter those who believe/claim every journey within the City should/could be done by walking, cycling or jumping on a bus, FULL STOP, no exceptions.

You can moan if you want or you can highlight the bleeding obvious on social media, but it will achieve nothing. Or, the better option, you can get onboard with Cabs Across Bank (CAB) and be a part of the solution by helping to gather the evidence. I've provided some examples below for both drivers



Chairman | Paul Brennan 🚥



and passengers to show you the kind of things the campaign needs to make the case for taxi access.

How cabbies can help

Share your experiences

Email CabsAcrossBank@gmail. com about a journey where you've had to take the passenger on a much longer route or where the passenger has been unhappy with the service you have provided or inconvenienced by the restrictions. Explain the journey you made and diversions you were forced to take. Here are some examples:

- I picked up a passenger from London Bridge who wanted to go on what should have been a simple journey to XXXXX but rather than going through Bank Junction, I had to go on a much longer journey via Cannon Street...
- I picked up outside St Maryle-Bow church on Cheapside and was asked for the Royal London Hospital. What should have been an easy straight run through Bank Junction along Cornhill, Leadenhall Street past Aldgate into Whitechapel, instead I had to head away from my destination weave my way up to the now always congested London Wall before heading back down Houndsditch to Aldgate and continuing back along the best route.

Passenger voices

Ask your passengers, family and friends who use taxis, to email CabsAcrossBank@gmail.com outlining how they have been

affected by the restrictions. If you have a passenger with mobility issues or someone requiring access to a location in and around Bank Junction e.g. business person, tourist or visitor going to a venue like the Ned, tell them how the restrictions are impacting their journey and ask them to email

Ask your

passengers, family and friends who use taxis, to email CabsAcrossBank@ gmail.com saying how they have been affected by the restrictions.

setting out the importance of taxi access and how the restrictions have made their journey longer, more expensive or how they have struggled to find a taxi and had a long wait or previously been forced to make their journey by alternative means. Here are some examples of the kind of thing that we are looking for: I am a wheelchair user who regularly travels by taxi, I rely on taxis because I know that can take me to my destination

the drivers are well trained and by the most direct, quickest and most efficient route.

Knowing that they will drop me right at the door also gives me peace of mind, as I know I will be able to get there safely.

- It's becoming much harder to find and hail a taxi in the City of London and you are no longer guaranteed to find one. I have been late to business meetings and struggled to find a cab for clients leaving my office after a meeting.
- I rely on taxis to travel as I have a health condition that makes it difficult for me to walk any distance and the door-todoor service makes it much easier and safer for me to get from A to B. I have found it increasingly difficult to find a taxi in the City, and this makes me feel vulnerable, as I worry I won't be able to get around. As a woman regularly travelling out of the City at night after work, I use taxis to get to the station to catch my train home. I have found it increasingly difficult to find a taxi even when using an app, as the journeys keep getting cancelled or can't be fulfilled. On several occasions, I have been forced to walk late at night in the dark when the streets are a lot quieter and I have felt scared and vulnerable.
- I commute into London via Liverpool Street Station and travel by taxi to my office on Queen Victora Street. There are often no taxis at the rank at Liverpool Street and on my way home I have struggled to hail one. I have considered taking

the bus, but I often need to travel with lots of papers and boxes, which makes this difficult.

App availability

FREENOW has also recently released figures, which show that a shocking three in four people requiring a taxi in the Bank Junction area are unable to get one. The research, which looked at booking requests made at key locations around Bank Junction, including the Bank of England, the Royal Exchange and the Ned, found that between 1st July and 23rd October 2023, a shocking 75% of requests were unable to be completed. The quite clearly demonstrates the scale of the problem for taxi passengers and the negative impact the restrictions are having on the taxi availability and the service we provide.

With this in mind, if you pick up an app job, ask that passenger if they've had an issue getting a cab either that day or previously, and if yes, then present them with the Cabs Across Bank OR code below and ask them politely to scan it for more details and respond via email.



Executive Anthony Street

Booked Taxi Extra

What we do know is that the extra can only be charged once, and we need to make sure passengers aren't being unfairly charged twice for the privilege of booking a cab.

Streets ahead

e are receiving calls from members asking about the rules on adding booking fees for app jobs. Drivers want to know if they can still add a booking fee of £2.00 on the meter if the fare is paid in the cab. The current TfL fare and tariffs consultation may have encouraged drivers to ask this question as it mentions "an additional charge for journeys which are booked by phone, online or an app" and is seeking views on whether this charge should be increased, likely due to pressure from the apps themselves.

2022 changes

Last year, TfL consulted on removing the requirement for the so-called 'Booked Taxi Extra Charge' to be added to the taxi meter and the change was approved by the TfL Finance Committee. As TfL explained at the time, the booked taxi extra charged "allows for up to £2.00 to be added to taxi fares for a taxi hiring arranged by telephone, mobile phone, smart phone, mobile application, any application software and by use of the internet. The extra charge was introduced originally to help cover the arrangement costs associated with hirings being taken via a booking service?

In the early days, it was essentially used to support the overheads of the radio circuits. Some of you will also remember the phone booking facilities at taxi ranks and if passengers had used this service, the driver could add $\pounds 2.00$ on the meter when they accepted a booking.

