

**ROYAL PARKS CONSULT ON  
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**SO YOU THINK YOU KNOW  
LONDON?** Pages 16 & 17

**TAXI**

13<sup>th</sup> February 2024 #558

# GLA SESSION DELIVERS RESULT?

## TFL TO CHANGE 3 POINTS AND YOU'RE OUT POLICY



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13.02.24

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FUTURE OF SOUTH CARRIAGE DRIVE

The Royal Parks is consulting on whether South Carriage Drive, which was previously used frequently by licensed taxis, should be permanently closed to motor traffic on weekdays, in addition to existing weekend closures. Before the pandemic, South Carriage Drive had always been closed to traffic on Sundays. In 2020, the Royal Parks trialled an extension of the closure to include Saturdays. When they introduced the Park Lane cycle lane, which intersects with South Carriage Drive, the decision was made to temporarily close the road seven days a week. This was justified on safety grounds, as the cycle lane was said to be funnelling two-way cycle traffic into oncoming vehicles, putting visitors to the park and those moving through it at risk. That temporary closure has now been in place for more than three years and is adding significantly to traffic in surrounding areas, specifically Hyde Park Corner and Knightsbridge.

They are now proposing making this change permanent "to ensure that pedestrians and cyclists experience a safe and welcoming entrance to the park every day." Cabbies need access to this route to serve the area efficiently, as they now routinely report severe congestion and long delays in the vicinity, causing great inconvenience to passengers. The consultation closes on 17<sup>th</sup> March 2024. You can respond to the consultation by scanning the QR code below.



CHANGES TO DBS PROCESS

From Monday 26<sup>th</sup> February all applicants for a taxi or PHV driver's licence, both new and renewal, will be required to provide evidence of registration with the DBS Update Service. From the point they are next licensed, all taxi and PHV drivers must also maintain continuous subscription to the DBS Update service. The DBS Update Service costs £13 per year and enables anyone who applies for an enhanced criminal record check to keep their criminal record certificate up-to-date.

It will also allow TfL to carry out a status check on the certificate. This should save drivers time and money, as when they apply to renew their licence, they will not have to apply and pay for a new enhanced DBS check. Once subscribed, you will only be required to provide a new criminal record check if something changes.

TfL will not be able to grant a licence unless you have registered with the Update Service. More detailed guidance on the Update Service and how to register can be found at [www.gov.uk/dba-update-service](http://www.gov.uk/dba-update-service). Any LTDA member who needs help with their DBS or any other licensing matter should telephone or pop in to TAXI House to speak to one of the licensing experts who can provide advice or help you complete the process.



The Update Service



KRAV MAGA-NIFICENT FREE CLASSES

The LTDA is offering members another chance to sign up to the popular FREE Krav Maga classes which help drivers learn how to protect themselves and shape up. The long-running self-defence course has boosted the confidence to hundreds of drivers by teaching them how to deal with confrontation. Ricky Manetta, who is himself a taxi driver, teaches the use of blocking, grappling and wrestling style moves to fend off attackers – even those wielding weapons. Ricky says: "The course is designed to give people confidence to deal with threatening situations. The aim is to help drivers get out of violent or threatening situations without having to fight."

Hundreds of cabbies have taken the classes and have praised them. Ricky starts the next course at the Orwell Centre in Wapping on Monday 4<sup>th</sup> March. It is open to any members who want to try it for the first time and even those who have completed the course before but fancy a refresh. If you are an LTDA member and can commit to an eight-week course on Monday afternoons between 1-3pm, then call Taxi House on 0207 286 1046 and ask to register. Drivers are requested to bring their own boxing gloves if at all possible.



A previous group on the course.

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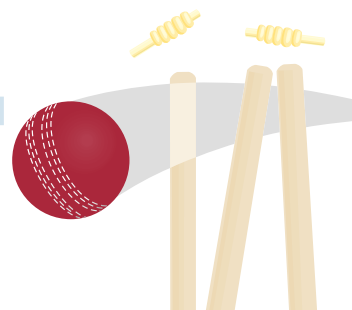
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# Not Out



**We have now been informed by TfL that they will be making some changes to the dreaded 6 Points and You're Out, sometimes 3 Points and You're Out Policy.**

## Steve's comment

**T**he new driver policy from TfL might have been news to some in the trade, but here at the LTDA, we have been dealing with the fallout from it, from day one (January 2022). It was almost a perfect storm. Its introduction coincided with the widespread rollout of 20mph zones across the main road network, the Mayor's instructions to the Met Police to issue one million speeding fines and TfL changing their licensing appeals process.

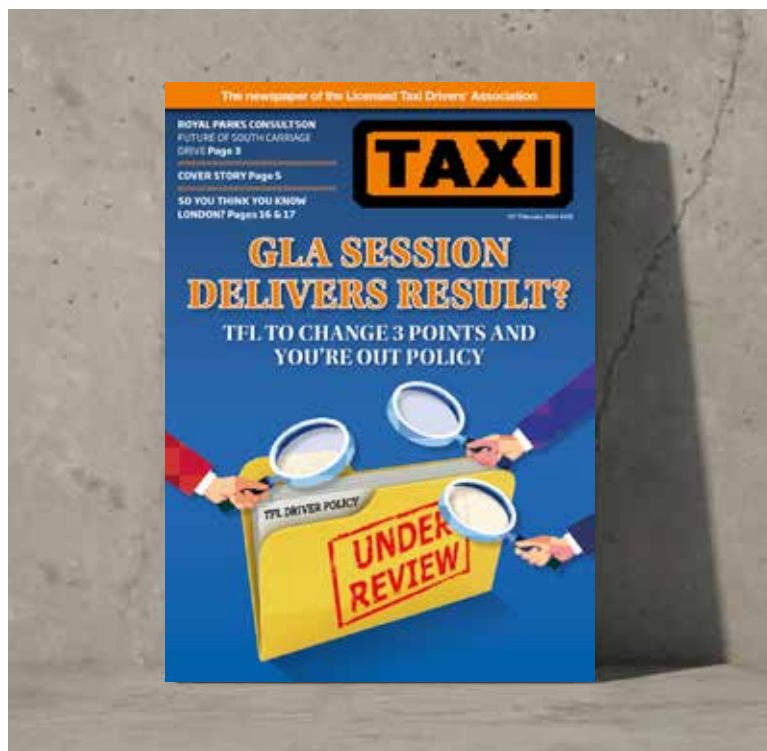
### Perfect storm

Our in-house lawyers were swamped, and we had to increase the size of our legal team and our legal budget, which went through the roof, to ensure we could maintain the Rolls Royce service we provide. For all our in-person TfL licence appeals our members are accompanied and represented by a specialist licensing lawyer and at one point, they were spending more time at TfL than they were here!

In court, we were representing large numbers of members facing disqualification for 'totting up' to 12 points and if we were successful in retaining their DVLA licence, we would then have to go through the whole TfL appeal, and possibly another Magistrates' Court appeal to get their cab licence back.

### Lobbying for change

In an effort to restore some normality, we were and still are lobbying at both the national and London level trying to change things from both ends. This included the government and the DfT, as it was their Statutory Standards that TfL interpreted as the basis for the new policy and that TfL would point to justify their approach when we questioned it. We joined the Institute of Licensing to try to secure change in their suitability guidance (which underpins the DfT standards), guidance which is now being reviewed. We also briefed MPs



and Shadow Ministers and have fed ideas into Labour's manifesto development that could help to change things nationally over the longer term. In London, we lobbied and continue to lobby, the Mayor, Deputy Mayor and Transport Commissioner, as well as Assembly Members.

This led the GLA Transport Committee to include what was happening on the agenda of their inquiry into the taxi trade. I seized on the opportunity to lay out everything that was wrong in no uncertain terms. If you haven't already seen the session, you can watch clips from it on our website.

Ironically, it was only after this that some of the trade's loudest voices picked up on what has been happening and flooded their social media channels asking, 'What are the LTDA doing about this?'

### Success

As a result of the GLA meeting, many of the Assembly Members started asking tough questions of TfL and we provided example cases and evidence to support them in doing so. We have now been informed by TfL that they will be making some changes to the dreaded 6 Points and You're Out, sometimes 3 Points

and You're Out Policy. We are told they are going to rethink the policy and are looking to make some changes "to ensure it strikes an appropriate balance between ensuring professional driver standards are being met for public safety reasons while also ensuring that our policy position remains fair and proportionate."

We hope that this leads them to take a much fairer, more common-sense approach to enforcement - one which only sees action taken when drivers have been prosecuted for the most serious offences, which clearly do call into question their fitness to be licensed.

As we have been arguing in every forum we have, they must also ensure that a driver's track record is taken into account and the proper discretion is used to make any and all licensing decisions, instead of the computer says 'no', arbitrary six points and you're out approach we've seen to date, which has cost decent, hardworking cabbies their livelihoods.

### No more 3 points and you're out

In the meantime, for an interim period and until they have finalised the proposed policy

amendments, TfL have put in place some immediate process changes to ensure that any cases where a driver has incurred just three points on their licence for a driving offence are escalated to a senior manager for further review BEFORE a licensing decision is made.

We are told we should hopefully see the impact of this new process filtering through into TfL licensing decisions with immediate effect. We assume this means we won't see action taken against drivers in these circumstances, preventing anyone with three points from having their licence suspended, which was the most outrageous and unjustifiable way the new policy was being applied.

### Keeping the pressure up

We will keep the pressure up until we see the details on these proposed changes to ensure they deliver, but it seems things are now moving the right direction and this will bring the changes we need to prevent more drivers from losing their licence for simple and easy to make mistakes or receiving threatening letters questioning their fitness to be licensed. Ultimately, protecting our members interests, reducing the stress and addressing the culture of fear that has been taking hold over the last two years, with drivers feeling under immense pressure and worried to put a foot wrong, and some even leaving the trade sooner than planned.

I will keep you updated as this progresses and hope to be able to provide more details on the planned changes to the policy after a meeting with TfL, which will be held shortly.

### Fighting for members

In the meantime, the LTDA is working hard to protect members' livelihoods. At the same time, our legal team will continue to challenge, in every possible way, any decision which negatively impacts any member. You must still contact the LTDA immediately if you are concerned about any communications from TfL or the police.

LTDA



# Major Offence

**TfL might be about to make changes to their damaging driver policy, but cabbies still need to be careful out there.**

## Knowledge is power

**T**he issue on every driver's mind right now, and one that has everyone rightly worried, is the impact of TfL's Taxi and Private Hire Driver Policy and how easily a simple mistake can now cost you your Bill and your livelihood.

TfL has recently informed the trade that they are planning to make some much-needed changes to the policy but while we wait to hear what these are, please be careful out there. Here's what you need to know.

## A single mobile phone offence

Under the current, and let's face it, draconian policy, one of the most common reasons that a licence could be revoked or suspended is being convicted of a single mobile phone offence which results in six penalty points on your DVLA driving licence. To be clear, this is the case for anyone witnessed interacting with a phone or handheld device in any way. You don't have to be driving along casually using your phone, (in which case you probably deserve what you get for flouting the law), but you might innocently reach for your phone whilst stationary in traffic or at the traffic lights and find yourself in trouble.

## Major offences

Another reason is driving too close to a cyclist which could also be deemed by the police as 'driving without reasonable consideration for other road users' or in more serious cases 'driving without due care and attention'. If convicted of these offences you could be given between three and six penalty points. Then under the new policy TfL can revoke your taxi licence at six points.

Even if you receive less than six points, simply being convicted of such an offence means TfL can shockingly suspend your licence for a period of three months.

More than one conviction for a major driving offence within two years would also merit a

licence refusal and no further licence application would be considered up to seven years from your last offence.

A major offence is supposed to be any driving offence that carries six points or more, or certain specified offences where harm is caused. We are therefore disputing whether driving without reasonable consideration always falls within the scope of a major offence, particularly where a driver has only received three points and has caused no harm to anyone. We are seeing drivers losing their licence and ability to earn a living for three months for such an offence, which can't be right. TfL's recent communication suggests this may no longer happen, as they have put a new process in place to prevent unjustified licensing action being taken in these circumstances.

Any driver who has accumulated 12 points could also have their taxi licence suspended for six months or more, regardless of whether they are disqualified from driving by a magistrates' court.

## Stress and anxiety

This policy, and how it has been being applied, is causing significant stress for drivers and negatively impacting their mental health. Even when not losing their licence, drivers are being sent frankly terrifying warning letters almost threatening the loss of their licence should they put another foot wrong. This is not how a regulator should behave.

## Always inform TfL

Under the regulations that we must abide by, if we are licensed by TfL we are obligated to inform them of ANY points we receive within 21 days. Failure to do so can see your licence suspended or in jeopardy. We know that this timeframe is virtually impossible in most cases but do it as soon as you are aware that you will be receiving points. This is normally following the return of the Notice of Intended Prosecution (the form where you nominate the driver) and on receipt of a Conditional Offer from the police, where there is no awareness course being offered to you.

If you are fortunate enough to

be offered an awareness course, whether it's a speeding one or driver safety one, then you are NOT obliged to inform anyone.

## Don't risk it

To finish, I cannot stress strongly enough that you must NOT ever hold your phone, unless you are parked and the engine is off. Under no circumstances have video playing whilst driving, even if you believe it's to listen to the audio. It's illegal to use your handheld mobile device if you're stopped at a traffic light, queuing in traffic, or even to hold and use a device that's offline or in-flight mode.

Don't take the risk.

Table 1 below, taking into account the penalty imposed which will be an indication of the seriousness of the offence. Should the offence result in disqualification from driving, revocation will normally follow.

Table 1 - Major driving offences

i	Causing death or injury by dangerous driving	Revocation
ii	Dangerous driving	Revocation
iii	Causing death by careless driving	Revocation
iv	Causing death by careless driving when under the influence of drink or drugs	Revocation
v	Driving, attempting to drive, or being in charge of a motor vehicle with alcohol or drug level above limit	Revocation
vi	Driving, attempting to drive, or being in charge of a motor vehicle while unfit through drink or drugs	Revocation
vii	Failing to provide a specimen for analysis	Revocation
viii	Driving while disqualified	Revocation
ix	No insurance	
	While working as a licensed driver*	Revocation
	Not while working as a licensed driver	Three month suspension
	Second conviction within two years	Revocation
x	Driving without due care and attention	
	Driving without reasonable consideration for other road users	
	Six or more penalty points	Revocation
	Less than six penalty points	Three month suspension
xi	Second conviction within two years	Revocation
	Fail to stop/fail to report an accident	
	Six or more penalty points	Revocation
	Less than six penalty points	Three month suspension
	Second conviction within two years	Revocation

## Kirby's PCN Hotspots

The enforcement camera 'hotspots' that I am hearing about all the time from drivers who've been caught out are the following:

### YELLOW BOX CAMERAS

- All along Piccadilly
- 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

### CAMERA PCN ENFORCEMENT

- Harrods (Brompton Road) Over-ranking
- Tottenham Court Road
- Sopwith Way (Chelsea Bridge) Do Not Enter
- Cornhill (coming from Leadenhall Street)
- Bath Street EC1 No Motor Vehicles 24/7
- Wilton Road, Victoria Station Over-ranking
- Edgware Road W2 Red Route
- Borough High Street Red Route
- Tower Bridge Road Red Route
- Park Plaza Westminster Bridge Hotel, No Right Turn

### 20MPH MOBILE CAMERAS

- Vauxhall Bridge Road/Neathouse Place
- Harrow Road/Hermitage Street

**Aldwych, No U-Turn across the solid white line. This is police enforced and endorsable with 3 points.** **TAXI**





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# Get In & We'll Find It Together

Suzanne spoke to fellow cabbie, Paul Brown, about his new book, sharing stories from his decades as a London black cab driver - the good, the bad, and wonderfully eccentric.

## Airports & beyond

**I**'ve known Paul for years. When I heard he had written a book, I knew it would be a good read. He's always told a great story and has many tales to share from his years in the trade. I asked Paul to share the story of how he became a cabbie and ended up writing his book, *Get In & We'll Find It Together*. Over to Paul...

### So, how did I become one of London's finest?

Well, the truth is, I never really wanted to be one, I certainly had never heard of 'The Knowledge of London' but now, nearly four decades later, here I am, still here and still shoving the old sherbet around our great capital city.