The decision to make this change was made on the basis that it would allow for more flexibility in how extras for bookings are taken and how much is charged. For example, apps could add these upfront to jobs booked and paid for on the app. Adding extras on the meter also limited the amount that could be added, as extras can



EXTRA CHARGE

only be added in 40p increments so removing this requirement leaves booking providers with more options.

Confusion

The problem is that now there seems to be some confusion over when the booked taxi extra can still be added to the meter. The change made in 2022, simply means that it no longer HAS TO BE added via the taximeter, meaning it can be collected via other means, but that doesn't mean that it can't be added on the meter where appropriate. What we do know is that it can only be charged once, so we need to make sure passengers aren't being unfairly charged twice for the privilege of booking a cab.

App way or the high way

Cabbies either seem to love the apps or hate them. They've now been around for many years and before that as I've already said, it was the radio circuits, so they aren't really anything new, but some drivers have become reliant on them to provide booked jobs that are very

popular and convenient for the consumer. The apps do charge drivers a percentage to benefit from these pre-booked jobs, but it's just become normal practice and if drivers want to work them, then they choose to accept the terms and conditions.

I have my own thoughts on this, and I've seen many drivers

Hotel taxi light

The new Concierge of the Park Tower, Knightsbridge Hotel contacted the LTDA to let us know that he has reinstated the use of the hotel's taxi call light to show when there is demand for taxis. The call light is directly above the hotel's foot entrance (the main entrance and taxi stand being on the opposite side of the building overlooking Lowndes Square). The Concierge will work with the **Operations** Manager to ensure the taxi light is used when there is a lot of demand from guests and very taxi supply. They ask drivers to please keep an eye out for the taxi light signalling "guests waiting" for cabs. LTDA

giving their views on social media and Whatsapp groups. Whether or not you agree with the way the apps apply charges to passengers (I'm sure you will all have an opinion), remember again you've signed up to their terms and conditions and it's a choice you have to make. My personal opinion is that these apps are a business - out there to earn as much money as possible so presumably they are now charging their customers the booking fee directly, but drivers will need to confirm that this is the case and what you are expected to do by the app provider you have signed up to.

Complaints

I have also seen some members being informed by TfL about a complaint made against them in relation to adding the booking fee. We have responded to TfL on their behalf. The question is why some passengers have made such a complaint, is the passenger aware that the £2.00 booking fee has previously been paid at the time the booking and was taken by the app provider and feel they have been overcharged or do they just not understand the system?

Remember the extra can only be charged once, so if the charge has been added at the point of booking, it cannot be added to the metered fare, and you need to find out from your app how their system works to make sure you are doing the right thing.







WE'RE SUPPORTING VETERANS

DONATING TO TAXI CHARITY FOR MILITARY VETERANS & POPPY CABS THIS YEAR

Read more about it on page 11



TAXI

TAXI Senior Rep | Sam Houston

Vans, Jams & Xtras

Talk about teaching new tricks to an old dog, for an airport driver, who works quite a bit of town as well, it's been a bit of a culture shock.



M4 musings

10

ike a lot of drivers, I had to change my cab in October. There was nothing wrong with my TX4, it had 'only' done 270 thousand miles and would have gone on a lot longer, I think. Anyway, a bloke came down from Blackpool, pronounced it a 'straight cab' and gave me £1,200 for it. Better than it being scrapped, I suppose.

I had plenty of time to think about what cab to get and being a regular airport driver, I had always fancied a Vito, so that's what I went with. Had I a driveway, I might well have gone for a TXE; I think they're great cabs, but if you can't charge at home, you are paying significantly more for charging and let's be honest they're an arm and a leg already. Also nothing against a late model TX4, but I didn't see one that passed muster.

The Vito meanwhile is taking some getting used to. Talk about new tricks to an old dog, for an airport driver, who works quite a bit of town as well, it's a bit of a culture shock.

I've done Albert Bridge and gone gingerly round my local supermarket car park waiting to see if I get a scraped roof (it was fine). I'm also a bit useless with the electric doors, but all in all, I'm very happy with the cab so far. Let's face it, there's no 'perfect' cab out there, they all have their strengths and weaknesses, and as a driver, and also a customer, I think the Vitos are very good.

Grim Sunday

I've always liked working Sundays, but 29th October was 'one of those days' for West London traffic, even in the context of recent years. There was a tragic accident that closed the M4 in both directions for a while, further problems on the A40, and on top of that the horrendous contraflow in Shepherd's Bush.

As I drove in, on the reopened Eastbound M4 with a job, even an old hand like me was staggered by the queue on the Westbound side, with people still unknowingly joining it at Junction 1 only to slam into the back of a six-mile queue all the way to the off ramp at Junction 3. That is a loooong wait!

Inevitably there were quite a few cab drivers in it, and quite a few with jobs on – I dread to think of the conversations that must have been going on in those cabs...

I obviously didn't go that way, so I can't say if there was any signage in place, but there's enough technology out there these days that drivers shouldn't get caught out like that. Some people refuse to use a sat-nav as a point of pride in the Knowledge, which is maybe understandable, but don't forget they also tell you about traffic as well.

I use technology to help me with the sheer unpredictability of delays in London, not because I don't know where I'm going; I think customers appreciate that as well. Good luck out there.



The Heathrow Extra

Heathrow drivers are reminded that the Review of Taxi (black cab) Fares and Tariffs 2023 is currently underway, and that one of the proposals is to reduce the Heathrow Extra from the current £3.60 to £2.00.

This is in response to the Taxi Feeder Park entry price having been reduced from £7.20 to £3.60 earlier this year. However, as the TFP price may increase in 2024, Trade Representatives at Heathrow have expressed concern at this proposed reduction in the Extra. Details of the consultation are available on the TfL website, it closes on 20th November. if you want to respond.

X marks the spot

Have you ever noticed how often something prefixed as 'smart' turns out to be anything but? We have 'smart' phones that seem to have made everybody more stupid, 'smart' meters that appear to make bills more expensive, and 'smart' motorways that can feel very dangerous in certain circumstances.

The idea of 'smart' motorways is to increase capacity without having to build more road by, er, taking away the hard shoulder. But on a dark stormy night, with articulated lorries thundering down the nearside lines, I wouldn't want to be in the vehicle that suddenly breaks down – give me a hard shoulder any day. The whole system relies on the speed of detection of any obstructions; lanes are then closed with the red cross signage, and any vehicle that goes past a red cross can be prosecuted.

At the LTDA, we are seeing more and more camera prosecutions for these motorway lane closures. These automatic prosecutions can seem very unfair in some cases, as it appears that the driver has had very little warning to change lane.

I recently saw one that showed a driver indicating to get over, with no visible opportunity available in the adjacent lane. However, the red cross lane closure sign should always be preceded by a white direction arrow warning vehicles to vacate the affected lane, so if you see one of these that means it's time to get over NOW, as if you leave it until the red cross sign, you are putting yourself at risk of a fixed penalty and three points on your licence. The relevant Highway Code rule is number 258, in the section on motorways.

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Supporting Taxi Charity For Military Veterans & Poppy Cabs

Standing with black cab drivers to raise money for charity.



FREENOW

We know Remembrance Day is meaningful to a large number of our Black Cab drivers and that veterans and their families hold a special place in their hearts. So, as Remembrance Day approaches, we'll be honouring our year-on-year commitment to our Black Cab driver community and gearing up to support our veterans too.

Tip matching for charity

As always, on Remembrance Sunday we'll be matching your tips to donate to the Taxi Charity for Military Veterans.

This means that on November 12th, every penny that Black Cab drivers receive in tips through the FREENOW app will be matched by us and donated to the charity. As part of this pledge, we'll also be actively promoting this campaign and encouraging passengers to tip generously.

Taxi Charity for Military Veterans does remarkable work to help World War II veterans, military veterans from other conflicts and their families.

Dick Goodwin, Honorary Secretary, Taxi Charity for Military Veterans said "Every year, we see black cab drivers going the extra mile to support war veterans to attend the Remembrance Day service and parade, and we're delighted that FREENOW is once again supporting us in raising funds. With the help of caring black cab drivers and passengers, this charitable campaign will help us to continue to support veterans and their families throughout the year."

It's a privilege to contribute to their efforts for another year running. We're always proud to stand shoulder to shoulder with our cabbies in their commitment to commemorating this day. We've been fortunate enough to contribute thousands to charities in previous years and we're hopeful that we can do the same for this Remembrance day.

Extending support beyond tip matching

This year we've also partnered with Poppy Cabs to help find taxi driver volunteers for Remembrance Sunday's free taxi service. We want to continue to do more for other organisations that are also selflessly working to support veteran causes.

For every FREENOW driver who volunteers, we'll donate £5 to Poppy Cabs on their behalf. All proceeds to Poppy Cabs are split between two charities: the Taxi Charity for Military Veterans and the Royal British Legion. Michael Hughes, Poppy Cabs Independent Coordinator, said "Poppy Cabs unites the taxi trade to help our veterans on Remembrance Sunday. It's wonderful to have FREENOW joining us to support war veterans on this important day.

These contributions matter because we can provide an even better transport service to those attending commemorations on Sunday. It ensures we can continue this initiative for many years to come while also contributing to related charities."

Joining Poppy Cabs is also a way for us at FREENOW to express our recognition of the vital role drivers play in keeping London moving, day in and day out.

How can you get involved?

All you need to do is opt in using the FREENOW volunteer form that was sent to all registered FREENOW Black Cab drivers.



TAXI and LTDA Member Mail

Subject: Two times thanks

Dear Editor,

Can you please pass on my thanks to Rob and Paul at the LTDA? I have been a LTDA member since I got my badge nine years ago. I have never called the LTDA before, then twice within two weeks, I have been so grateful I was a member!

Rob managed to get me relicensed, literally the day my bill expired after I had spent weeks trying to call, email and chase both TfL and the DBS. No sooner had I got my new licence, than I received a complaint, the first oneI have had. I went into Taxi House again, and saw Paul, who quickly identified that the complaint was not meant for me. The badge number was two digits reversed from mine, which is why I could not remember the job, it wasn't me!

Paul responded to the complaint and within a week, I had received a letter from TfL apologising for the error, I bet that does not happen very often.

Hopefully, I won't need the LTDA again for the next nine years. Thanks chaps!