8

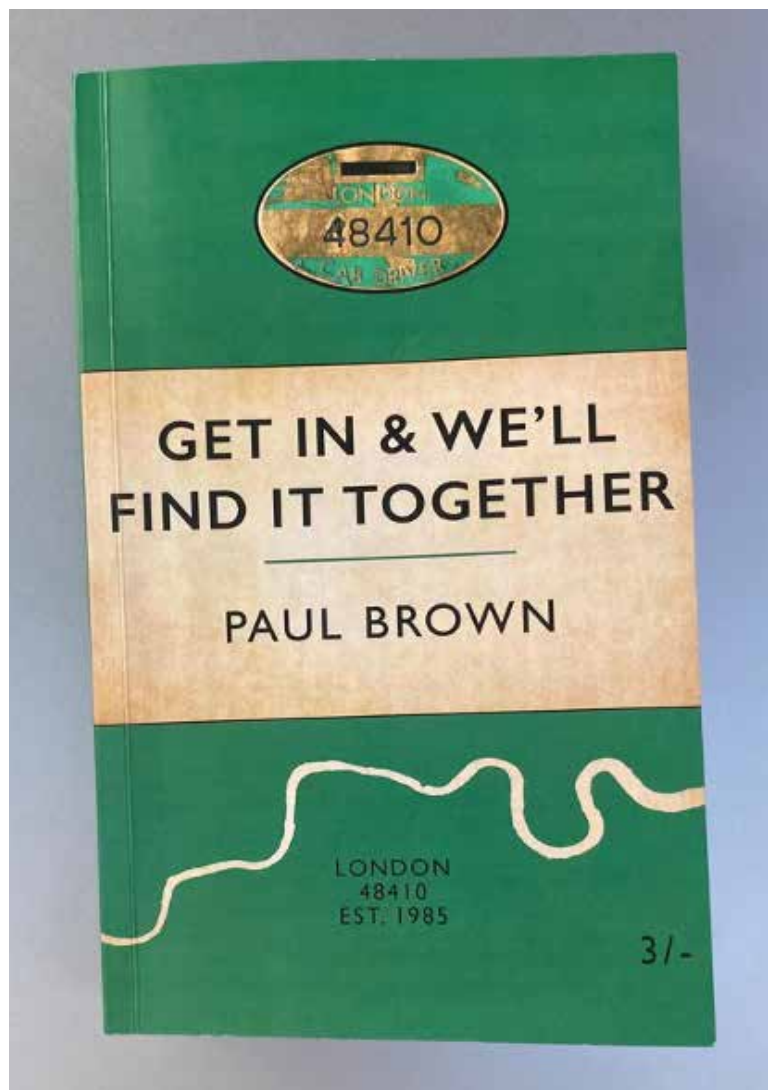
### A long road

I've owned six cabs, rented another six, and had two official complaints (fortunately that doesn't include the two hundred and twenty-two tear ups I've had with punters over the years that never actually made it to complaints desk at Tintagel House), and I reckon I must've done well over 200,000 jobs off the street by now.

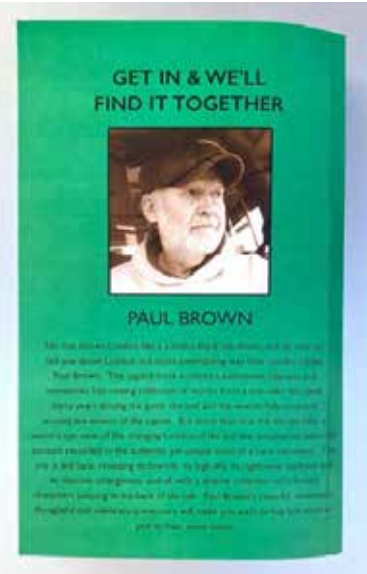
I was originally 42728, then I had another number that I can't remember, but I know I only owned it for less than six months, (all I can tell you is that I know the badge's final resting place is down a drain hole somewhere off of Tottenham High Road). Ever since then, I've been the proud owner of Green Badge number 48410, and had no more rollockings from the badge lady at window two on the 2<sup>nd</sup> floor of the PCO at Penton Street, so long may that continue!

### How it started

I was working a dead-end job in the warehouse at M&S on Oxford Street at the time, The Pantheon store, and I was bored out of my nut doing it. An old boy I was working with, Mick Stacey, (he was probably about 40 back then, but that's ancient when you're 22!) had been a London Cab driver for about 20 odd years and he was driving me mad to become one.



"I could NEVER do that Mick, look at the way they all pull up to the kerbside, pick the punters up straight away, do a U-turn, and then bang, they're gone!"



All I was interested in back then was football Saturday afternoons, live pub bands Saturday nights, Stellas every night, and trying to make the local curry house at least two nights a week before they shut at eleven, so you could bang an extra Cobra or two down, (oh, the exuberance of youth!). It wasn't very sophisticated but that was my life back then.

### 'I could never do that'

I was hanging out of the stockroom window skiving one Friday evening with Mick, looking at all the black cabs picking up punters from Oxford Street five floors below when I said to him,

*"I could NEVER do that Mick, look at the way they all pull up to the kerbside, pick the punters up straight away, do a U-turn, and then bang, they're gone!"*

*"Of course you can, Schmuck," he replied, "Just say to them get in & we'll find it together!"*

### On the Knowledge

A week later, there I was, doing all the paperwork at The Public Carriage Office, Penton Street, first floor, window three, trying to enrol as one of London's finest. Little did I know then that Saturday football, Saturday pub bands, Saturday stellas and late-night midweek rubys were all just about to take a serious back seat for the next two to three years.

And now thirty-eight eventful years on, here I am, Paul, Paolo, Big Paul Brown, '48410' still reporting for duty Sir!

### Early life

Life began literally for me on the eighth floor of Wilkins House, when Mrs. Brown gave birth to the smallest baby born in Westminster in 1959. I was raised on a wonderful council estate, Churchill Gardens in the People's Republic of Burgundy, (Passport to Pimlico land), a

great place to mold your formative years, full of nutters, but a great place to grow up all the same, and funnily enough, home to a very high percentage of London Cab Drivers.

### So how did I come to write this book?

Well, here we go again, but I never really wanted to!

However, the one thing that I always did know, was that if I ever did dare to have a go and write one, I knew it would be called.....'GET IN & WE'LL FIND IT TOGETHER'.

Be Lucky!

If you are interested in reading Paul's book, *Get In & We'll Find It Together*, email [paulbrown23@hotmail.com](mailto:paulbrown23@hotmail.com). The book is £9.99 or £12.95 posted anywhere in the UK.



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# TAXI Talks Charging with ESB Energy

**TAXI spoke to John Byrne, Head of eMobility at ESB Energy, to find out more about ESB Energy's charging network in London and the benefits for taxi drivers.**



**W**ith charging an electric taxi becoming more and more expensive and lots of different operators and charging options out there, it can be difficult to know what's best.

Irish company, ESB Energy provides dedicated taxi charging points commissioned by Transport for London, as well as a wider charging network across the capital. They want to work with cabbies to ensure they can charge their electric taxis quickly and easily, at convenient locations and get the most out of their vehicles.

**TAXI** Tell us more about ESB Energy and your offer for cabbies in London?

**John:** ESB Energy has a network of 130 rapid EV (50kW) chargers (350 charge points) in London including the Glass Yard rapid charging hub in Woolwich, all of which have contactless capability.

We offer 33 dedicated chargers in London for black taxis only. Our taxi membership allows cabbies to sign up to our network as members without paying any subscription fees, availing of our competitive membership rate offering lower per kWh rates.

We know how important charger reliability is when choosing where to charge your vehicle and we are proud to continuously deliver a ~99% reliable network for cabbies in London.

**TAXI** Why did ESB Energy want to enter this market originally?

**John:** ESB Energy has been Ireland's electricity system operator since its foundation in 1927. Our heritage and core competency is that of an operator of highly reliable and innovative electricity networks, and the application of this skillset to EV charging networks is a natural fit.

First entering the



John Byrne, Head of eMobility at ESB Energy.

electromobility business in 2010, we developed the first internationally interoperable EV charging network across the Republic of Ireland and Northern Ireland, consisting of circa 800 rapid and fast charging points.

We decided to expand into the British market in 2017 to achieve greater scale and to fulfil a market need as there was a lack of reliable EV infrastructure at the time.

Since entering the market in London, we have expanded to other parts of Great Britain including Coventry and Birmingham, investing over £13m of capital in developing EV charging networks.

ESB Energy became the first major charge point operator to operate rapid charging networks across all five countries in the British Isles following commissioning of our ultra-rapid (300 kW) charging hubs in Scotland and Wales in 2023.

**TAXI** With rising prices and growing demand, it's becoming difficult for drivers to find charging points and ensure they are getting the best deal. Why should cabbies choose ESB Energy's Rapid Charging Points over others?

**John:** Our competitively priced offering is currently cheaper than most charge point operators in Great Britain, according to ZapMap's January 2024 EV Stats and our taxi membership package also helps to keep prices down.

We provide taxi only dedicated chargers which are specifically for drivers of electric black cabs, making it easier for cabbies to find a suitable charge point while driving around London. We also have a great concentration of chargers across important busy taxi areas such as Westminster and Lambeth.

Our rapid chargers are easy to use and are very reliable allowing customers to confidently choose our network knowing we provide a positive experience when using our chargers.

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**TAXI** Drivers often report their frustration at driving to a charging point only to find it out of service. How reliable is ESB Energy's network?

**John:** We know how important it is for cabbies and all EV drivers to know that the charger you are

driving to is working and available to charge. Our EV Plug In app provides you with all this important information. We are proud to say our chargers in London have ~99% reliability which assures drivers that our chargers will work when they need to charge their vehicle.

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**TAXI** What's next for ESB Energy in London?