Gary Meyer





Subject: Lost and found

Dear TAXI,

I wanted to pass on my sincerest thanks to the taxi driver, Paul, who found my purse in the back of his cab and went out of his way to get it back to me. I would have been completely stuck without my cards, ID and most importantly, my train ticket home. I can't thank him enough for making sure I got it back.

He really did go above and beyond, going back to the hotel he had collected me from and upon finding I had checked out; he asked the reception staff to call me, and we arranged a time and place to meet so he could return my purse to me.

I always travel by black cab whenever I am in London. I am always impressed by the service you provide, but after this experience, I wonder why anyone would travel by any other means?

Keep up the great work and thank you again to Paul, you did your trade and London proud.

Many thanks, Grateful passenger, Hannah Falconer

Get writing to TAXI!

We want to hear from you! Send your well-penned, publishable letters or emails with your full name and postal address to:

EDITOR@LTDA.CO.UK



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To see your advertisement in the leading magazine for London taxi drivers, contact us today:

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Paul Heitzman

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TAXI Columnist | Robert Lordan

The Bigamist In Belgravia

The curious tale of a man without just cause or motive, that led to betrayal, infidelity and murder.



Rob's history tips

orn in Poplar in 1901, Arthur Robert Boyce. like so many of his generation, endured a tough childhood. His father died when he was toddler, leaving his mother to raise him — along with four other siblings — single-handedly in the poverty-stricken East End.

War & Brighton

When he was 19, Boyce married a woman named Eileen and the couple moved into a small flat above 292 High Street, Poplar. By the time war erupted in 1939, they were parents to a 16 year-old daughter, Emily.

Following the onset of WWII, Boyce volunteered for military service almost immediately and appears to have served throughout the entire conflict.

By the spring of 1946 though, he was living a far quieter life, having settled in Brighton where he found work as a painter at the seaside resort's Palace Pier.

It was in Brighton that he met 41 year-old Elizabeth McLindon, and before long the pair were embroiled in an affair. So smitten was Boyce that he proposed to Elizabeth, despite being still married to Eileen.

King George II of Greece At around the same time, King

At around the same time, King George II of Greece, who was living in London in exile, began renting a property at 45 Chester Square for the use of his wife, Katherine. This grand home required a

housekeeper, and upon seeing an advertisement for this, Elizabeth decided to apply for the job.

When it came to tending to the needs of nobility, however, she was completely devoid of experience. Not that it mattered though, for Boyce provided her with forged references, supposedly drawn up by a plethora of previous wealthy employers.

With her glowing, albeit hooky, CV, Elizabeth landed the job with ease, and the Greek King invited her to move into the home on Chester Square.

At the time the property was still being renovated, meaning Elizabeth was the sole tenant, although not for long as she invited Boyce to come and join her, which he readily did at the start of June 1946.

Faking it

For an East End lad who'd grown up poor, a swanky new address in Belgravia was quite the step up, and it would seem he felt the need to live up to it. Boyce took Elizabeth on several shopping sprees around the capital, conning his way through by bouncing cheques.

Less than a week after her lover had shacked up at Chester Square, Elizabeth decided to have his tweed suit dry-cleaned, and as she checked the pockets she discovered a newspaper clipping. It announced the engagement of Arthur Boyce to a woman from Bournemouth, named Miss Little. It was dated from just a month before.

When confronted on the matter, Boyce, rather ridiculously, claimed that the person mentioned in the cutting was a completely different Arthur Boyce.

Then, on 9th June, King George and his private secretary paid a visit to Chester Square to see how the redecoration was progressing.

Elizabeth was nowhere to be seen, and on the ground floor a certain room was locked.

Further visits were made on the 12th and 14th and, finding the mysterious conditions to be the same, the King alerted police who decided to break down the locked door.

A grim discovery

Upon doing so, they encountered a disturbing sight: Elizabeth's body lay slumped at a table. She'd been shot in the back of the head and had clearly been dead for some time; approximately six days as it would later transpire.

A search of Elizabeth's possessions turned up two letters, both of which were signed, "Your loving and true hubby, Arthur."

This led them to Boyce's home on Elder Street, Brighton, which put them in contact with a man named John Rowland, who told them Boyce had stolen his Browning pistol.

Rowland provided police with a spent cartridge which matched that of the one used to murder Elizabeth. Further evidence was discovered at Chester Square when fibres from Boyce's tweed suit were found in fresh paintwork.

When Boyce was finally apprehended, he claimed that on 8th June – the day Elizabeth was killed – he'd been at a VE Day parade, and he'd given the gun to Elizabeth for personal protection.

He was tried at the Old Bailey in September of 1946 and found guilty of murder. It's unclear what his motive was, although it's been speculated that Elizabeth was about to expose him as a bigamist.

After the verdict was delivered, Boyce apologised to Elizabeth's family, despite protesting his innocence, and was executed by Albert Pierrepoint, at Pentonville prison on 1st November, 1946.

If you wish to learn more, you can visit my YouTube channel, robslondon. TAXI



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TAXI Columnist Amon Warmann

Entertainment Corner

Our resident film and TV critic takes us through the month's big releases to watch or recommend to your passengers.

Reel Talk



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Killers of the Flower Moon (15) 0

If anyone deserves the benefit of the doubt when it comes to long runtimes, it's Martin Scorsese. The prolific filmmaker is back with a mammoth three-hour-and-26-minute movie, and though that might seem a bit off-putting at first, rest assured that you won't often be looking at your watch. Uniting his two most frequent muses - Leonardo DiCaprio and Robert De Niro - onscreen for the first time, this tale of the murders of the Osage people in 1920s Oklahoma is a thoughtful meditation on greed and sin that more than earns its runtime.

Both DiCaprio and De Niro do some of the best work of their careers here, each using charm to hide brutal menace. But the performance of the movie belongs to Native American actor Lily Gladstone. As Mollie - the wife of DiCaprio's Ernest Burkhart, whose family keep on dving in suspicious circumstances - she eeks every ounce of strength, truth, and humour from her performance. At times, you wish that more of it was spent with her character and other victims than on the villains. But even so, it's clear that despite Scorsese being 80 years old, he's still at the top of his game. Kudos.

* * * * *

Killers of the Flower Moon is in cinemas now.



Loki: Season 2 (Episodes - 1-4 out of 6) (12A) 🔱

It feels strange to say that the Marvel Cinematic Universe is in need of a win. But although there have been some notable exceptions like Guardians of the Galaxy Vol. 3, the middling to awful projects have become the norm in recent times. So it's a relief that Loki - the first MCU Disney+ series to get a second season - is something of a return to form for the franchise, with a propulsive story and weighty themes of fate and free will at its core.

The point man for all the shenanigans is once again Tom Hiddleston's titular trickster, who is doing his damnedest to save the TVA and the multiverse from oblivion, after last season's finale threw everything into chaos. This Loki is less unpredictable than previous variants, but his journey towards the side of more-or-less good feels earned because of Hiddleston's versatile work. And thanks to an excellent supporting cast that includes franchise newcomers Rafael Casal and Ke Huy Quan as Ouroboros - who makes exposition more fun than it has any right to be - Loki can lay claim to being the best of Marvel's Disney+ offerings so far. Excelsior!

\star \star \star \star

Loki season 2 is currently streaming on Disney+, with one episode released each week.



Five Nights At Freddy's (15) 🧲

Blumhouse scored a huge win last year with M3GAN, a movie in which a doll gains sentience and turns deadly. There's some shared DNA between that movie and *Five Nights At Freddy's*, which has five animatronic attractions with a homicidal streak. But while the practical puppeteering is impressive, the rest of the film is lacking in scares, thrills, and fun. Even fans of the video games this is based on will be left unsatisfied by the results.

The man at the centre of all the animatronic mayhem is Mike (Josh Hutcherson) who accepts a gig as a security guard at an old theme restaurant and gets much more than he bargained for. Lazily thought out as executed jump scares ensue, if you were hoping for much gore you will leave sorely disappointed. Faring slightly better is the sweet relationship Mike has with his young sister Abbie (Piper Rubio). The central trauma that Mike is trying to surmount is also well played by Hutcherson. But that still doesn't make this one worth a night - let alone five - in a cinema.

$\star \star \Im \Im \Im$

Five Nights At Freddy's is in cinemas now.

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TAXI Columnist | Steve Kenton

A Rocker's Rant: **London's Tunnel Vision**

With toll charges expected to severely impact the taxi trade, it's time we stood up to government pressure.

Man in black

aturday, 8th July 2023 was a day like any other. The weather was fine and I was off to see Iron Maiden at the O2 in Greenwich. Doors opened at 7pm and the support band, The Raven Age, entered the arena an hour later. At 8.45pm, they finished their set to rapturous applause. Then cometh the hour, cometh the band, Iron Maiden took to the stage over 30 minutes later and exploded like a musical H-Bomb, straight into the classic track, Caught Somewhere in Time. Fantastic.

There was however, a problem: they were late on stage but nobody knew why. After the third track, lead singer Bruce Dickinson then addressed the

audience. After apologising for entering the stage late, and proceeded to explain that Maiden "axeman" Dave "never hurry a" Murray, had got caught in very heavy traffic on the way to the 02 due to the Blackwall Tunnel being shut southbound. The gig was a huge success and, in fact, critically-acclaimed, despite entering late.

This debacle was at the start of what has been a continuing set of weekend closures involving the Blackwall Tunnel. The reason for the closure is due to the construction work on the Silvertown Tunnel, so as irritating as closures are, they are a necessary evil. However, the knock-on effect of the closure has resulted in massive congestion and pollution in the surrounding areas of Docklands, Limehouse and Wapping, to the North of the river and Greenwich, Rotherhithe, and

200 Department for Transport

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Sadiq Khan Mayor of London City Hail Kamal Chunchie Way London E16 12E

19 October 2023

Dear Sadiq

Thank you for your letter of the 17 October about Blackwall and Silvertown tunnels. Your letter contains several points that aren't quite right, so I welcome this opportunity to set the record straight.

You seem to be under some confusion as to whether you are obliged to impose a charge on the Silvertown tunnel and reference former Mayors and the DCO process. Whilst there was clearly discussion of TfL's charging proposals as part of planning, I am happy to reassure you this decision lies entirely with you. This is made quite clear on the face of the Development Consent Order, which states at clause 54.3

"TfL may determine different charges (including a nil charge)"

And again at clause 54.4

*Any charge payable to TfL under this article may be waived, suspended, reduced, compounded or discounted by TfL at any time."