**John:** We are actively pursuing opportunities to significantly increase our network size in London. Keep an eye out for some interesting announcements about our network expansion in London over the next few weeks!

We are also continuing to install our ultra-rapid (300kW) hubs expanding our network across Great Britain.

**You can find more information about ESB Energy and their network by visiting [esbenergy.co.uk/ev](https://esbenergy.co.uk/ev)**

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# TAXI and LTDA Member Mail

**Subject:** Anxiety levels, stress levels, mental health status and the bully in the playground.

Dear Editor,

I have now been a proud licensed London taxi driver for the past 15 years. I absolutely love every part of this job but as the title of this email states I have felt myself over the past six months or so becoming more and more anxious about what TfL are implementing. My anxiety levels, my stress levels and my mental health are all being affected, and I can't be the only one out there who feels like this.

I've always been a happy go lucky laid-back type of person willing to help anyone who is in need and I really don't like the way I'm feeling at the moment, which is solely being caused by the Mayor and TfL. How can one man have your life in his hands? I feel like I'm being bullied by a nasty employer, and I have no means of redress. It seems there is no compassion, no common sense, no moral compass and no empathy when dealing with individual cases from what I am hearing.

My cab is always spotless. I dress in a manner which suits a London taxi driver. I am polite with every customer and obey the law in every aspect, but I am so worried that I can make just one mistake and my livelihood will be put on the line.

What happened to three strikes and you're out? You must be given a chance if you make a genuine mistake or have a genuine reason for what you have done. We all make mistakes and not this computer says no mentality.

12

Over the years I've put a little bit of money by for the rainy-day scenario. Unfortunately, the rainy-day scenario happened when Covid hit and wiped me out. I am now in the same position as I was when I first started - no savings and no backup plan, working day to day to earn my money to keep a roof over our heads, put food on the table and pay my bills. I would say probably many of us cab drivers are in the same position.

What the Mayor and TfL are doing is wrong in every aspect, in every way that you look at this. How could I face my wife and tell her that because of one mistake I have made us homeless, because if I was to lose my license even for a month this is what would happen I have not got the means to substitute no income. We can all work through when times are hard, as I'm sure we all have done in the past, but this is just crossing the line and playing with people's lives. I now understand how my brother felt when he was being bullied by his employer which was another government body, and it is a lousy feeling. I don't let my wife worry about my anxiety as she has been ill for the past ten years in and out of hospital.

I'm not turning this into a sob story but receiving the LTDA emails today highlighting three points and you're out, I have shown my wife the email and explained why I've been so stressed of late. She is disgusted that the Mayor and TfL can do this and are doing this, to hard-working normal people.

This industry is renowned worldwide as the best taxi service in the world. The Mayor and TfL should be shouting this from the rooftops and promoting and highlighting this instead of driving nails into the coffin in a way that feels designed to destroy us. This just shows the contempt that the Mayor and TfL has for the taxi industry. I can see this being in line with the Post Office scandal whereby people will be just thrown on the scrap heap and some could even take their lives because of the totally unnecessary pressure and stress put on them. I hope it doesn't come to that.

Yours,  
A very concerned London taxi driver

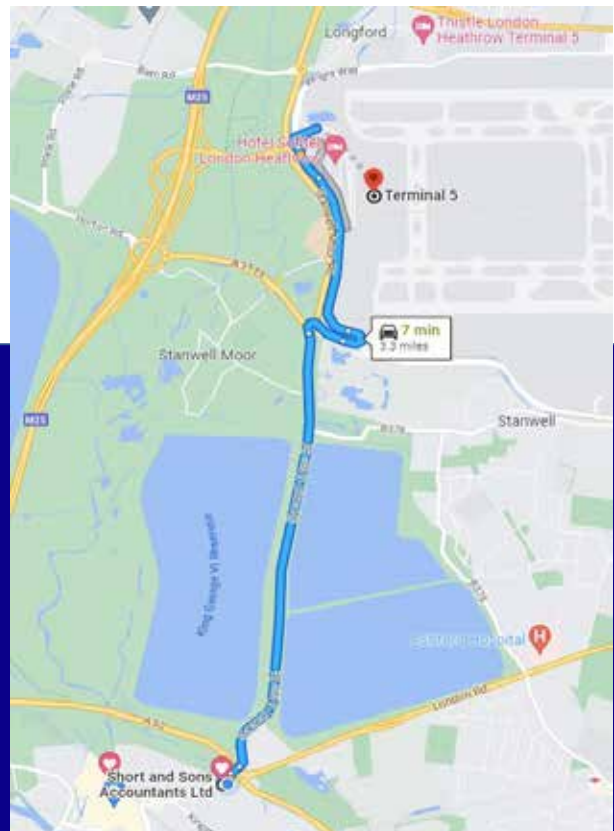




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# European News Round-up



Wim Faber is on hand to walk us through this month's top stories, from corporate transparency, to human rights, to demonstrations in France...



French regional workers are worried about social service fares.

## International correspondent

### Farmers take to French motorways

When it comes to unfettered militancy, French workers are the undisputed leaders on the continent. Their enthusiasm for demonstrating and taking to the streets to defend their unalienable rights is unparalleled, as recent

demos by farmers show. In January, they blocked France's motorways, gridlocking Paris traffic (and its taxi drivers).

But Paris cab drivers are more preoccupied about gaining access to the hermetically sealed-off sports areas of the capital, during the Olympic Games this summer. Their provincial colleagues have other worries, as their bread and butter are social service trips, ferrying patients to and from GPs, specialists and hospitals.

### Drivers inspired by farmers

Two weeks ago, these same taxi drivers (mentioned above) were inspired by these farmers and took to the same roads with their cabs in a go-slow. Why? Because in the framework the health service offers taxi companies every five years, there were no actual fares. It wasn't that the fares were not inflation-corrected, no, there were simply none. It wasn't

even a technical glitch. "It was as if they said 'Just do your jobs, and afterwards we'll see what it's worth to us'", fumed an irate union official. Thousands of drivers descended on large regional centres, like Marseille and Bordeaux, blocking them solidly. That message quickly arrived in Paris, and the Health Ministry started negotiations to cool the taxi trade's temperature. To be continued...

### Cheque, please! Uber to pay €10m Euros

Over to Amsterdam, where Uber has nestled itself in a swanky European headquarters. In this story, France and the Netherlands are closely linked. Just prior to 1<sup>st</sup> February, the Dutch Data Protection Authority (AP) fined Uber £8.5 million for violating data protection regulations. The platform does not provide sufficient clarity

about European drivers' data, it's claimed. According to them, Uber cannot prove how long it stores European drivers' data. Additionally, it is also unclear whether Uber sends employee data to countries outside of the European Economic Area (EEA). Remember a similar case in April 2023, brought by the App Drivers and Couriers Union (ADCU), won by three British and a Portuguese driver?

### Drivers' rights

170 French drivers complained to a human rights organisation, which contacted the aforementioned data protection group, who ultimately contacted their Dutch colleagues at Uber's European HQ in Amsterdam. Drivers allegedly find it too difficult to request data from Uber but, according to European guidelines, companies are obliged to pass on this information to customers and users.

Uber has included a form into its app where this data can be requested, but is said by those in

Dutch data protection to be in an illogical place. Additionally, Uber submits the data in a poorly structured file, making it difficult for drivers to interpret. Aleid Wolfsen, AP's chairman, emphasised it is important that companies handle employee data carefully:

*"Drivers have the right to know how Uber handles their personal information. Uber should have informed drivers better and more carefully. This shows that Uber has set such a high hurdle when drivers want to exercise their right to privacy, and that is not allowed."*

### Importance of transparency

In addition to the above, Wolfsen reiterated the importance of transparency in order to adequately protect personal data. "If you don't know what happens to your data, you won't know whether you're being disadvantaged or treated unfairly, and you won't be able to stand up for your rights."

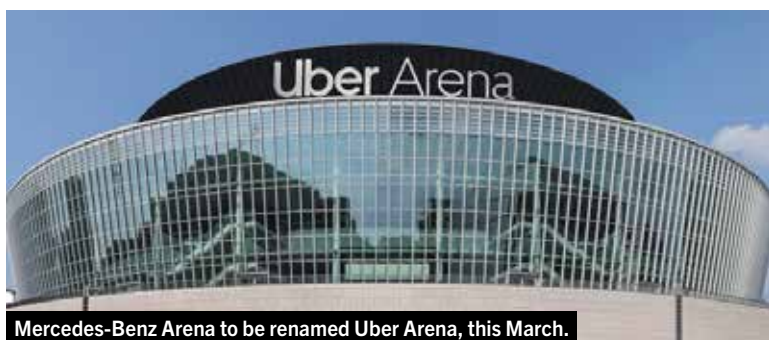
Surprise, surprise, Uber is appealing the fine. "The Dutch Data Protection Authority recognizes that Uber has resolved the small number of 'low impact incidents' reported by drivers," Uber said. "In addition, the

majority of drivers' claims were declared unfounded. We continue to optimise the processing of data requests and always work constructively with the authorities to address any concerns." The DDPA acknowledges that steps have now been taken to resolve any complaints. Nevertheless, a spokesman describes the violations as serious, handing out the £8m fine. Determining the amount, the AP takes into account the size of the company and the seriousness of the violations. At the time of Uber's violations, there were around 120,000 of the company's drivers in Europe.