I note your new-found concern for the impact of the cost of living on This will be a welcome change for those Londoners who rely on their cars, but, of course, many will already have been taxed off the road following your ULEZ charge expansion to outer London. I note, however, that the support you propose to give is focused solely on inner London, which will once again leave Londoners who live further out and people who live outside London out of pocket.

My department has provided unprecedented help to London already - giving TfL over £6bn to support transport in London following Covid. That support did not require you to expand ULEZ to outer London, and nor does it require you now to introduce charging on these tunnels. A prudent politician would

Bermondsey to the south. Worryingly, this may be a precursor to a more permanent problem with congestion.

The great divide

If you draw a line through the centre of Greater London from north to south, the western half is served by several major motorways, including the M1, A1(M), the M4 and the M3. The eastern half of London is serviced by the M11, A12, A13, A2, A20 and A3 (and no doubt I've probably missed a couple of roads).

From the perimeter of the congestion charge zone, there are 13 toll-free vehicular crossings to the west of London (including Vauxhall Bridge, which is a perimeter road and Hammersmith Bridge which is temporarily closed). Inside the congestion charge zone, there are six crossings, all of which are tollfree but covered by congestion charge zone payments. To the east of the perimeter, once the Silvertown Tunnel is completed, there will be five crossings (not including the Woolwich ferry). Incredibly, only two of those crossings will remain toll-free: Tower Bridge and Rotherhithe Tunnel. Dartford Bridge (and tunnel) should have been tollfree, however during his relatively short time as Prime Minister, Gordon Brown, reneged on a promise by the government to scrap tolls at Dartford once the crossing was paid for. It's undeniable that there is a massive imbalance between East and West London where river crossings are concerned.

Hidden figures

A rather hefty 100,000 drivers use the Blackwall Tunnel on a daily basis. This figure comprises freight vehicles, public transport, including taxis and private vehicles. Just a couple of miles to the west of Blackwall Tunnel, resides Rotherhithe Tunnel. This narrow, Edwardian crossing carries an astonishing 80,000 vehicles each day. With both a six-foot-six width and a three-tonne weight restriction, large freight traffic and buses are excluded from this tunnel. It is very much the domain of the private motor car and the



licensed London taxi Now here is the most concerning stat. In a recent communique from Transport for London (TfL), a mock-up of the possible toll signage was revealed. This suggested a toll for the Blackwall (and presumably) Silvertown Tunnels could be set at £4. This figure was quickly rebuffed by TfL, with the transport regulator stating that no figure has been set and won't be until 2025. This rebuttal was blown wide open when Sadiq Khan, approached Secretary of State for Transport, Mark J. Harper, requesting a financial concession for the poorest residents who may need to use the crossings and are living in the three boroughs that are linked to both tunnels. In what can only be described as a fine interpretation of Oliver Twist, where the titular character approaches Mr Bumble for more food, Mayor Khan wrote a two-page letter to Mr Harper, requesting a government subsidy to facilitate the aforementioned concessions. The mayor also suggested the toll be linked to inflation, therefore if it is accurate it would then push the cost of using either of the tunnels to a whopping £5.25 each way. It is unclear whether the mayor directly suggested a figure.

Hold my beer

It's at this point Mark J. Harper metaphorically said, "hold my beer". In his response, Harper

pointed to several inaccuracies within Khan's initial letter, welcoming the opportunity to "set the record straight". The government official said: "Like his Ulez expansion, any decision to raise more money from Londoners by putting tolls on the Blackwall and Silvertown tunnels is a matter for him - and him alone."

In the two-page response to the mayor, the Transport Secretary suggested Khan *"appeared to be under some confusion"* about whether he was required to impose a toll on the Silvertown Tunnel.

He pointed to the development control order that authorised the construction of Silvertown, which states: "*TfL* may determine different charges (including a nil charge)."

He added: "I note your newfound concern for the impact of the cost of living on drivers. This will be a welcome change for those Londoners who rely on their cars, but, of course, many will already have been taxed off the road following your Ulez charge expansion to outer London."

He also added that the discounts under consideration by the Mayor would only benefit low-income drivers in three inner London boroughs – Tower Hamlets, Newham and Greenwich – and none in outer London.

Mr Harper also made it clear to the Mayor that the government's £6 billion Covid bailout given to TfL did not require the Mayor to impose a toll on either tunnel.

Harper concluded by saying: "A prudent politician would carefully consider options to cut costs and deliver savings before imposing another tax which may mean only the better off can drive in London.

"I would recommend you consider this course of action in the first instance.

"As with the Ulez, it is your decision to introduce these charges, your decision how to balance your budget... and it is you who must be accountable at the ballot box for the decision to do so." The word "ouch" springs to mind.

Highway to Hell

Given the prospect of a possible £5.25 charge (as reported by LBC), it is likely many road users will simply divert to the Rotherhithe Tunnel. This, of course, is fraught with complications and defeats the purpose of the building of a new tunnel. The road layout and entrance surrounding Rotherhithe Tunnel lends itself to the likelihood of a permanently congested entrance and exit point. With narrow streets already constricting traffic, creating a knock-on effect throughout the area surrounding Rotherhithe Tunnel. The mayor's proposals to charge to use Blackwall and Silvertown Tunnels, could render a large swathe of East London and South Logically, as part of the public transport sector, taxis should, in my opinion, receive an exemption. The imposition of a toll would simply negate the legislative act of compulsion where undertaking a hiring is concerned.

East London almost impassable, if the recent Blackwall Tunnel closure is any sort of gauge – and what of those in the taxi industry?

Logically, as part of the public transport sector, taxis should, in my opinion, receive an exemption. The imposition of a toll will simply negate the legislative act of compulsion where undertaking a hiring is concerned. For example, it is highly unlikely that a taxi driver would accept a hire from Stratford Station to the O2 in Greenwich if there was no exemption given to the industry. Some may argue that toll costs could be forwarded to the customer. This would make no sense given that a trip which includes a driver's return through the tunnel could cost an extra £10.50. Therefore, there is only one logical solution: full exemption from any crossing charge for taxi drivers.

Tunnel vision

Contrary to popular belief, it wasn't Khan who proposed the development of the Silvertown Tunnel. The plans for both tunnels were originally made by former London Mayor, Boris Johnson, and was signed off by then Transport Secretary Chris Grayling (aka, the master of disaster). In fact, in a public consultation in 2015, the suggestion of giving residents in the surrounding areas any exemption was rejected. This highlights the fact that a lot of the problems faced by the current mayor weren't of his making. When questioned by a number of media outlets, including the BBC, a spokesperson for the mayor said that "the tunnels were vital for the future of East London, particularly for tackling congestion, which affects residents and businesses."

It's at this point the mayor has to act with common sense by either setting the toll too low and recouping the cost of Silvertown Tunnel, which will take too long. Set the toll too high and you gridlock East London.

The wisdom of Solomon is required here. Either way, it feels only fair that licensed London taxis are exempt from these charges.

If you are contemplating a tourist guide course or have any queries, please email journeythroughtime@ hotmail.com





How To Get The Best Deals On TV Streaming Services

Watching TV in real-time on terrestrial channels is ancient history. These days, most people stream their movies and shows on services like Netflix, Amazon and Disney+.

Money matters

ubscribing to two or three streaming services can significantly eat into your monthly budget – but fortunately there are ways to cut the cost. Here are some handy tips worth knowing...

Watch with ads

Both Netflix and Disney+ have introduced cheaper prices over the past few months – but only if you're happy to have your viewing interrupted by adverts.

Netflix introduced a 'standard with ads' plan in July 2023. It costs £4.99 a month - £6 a month cheaper than Netflix's standard plan without adverts, which now costs £10.99.

Disney+ has also just launched a similar strategy. It is upping the price of its standard plan to £10.99 a month (from £7.99). But it is also introducing a cheaper 'standard with ads' option which, like Netflix, costs £4.99.

Pay upfront

If you have the cash, it can be cheaper to pay for a year's streaming up front rather than paying each month.

For example, from Disney's Premium plan will now cost £10.99 a month or £109.90 a year – this means a saving of £21.98 if you pay annually instead of monthly. Subscribers on the Premium plan can also run up to four concurrent ad-free streams, with downloads on up to 10 devices.

Amazon Prime Video alone costs £5.99 a month, but for £8.99 you can sign up for Amazon Prime, which includes Amazon Prime Video as well as other Prime benefits. Amazon Prime costs £95 a year – a saving of £12.88 compared to paying monthly.

Don't double up

Most streaming services allow you to watch on more than one device at the same time. This means you can share a subscription with people you live with.

Whether you live as part of a family, as a couple, or in a house-share, check that you and



your fellow dwellers are not each paying for a subscription that you could be sharing.

Netflix has clamped down on password sharing with people you don't live with – so splitting a subscription with your friends you don't cohabit with has become more difficult and is technically 'against the rules'.

Look for deals

Students get the pick of the bargains here. Prime Student (which includes Amazon Prime Video) is £4.49 a month.

Members of Vitality Health Insurance can also get free Prime if they earn enough points by tracking their exercise.

Other deals available at the moment include three months of Disney+ for £12 with Tesco Clubcard vouchers, 12 months free with a Club Lloyds current account, and six months free for new subscribers on O2, plus £2 a month off afterwards.

Apple TV+ is included for three months when you purchase an Apple device and redeem the offer within 90 days. Alternatively, prices start from £6.99 a month.

An Apple One subscription will allow you to bundle other popular services like Apple Music, Apple Arcade and iCloud+ together from £16.95 a month, saving £7 on the cost of subscribing to them separately.

Take advantage of free trials

If you're new to streaming, check out free trials on offer. You can get 30 days of Amazon Prime Video and seven days of Apple TV+ or Paramount+ for free. Just remember to cancel if you don't want to continue a subscription after the free trial ends.

Finally, think about what you watch. If you're strapped for cash, you could be wasting money by subscribing to several streaming services. Go through your bank statements and assess what you're actually paying for. You might have signed up to a service then forgotten all about it – so then cancel anything you don't watch regularly.

TV license

Remember, there is plenty of free content on BBC iPlayer, My5, the Channel 4 app, ITVX and other free channels. And you can always go old school and watch free channels in real-time.

Alternatively, if you only use streaming service such as Netflix – and don't ever watch live television or use iPlayer – you don't need a TV licence, which could save you £159 a year.