### Berlin...

Meanwhile, to add insult to injury, when it comes to the Berlin taxi trade, the multi-purpose Mercedes-Benz Arena will, from March, be known as the Uber Arena. The large adjacent square, formerly the

Mercedes-Benz Platz, will be renamed Uber Platz, with preferential treatment for Uber. A spokesman for the German Taxi Association (GTA) suggested re-naming the square 'Platz der Schwarzarbeit' - meaning 'square for working in the black'. **TAXI**



Mercedes-Benz Arena to be renamed Uber Arena, this March.



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# SO YOU THINK YOU KNOW

## LONDON?

### The Aldwych

There are many road names across London that leave you scratching your head. From Gunthorpe to Laystall Street, there are a multitude of origins for them. One such road name that evokes mystery is the crescent-shaped thoroughfare that sits between The Strand and Kingsway, otherwise known as Aldwych.

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One of the many theories attributed to the name is that it means 'old witch', with the word 'old' deriving from the perceived prefix 'ald', and it's believed this was a derivative of 'auld'. This is, however, completely wrong. 'Auld' actually derives from 11<sup>th</sup> or 12<sup>th</sup> century Scotland.

The etymology surrounding the word 'wych' (also spelled 'witch') comes from the Old English *wice*, meaning 'pliant' or 'supple', which also gives definition to 'wicker' and 'weak'. This therefore indicates it does indeed mean 'old witch'. Again, said assumption is completely wrong.

It's thought 'Aldwych' actually translates as 'old trading place' or 'old settlement', and is of reference to a 7<sup>th</sup> century Anglo-Saxon settlement that was built outside the walls of Roman London.

It's said that after Alfred the Great had the walls of the Roman city refortified in the late 9<sup>th</sup> century and moving the settlement back inside, the former Anglo-Saxon home eventually became known by the moniker 'old'.

The road that it's named after is a relatively modern street, placed upon the site of a number of other ones, including the infamous 'Wych Street', with the name subsequently used for a station on the previous tram network. This ran under Kingsway and closed down in the 1950s. There was also an underground station located on the south side of the Aldwych on The Strand. This station was originally named Strand Station but was changed to Aldwych, eventually closing in 1994.

Nowadays, the Aldwych is a two-way street, with a number of theatres and hotels sited there, including the world famous Waldorf Hotel.







## The General of Clerkenwell

**R**oberto Alberto Rossi, otherwise known as Bert Rossi, was a British-Italian gangster and associate of the Kray twins. Rossi, referred to as the 'General of Clerkenwell', stood trial for murder in 1975. Despite being acquitted of the killing, a journalist linked him to 11 others. Astonishingly, Rossi did not dispute this figure.

Born in 1922 in Little Italy, Clerkenwell, and to Italian immigrants, Rossi earned the nickname 'Battles' due to his mother's pronunciation of his name. Even as a child he was considered to be extremely violent and, after dropping out of school, became a driver for Harry Sabini's gang.

Upon leaving that employment, he sought a job with another British-Italian gangster, Albert Dimes. Rossi ran nightclubs in Soho during this period, where although he would deal cocaine, he would be noted for refusing to deal heroin. In 1956, Rossi found himself jailed alongside "Mad" Frankie Fraser, for attacking fellow gangster Jack "The Spot" Comer. While in prison, he met Ronnie Kray, who he thought was "mad as a hatter", but chose to mentor him anyway.

The 1960s saw Rossi become an associate of the mafia, helping them infiltrate London's West End. Although acting as an enforcer for them in both the UK and US, it was claimed that his favourite position was acting as a minder for American boxers when they came to the UK, such as Rocky Marciano, Willie Pep, Joe Louis and Sonny Liston.

After being acquitted of the murder of Beatrice "Biddy" Gold in 1975, the 53-year-old decided to retire from his gangland activities.

Curiously, Rossi went on to live next door to former London mayor and prime minister, Boris Johnson. Much of his money that had been accrued during his criminal career was lost at the gambling table. A short while after his autobiography was released, Rossi died, at the ripe old age of 94.

## Daniel Mendoza

**B**ritain has a long and illustrious history with the sport of boxing, but very few match up to Daniel Mendoza, otherwise known as 'The Fighting Jew' or 'Mendoza the Jew'.

Born in Aldgate, in July of 1764, Mendoza, a descendant of Spanish Marranos (Jews coerced into conversion to Christianity), became such a popular figure in England that songs were written about him, and his name appeared in scripts and plays. His personal appearances would fill theatres, and portraits of him and his fights were popular subjects for artists.

At 13, he was apprenticed to a glass cutter, but fought with the employer's son and was forced from the position. Later, he apprenticed for a Jewish greengrocer and even a tea dealer, but Mendoza's fortune rested in his fists.

He was the first Jewish prize fighter to become Champion of England (1792 - 1795). Although he stood at only 5'7" and weighed in at 11.5 stone, he was considered a scrapper and is the only Middleweight boxer to win the Heavyweight Championship of the World.

It was Mendoza who brought changes to boxing, which included introducing the idea of defense. He opened his own academy in 1789, and published *The Art of Boxing*, a book that described his techniques.

The boxer's first win came against a chap known as 'Harry the Coalheaver', who he beat inside 40 rounds. A 1787 fight saw Mendoza not only win the bout, but also the patronage of the Prince of Wales (later George IV). He was the first Jewish person to have an audience with England's King George III, which both elevated Mendoza's own popularity but also triggered a vicious tide of anti-Semitism.

Mendoza laid claim to the English Championship after Benjamin Brain's retirement in 1791. Bill Warr (latterly Jem Belcher's trainer) challenged his claim, with the two meeting in Croydon, in 1792. The bout went 23 rounds before Warr's capitulation. The two men met again in 1794, with Mendoza emerging victorious in a little over 15 minutes.

The fighter's final appearance as a boxer took place in 1820, at Banstead Downs, against Tom Owen, where Owen claimed victory after 12 rounds. Mendoza died on 3<sup>rd</sup> September 1836, leaving behind 11 children.







# What's On? West End

Here's Charlotte, with a critical eye on what's hot and what's not at the theatre this month.

## Under the spotlight



### Just For One Day – Old Vic 📍

The jukebox musical is theatre's equivalent of Marmite, you either love 'em or you hate 'em. For those new to the term, jukebox musicals are defined as a stage musical in which some of the tunes are well-known, popular songs, rather than original music. And there's something to be said for seeing beloved classics performed by some of the finest talent in the West End. The downfall, however, often occurs with the filler plot designed to join one song to the next.

*Just For One Day* is the epitome of where jukebox musicals go wrong, with a poorly conceived and contrived plot, strung together to allow for performances of songs that made Live Aid so memorable. It's an impressive roster, featuring the songs of Bob Dylan, David Bowie, The Who, U2, Queen, The Police, Elton John, Paul McCartney, The Pretenders, Status Quo, Sade, The Boomtown Rats, Diana Ross and Ultravox. So its disappointment is even more impressive, considering how nonsensical and devoid of depth the story is.

A Greek chorus sits on the stage throughout the show, playing a range of characters and caricatures, to varying degrees of success – Bob Geldof has some charm, Margaret Thatcher less so. They recount the story of how the iconic Live Aid performance came about, in a bizarrely messy and bitty manner. The most frustrating thing about it all is that any and all of the emotion the show generates is totally reliant on the audience's sense of nostalgia and goodwill.



*Just For One Day* runs until 30<sup>th</sup> March.

### The King And I – Dominion Theatre 📍

*The King And I* feels like something of a safe bet. As a Rodgers and Hammerstein classic, this production is a revival that was first performed on Broadway, back in 2015. It's definitely a show you can take your mum or gran to, and they will love it. Anna (Helen George), a widow, and her son travel to Bangkok, where she has been assigned as a teacher to King Mongkut's children. She soon finds herself having cultural clashes and differences with the King (Darren Lee).

Whilst some of the show's elements feel problematic and haven't aged particularly well in the seven decades since it was written, there's still a lot to enjoy. The ensemble cast is huge and exceptionally talented. The staging is sumptuous and transportive. The leads have an excellent rapport and are a total delight to watch. The score is exquisitely performed, and the costumes are breathtakingly beautiful. There's also a slight feminist tinge to proceedings which is admirable, if not a tad clunky.

It's just a shame that things get bogged down in the second half, where it near enough grounds to a halt with an extended show within a show that, whilst somewhat contributes to the plot, feels like a frustrating barrier to the overall story.



*The King And I* runs until 2<sup>nd</sup> March.



## What else is on?

### ■ Double Feature - Hampstead Theatre (until 16<sup>th</sup> March)

Splitting between two different stories of battles between directors and their leading stars (Alfred Hitchcock vs Tippi Hedren, and Michael Reeves vs Vincent Price), this is a reflection on how all that glitters is not gold.

### ■ An Enemy of the People - Duke of York's Theatre: (until 6<sup>th</sup> April)

When Dr. Stockmann (Matt Smith) makes an unbelievable discovery about the healing waters in his local baths, he holds the future of the town in his hands, but those with everything to lose refuse to accept his word.

### ■ The Big Life - Theatre Royal Stratford East (16<sup>th</sup> Feb – 30<sup>th</sup> March)

A joyful and uplifting production, where the story of Shakespeare's *Love's Labour's Lost* meets that of the Windrush generation, in a fun-packed Ska musical that'll have you dancing in your seats.



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of the earlier houses had been demolished. The rich aristocrats had vacated their residences and moved onto more fashionable areas, such as Mayfair and Piccadilly.

The squares next incumbents were foreign diplomats, whose missions included Spain, France, Russia and Sweden. Their neighbours were professional men that included doctors, lawyers, dentists and architects. Two churches were built in the 19<sup>th</sup> century: a French Huguenot house of prayer on the northside, and St Patrick's Roman Catholic Church to the east. Only two houses survive from the square's inauguration, numbers 10 and 15.

### Mary Seacole (1805-1881)

There have been many female heroines in Britain who've performed courageous acts of compassion throughout history. Mary Seacole has always been on the sidelines of recognition for her resolute endeavours. On the northside of Soho Square, at number 14, there is an English heritage plaque that records her living in rented rooms at this address. It quotes: "*Jamaican nurse, heroine of the Crimean War, lived here.*" Her story is remarkable, but it is only in the last 20 or so years that she has received acknowledgement for her acts of kindness towards others.

Everyone has heard of Florence Nightingale and her achievements, yet the name of

Seacole seems to have been lost in the mists of time.

She played a huge role in the Crimean War (1853-1856), often tending to the wounds of battle-weary soldiers in the field of engagement. Born in Jamaica, the daughter of a free Black woman and a Scottish army officer, her mixed race background did not deter her from excelling in holistic medicine.

As war broke out, she offered her services to the British government, but the call to duty was refused, likely due to her ethnicity. Undaunted, she financed her own journey to Crimea and established a British hotel near Balaklava. Here, soldiers could recover from their wounds and the horrors of battle.

At the end of the war, she was financially ruined, but rescued by public subscription when her story appeared in a number of newspapers. Her autobiography, *The Wonderful Adventures of Mary Seacole in Many Lands*, was published in 1857. Since then, a modern addition has reappeared in 1980. Thankfully, this brave woman has at last received the recognition she so rightly deserves. **TAXI**

If you have any questions on London's heritage or are contemplating a tourist guide course, please contact me via [journeythroughtime@hotmail.com](mailto:journeythroughtime@hotmail.com)





# Do the Maths

**My advice would be to do the sums, look at what your total outlay is going to be and factor in the real condition of any cab before investing...**



22

## Cab you drive

**I** have always preferred to deal in later cabs if I can, it's just less hassle. An older vehicle that's been through two or three owners will have had a multitude of mechanics working on it over its lifetime. It could be hiding a multitude of sins under some nice new shiny paint.

I have seen cabs with cracked chassis that have been filled and painted to hide the problem, bulbs removed from dash displays

so that the red management warning light does not show and a hundred other tricks.

### Plate value

With all of this in mind, older cabs tend to trade on their plate value, so much for each plate left on the cab. For the last few years, this was always about £3,000 per plate, certainly for the last two years. Just recently, I have seen Euro V cabs with less than three years left being offered for quite astounding sums. I am told this is because they will be converted to Euro VI, once the conversion is approved. Even presuming that's right, the cost of the conversion needs to be

factored in. We don't know what it will be yet, but call it £10k by the time the VAT and everything is included. This means it would be cheaper to buy a late Euro VI to start with, not have the hassle of a conversion, and have a newer cab.

These prices just do not make sense. My advice would be to do the maths, look at what your total outlay is going to be and factor in the real condition of any cab before investing £10k into a conversion.

### Things to consider

You need to think about the following when assessing a cab's condition: What's the bodywork

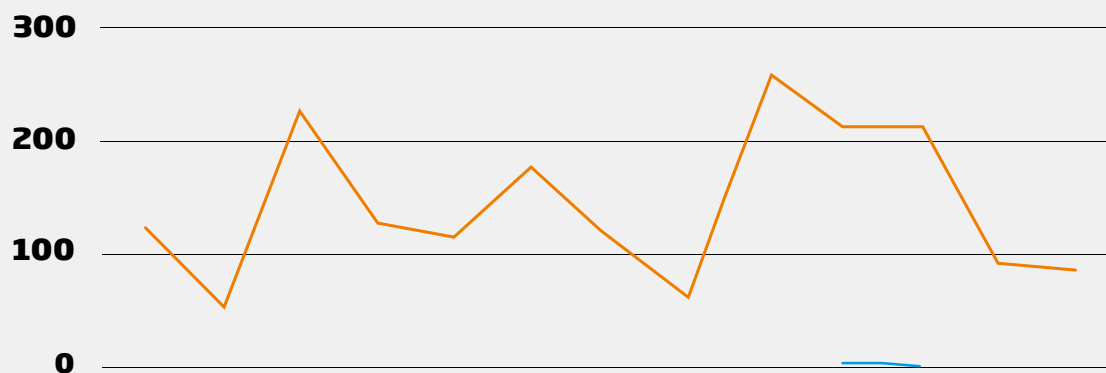
like? How much rust does it have? What are the seats, headlining, floor coverings all like? All the stuff that wears out and is not cheap to fix and make the cab unpleasant to drive. Ask yourself has it got to be changed before the cab comes off its last plate? As the Romans said, "Let the buyer beware!"

### Cab sales

On the new sales front, it was a very average January, with 87 new cabs joining the ranks, taking the total number of TXEs up to over 8000 and nearly 60% of the fleet.

Finally, I see there is still no news on the future of Plug in Taxi Grant, which unless something changes, is set to finish at the end of March. If you are thinking of buying a new cab any time this year, it might be worth considering the implications if the grant is taken away. It could mean a £7500 price hike, if you buy it after March.