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TAXI Exclusive | Taxi Charity

Ladies Afternoon Tea

On 27th October, the Taxi Charity for Military Veterans was delighted to take a group of women



We spoke to Dick Goodwin, the Taxi Charity's Honorary Secretary about the day.

TAXI Tell us about how the event came about.

Dick: Following our very successful event in March to celebrate International Women's Day, which saw veterans and active military personnel coming together to hear two WWII veterans talk about their experiences of the war, we were approached by the RAF Senior Women's Association about an event in London. It was hosted by Air Commodore Wendy Rothery, and asked if we might be able to bring a group of female veterans to join them.

TAXI Where did it go from there? Dick: On 27th October, our volunteer drivers collected 11 women veterans from across the south and brought them into London. The Senior Women's Association had asked us to be at the RAF club at 3pm so we invited our veterans to have a catchup over a light lunch first.

TAXI What else happened on the day? Dick: The ladies enjoyed a







WWII veteran Mildred Schutz



Air Commodore Wendy Rothery with WWII veteran Robbie Hall.

Exclusive | Taxi Charity TAXI

At The RAF Club

veterans to an event at the RAF Club.











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. The charity 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. 2023 is the charity's 75th anniversary, a remarkable milestone for a small, niche charity, peopled by enthusiastic volunteers. The charity received the Queen's Award for Voluntary Service in 2021, an award approved by Her Majesty Queen Elizabeth II and the equivalent of the MBE for charities. To fund and facilitate their work, the charity is reliant on donations, grants and sponsorship and has launched a '75 for 75' fundraising campaign to raise £75,000 in its anniversary year. **www.taxicharity.org**

couple of hours in the Victory Services Club, before we took them to the RAF Club for Afternoon Tea. The RAF Club is a spectacular venue and the veterans had a wonderful time meeting members of the RAF Senior Women's Association and their guests.

TAX) Presumably they were the centre of attention? Dick: It is always such a pleasure to be out with these veterans, they really enjoy spending time together and, as you can imagine, they were inundated with requests for photographs and questions about their service history.

TAXE Can you tell us more about who was in attendance? Dick: Joining us on the day were WWII veterans Marie Scott, who transmitted messages to and from the beaches on D-Day, Mildred Schutz, who served with the Special Operations Executive, Dorothea Barron, who taught semaphore in preparation for D-Day, Robbie Hall, from Bomber Command and Ruth Barnwell, who spent the war in Inverary as the assistant to a Naval Captain.

TAXI What else is lined up for the remainder of the year? Dick: We are very much looking forward to our final events of 2023, a concert in the Great Hall at the Royal Hospital Chelsea to celebrate the Taxi Charity's 75th anniversary, followed in December by a Christmas Party at Millwall Football Club.

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

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Brain twister | TAXI

Puzzler Page

Crossword



ACROSS

- 1 Shark movie (4)
- 3 Justice, impartiality (8)
- 9 Place of beer production (7)
- 10 ____ of Cornwall, land owned by Prince Charles (5)
- 11 People born in a pair (5)
- 12 Player of a woodwind instrument (6)
- 14 Traditional story (6)
- 15 All-inclusive (6)
- 18 Iniquitous (6)
- 20 Oppressive and damp (5)
- 22 Take things easy (5)
- 23 Bolognese sauce herb (7)
- 25 In current times (8)
- 26 Part of a tree (4)

DOWN

- 1 Career (3)
- 2 Ornamental drooping tree (7,6)
- 4 Besides (6)
- 5 Sound broadcasting (5)
- 6 Suitcases over the airport limit (6,7)
- 7 Expresses in words (4)
- 8 Argue rationally (6)
- 11 Slant (4)
- **13** Country on your side (4)
- 16 Marine gastropod (6)
- **17** Glutinous, viscous (6)
- 19 Permanent (5)
- 21 Small British garden bird (4)
- 24 Stale (3)

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

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?



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.

	1		
>			
>			
3 <			1
All and	wers to r	uzzler	on n3

All answers to puzzler on pa

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Suburban badge sector numbers	
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Do you have any motoring or other prosecutions pend	ing? Yes No
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Please tick if you DO NOT wish to receive information from	n the LTDA and other related organisations in the future
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benefits prior to approval of membership shall be at the d	iscretion of the Council of Management.
Please note: We do not provide assistance for any matte	·
Please note: We do not provide assistance for any matte	-
Please note: We do not provide assistance for any matte Signed	ers that have occurred prior to you joining LTDA. Date
Please note: We do not provide assistance for any matter Signed	Bervice User Number
Please note: We do not provide assistance for any matter Signed LTDA Basic Direct Debit Instructions Instructions to your Bank/Building	Bate Date Date 9 1 4 4 2 8
Please note: We do not provide assistance for any matter Signed LTDA Basic Direct Debit Instructions Instructions to your Bank/Building Society to pay Direct Debits:	Bervice User Number
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Sudoku

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

Wordwheel

SOLUTION: LABYRINTH

All words: Airy, bail, bait, binary, birth, brain, brainy, briny, habit, hail, hair, hairy, hilt, hint, inlay, lain, lair, laity, liar, libra, lint, lira, litany, nail, rail, rain, rainy, rhinal, tail, thin, thinly, tiny, trail, train, trial, tribal, trilby, LABYRINTH.

Word targets: Excellent: 33, Good: 28, Target: 20, Kids: 15

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