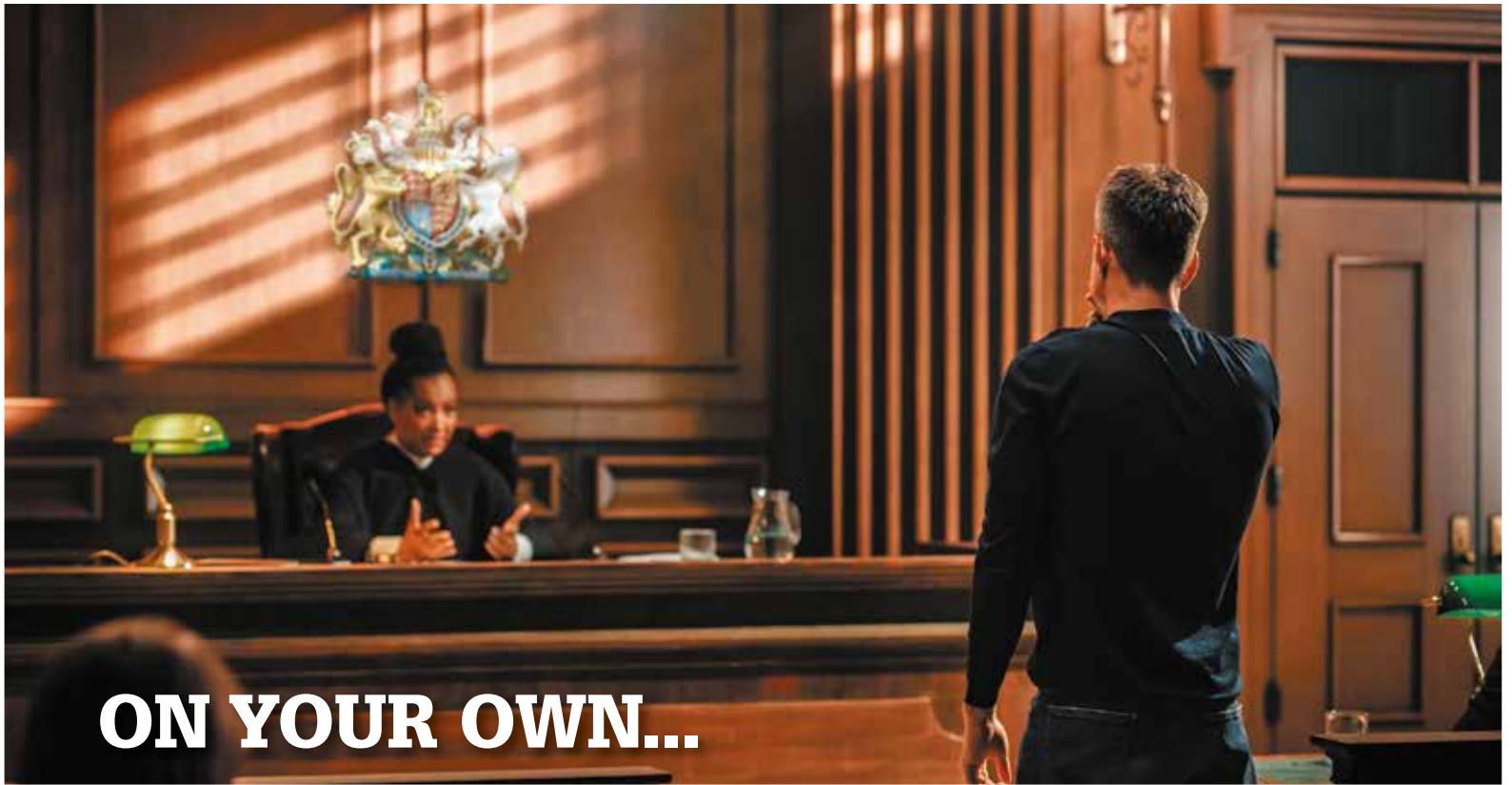
**TAXI**



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN
2023	123	49	225	126	117	177	114	61	259	210	211	94	87
2024										4	1		

DYNAMO	182
LEVC	8,006
TX2	64
TX4	4,366
VITO	2,146
TOTAL	14,764





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# Getting To Know Taxi Charity's Newest Committee Member

**TAXI** sat down with London driver, Paul Cook, to discuss his cabbie career and how the charity has changed his life.

**TAXI** How long have you been involved with the Taxi Charity?

**Paul:** I started volunteering in 2020, after hearing so many positive things about what they did. Dean and Colin, a couple of the drivers who already volunteered, were constantly telling me about the wonderful people they'd met and the great experiences they were having with the charity. So, in 2020, the time felt right to throw my hat in and offer support.

However, my only wish was that I had begun volunteering earlier! I've made friends for life here and have had experiences that money simply can't buy.

**TAXI** Tell us about what's happened so far this year.

At January's AGM, I was invited to join the charity's committee and was delighted to accept. I am responsible for health and safety, and will be working closely with Dick Goodwin on the arrangements for our trip to Normandy, this June, for the 80<sup>th</sup> anniversary of D-Day.

**TAXI** I understand that you are also well-known for something other than your driving?

**Paul:** Hah! My driving is great,

## RECIPE

### INGREDIENTS

Greek yoghurt, a cucumber, a clove of garlic, a pinch of salt, a teaspoon of mint sauce, half a lemon, and a dash of olive oil.

### DIRECTIONS

Grate two handfuls of cucumber and place between two sheets of kitchen towel. Squeeze all the water out and place to one side. Put 300 ml of Greek yoghurt into a bowl, add a pinch of salt and the cucumber, then mix. Add the teaspoon of mint sauce, a squeeze of lemon, the crushed clove of garlic and a splash of olive oil over the top.

Enjoy with warm pita bread, over a salad or in a lamb kofta!



but I have gained a reputation as the charity's cook. With the surname of Cook, it seems fitting that one of my hobbies is being one. I really enjoy spending time in the kitchen, as well as cooking at home, and usually try to bring something tasty with me on charity trips. It might be savouries like sausage rolls, or sweeter

treats like carrot or fruit cake, and I've never had any complaints.

On one of our trips to the Netherlands, I asked to use the hotel kitchen one evening and worked with the chefs to make savoury 'tear and share' for everyone, which went down a storm. And in Normandy this year, to keep costs down, I might

be in charge of making the lunches for the group.

**TAXI** Any suggestions for your fellow cabbies for something they could make after a long shift?

**Paul:** A quick and easy Tzatziki to bring back that summer feeling! (See recipe above.)



Paul Cook with Taxi Charity Volunteers in The Hague, at the Ambassadors Residence.



Paul with the hotel chefs in the Netherlands.



WWII Veteran Bill Gladden with Paul.



Paul with WWII veteran Mervyn Kersh.

## About the Taxi Charity for Military Veterans

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

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

To fund and facilitate their work, the charity is wholly reliant on donations, grants and sponsorship.

[www.taxicharity.org](http://www.taxicharity.org)

Fancy a limited edition D-Day 80 badge or windscreen sticker? Our special badges and stickers will raise funds to allow the Taxi Charity for Military Veterans to take up to 15 WWII veterans and their carers to Normandy this June, for the 80<sup>th</sup> anniversary of D-Day.

Please email [info@taxicharity.org](mailto:info@taxicharity.org) to reserve your badges or stickers.

To find out more about the support the Taxi Charity offers to veterans or to donate, visit [www.taxicharity.org](http://www.taxicharity.org)





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## CABS ACROSS BANK

Visit the website:

[www.CabsAcrossBank.London](http://www.CabsAcrossBank.London)

Or scan the QR code



**CAB believes that Licensed Hackney Carriages (also popularly known as “Black Cabs”) should be able to go where buses go.**

**Cabs Across Bank (CAB) is campaigning for Licensed Hackney Carriages to have access across Bank Junction and other currently restricted streets in the City of London 24 hours a day, 7 days a week, 365 days a year – 24/7/365.**

CAB would like to see similar restrictions lifted elsewhere across London.

Black Cabs are an integral part of London’s public transport system and lifting restrictions is important:

- **For accessibility** – to provide access everywhere for those with mobility challenges
- **For safety** – to ensure they are available across London all hours to ensure safety of women or vulnerable users
- **For tourism and hospitality** – Black Cabs are world-renowned for being safe and trusted by visitors to London
- **For businesses** – who rely on Black Cabs for fast, readily available transport. A reason that businesses choose the City and Central London to have offices

With some 50% now all electric, Black Cabs are also an **environmentally friendly** form of transport.

Please support the Black Cab trade by emailing your support and why you want unrestricted access for Black Cabs to Cabs Across Bank:

**Email: [CabsAcrossBank@gmail.com](mailto:CabsAcrossBank@gmail.com)**

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



## **The LTDA goes to bat for its members**

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



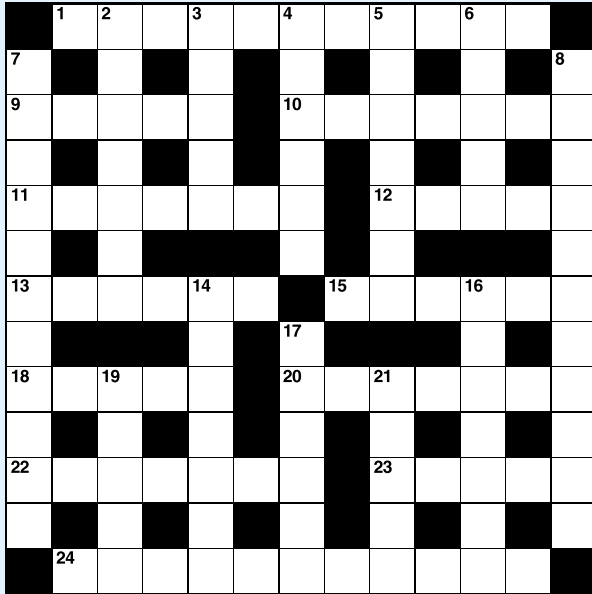
[www.ltda.co.uk](http://www.ltda.co.uk)





# Puzzler Page

## Crossword



### ACROSS

- 1 Royal residence in Norfolk (11)
- 9 Broadcasting live (2,3)
- 10 Liveried attendant (7)
- 11 Offer a favourable bet (3,4)
- 12 Abandon inhibition (3,2)
- 13 Voltage produced (6)
- 15 Unmoored (6)
- 18 Discussions (5)
- 20 Unclothed people (7)
- 22 Short film clip (7)
- 23 \_\_\_ Lee, Cockney rhyming slang for 'tea' (5)
- 24 Bus conductor's cry (5,6)

### DOWN

- 2 Psychotherapist (7)
- 3 Had the nerve (5)
- 4 Overrun (with vermin) (6)
- 5 Snarled menacingly (7)
- 6 Own up, come clean (5)
- 7 Abusive (4-7)
- 8 Not challenged (11)
- 14 Sudden increase (7)
- 16 Maintains firmly (7)
- 17 Part of a shoe (6)
- 19 Saint \_\_\_, Caribbean island (5)
- 21 Musical lament (5)

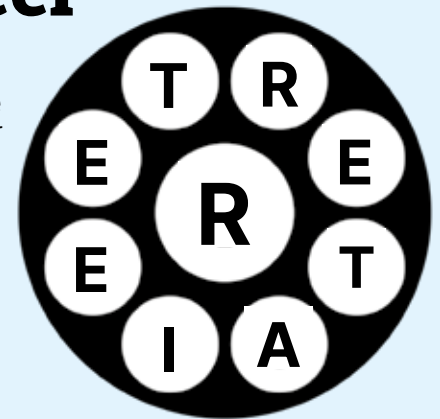
## Sudoku

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.

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

## 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.

	∇		∇	∇
			∇	
				5
		2		
∧			∧	
3			>	

All answers to puzzler on p30

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## Get in touch



James Martin



james.martin@cplone.co.uk



01727 739 197

#### LTDA Branch Meeting

The next LTDA Central Branch meeting will take place on Monday 18<sup>th</sup> March at 1pm. It will be held at Our Lady, Help of Christians, 4 Lady Margaret Road, NW5 2XT.

## CABS FOR RENT



07957 465423  
e16-taxirentals.co.uk

### TX4s TO RENT

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



## SERVICES & REPAIRS

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

Earn more by selling  
outside London.

We pay cash, collect  
and drive away.

**John**  
**07702 554934**

## CABS WANTED

- **Looking to sell your TX4?** Too old to replate? Call James London based buyer for quick and easy sale – 07931 964 857
- **All de-commissioned good quality TX4s wanted.** Instant decision, cash paid. We come to you. Also, white TX4 elegance wanted 07973 335 739
- **All de-commissioned good quality TX4s wanted.** Instant decision, cash paid. We come to you. Also, white TX4 elegance wanted 07973 335 739
- **Euro 5 about to be** decommissioned, Cabs wanted, TX4's and Vito's. Top Price paid. Call John 07702 554 934
- **We want your cab any condition** quick decision cash or bank transfer you decide, finance cleared if required – 07877 093 866

- **All cabs wanted. Tx4, euro 4, 5 & 6 also TXE wanted** We come to you, any condition, very quick decision. Cash paid instantly. 07702 554 934

- **De-commissioned your tx4's and Euro 5's?** Earn more by selling outside London. We pay cash, collect, and drive away. Definitely still buying. John 07702 554 934

## CABS FOR SALE

- **Cabs for sale. Main Dealer service history.** Non-fleet cabs. New stock daily. Cabs also wanted. Finance Paid 07957 465423

- **TX4 Elegance Euro 5, 150,000 miles,** full service history, plated till October, 2014, £10,000. Ring Jamie - 07982 713744

## CABS FOR RENT

- **Brand New TXe £345 pw** 24Hr Breakdown Recovery and Spare

cabs. Based in Romford 07877 093866

- **Rent Taxis, Euro 6 and also** LEVC Cabs from £250 - £345. We also do repairs on cabs, call Nick 020 7700 1045 / 07951 661 430

- **TXEs/TX4s available from £240 -** 07824630247

- **TXEs black no ads, Camden area** ring Steve - 07976729033

- **Tx4's for rent full back up phone** Paul at Bermondsey Taxi Rentals on 07831 371016

- **TXEs, TX4s and Vitos available** from £260 per week contact Sabri – 07958973944

- **All Vitos for rent, full back up,** based in East London – 07872 504 604

- **Euro5&6 vitos for rent, full** backup, prices starting from £230 please call – 07956211478



# LTDA APPLICATION FORM

Name \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_

Telephone \_\_\_\_\_ Mobile \_\_\_\_\_

Email \_\_\_\_\_ Twitter \_\_\_\_\_

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 \_\_\_\_\_

29

## 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:





# Up, Up And... A-stay?

It's been busy with airport runs this week, with people flying off here, there and everywhere! And, well, it got me thinking about jetting off...

## A woman of words

**O**n Monday, I picked up a couple of Ya Yas from The Boltons, in South Kensington. They said they were off to Heathrow to jet off to Verbier for a five-day snow break with the kids. They were a bit concerned because their nine-bedroom chalet was being refurbished, and had to settle for a seven bedder nearby. And, tragically, there was only one hot tub... and no outside bar!

They mentioned kids – so I checked in my mirror and there were just the two of them in the back, along with some very la-di-dah monogrammed luggage. I had to ask, “Er, haven’t you forgotten something?” They did a quick passport/ticket/black Amex/his and hers Cartier watch check and

answered, “No. We’re all good.” I replied, “The children?” They laughed heartily and Mummy told me, “We never travel with the children. Nanny Harriet and Nanny Maria do that.”

Daddy chimed in, “They’re just so sticky and messy and noisy... but super lovely,” Mummy interrupted. “Oh yes, of course,” agreed Daddy. Parents of the Year probably won’t be going to this pair.

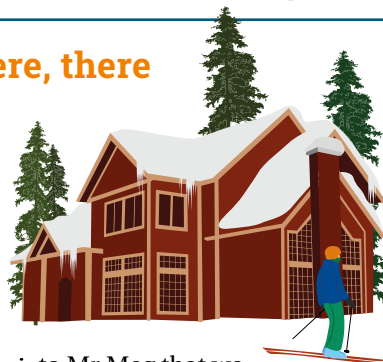
The following day, I headed back to Heathrow with a passenger who was flying out to Shannon, in the Republic of Ireland. Dressed head-to-toe in black, she told me she was staying just one night to attend her aunt’s funeral. “I’m sorry for your loss,” I told her, ever polite. “Don’t be!” she snapped, “She was a right b\*tch and took forever to die.”

I was deciding what to say to that when she continued, “And if I don’t get that sodding farm then

the next stop is a solicitor’s office. Or the barn for a shotgun.” This woman looked like she bought her sensible cardigans from Marks & Spencer, and regularly enjoyed a nice pot of tea and scone, so I was shocked by her hootin’ tootin’ firearm talk. She went on to regale me with tales of a generations-long feud that, by comparison, made *Succession* seem like *The Waltons*.

My next passengers to the airport were the cuddly, wuddly honeymooners. Lanzarote bound, they held hands in the back and were so young and full of optimism and hope. They made me feel positively emosh before reality kicked in. Soon, like every other married couple, they’d be bickering about taking out the bins and the toilet seat being left up.

All that airport time made me think about getting away from it all myself. At home, I suggested



to Mr Meg that we should book a summer holiday now, so we’ve something to look forward to over the next few months.

He wasn’t keen. I could tell by the way he ignored the question.

So I pressed, “We could go somewhere interesting. Do a bit of sightseeing. Rome or Prague?”

Silence.

“We could do something beachy. Just flop, read and drink pina coladas?”

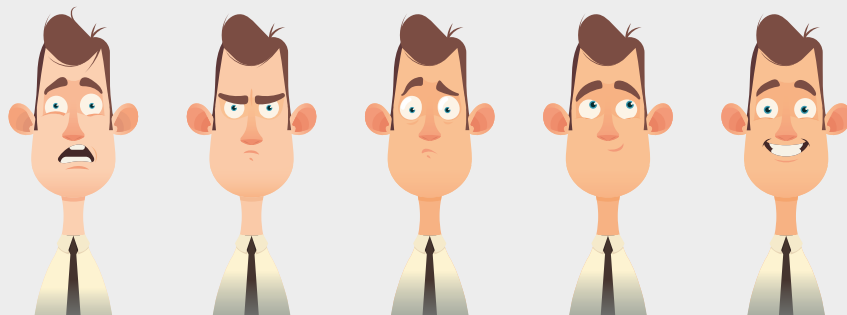
Silence.

“We could try a Mediterranean cruise?”

Nada.

Operation Get Me A Holiday 2024 has officially begun... **TAXI**

## PUZZLER ANSWERS



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

## Crossword

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### Sudoku

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

### Futoshiki

2	4	1	5	3
	∇		∇	∇
5	3	4	2	1
			∇	
4	2	3	1	5
1	5	2	3	4
∧			∧	
3	1	5	>	4
				2

### Wordwheel

**SOLUTION:** REITERATE

**All words:** Attire, eater, eerie, eerier, irate, iterate, rare, rate, rater, rattier, rear, retire, retreat, rite, tart, tear, teeter, tier, tire, titre, trait, treat, tree, trier, trite, REITERATE.

**Word targets:** Excellent: 23, Good: 19, Target: 14, Kids: 9





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