

COVER STORY

Pages 5 & 13

LICENSING SYSTEM BREAKDOWN

ANTHONY STREET Page 9

YOUR GUIDE TO THE LATEST

PODCASTS, FILMS & TV

MIKE WILLIAMS Page 16



www.ltda.co.uk

1st April 2025

#583



CHAOS AT THE PORT

FEEDER PARK GRINDS TO A HALT
WITHOUT WARDENS





50 YEARS
ComCab



JOIN OUR DRIVER WAITING LIST TODAY!

**AFTER AN INCREDIBLE RESPONSE THIS YEAR, WE'RE EXCITED
TO INVITE NEW DRIVERS TO JOIN OUR WAITING LIST!**

**Don't miss your chance to be part of something great. Secure your spot
now and be the first to know when new opportunities become available!**

We can't wait to welcome you on board – **Email** or **call** to register your interest
Register your interest today!:  **Join@comcab.com**  **0207 432 1600**

Inside... TAXI 583

- 3 | News
- 5 | Steve McNamara
- 6 | Paul Brennan
- 9 | Anthony Street
- 12 | Sam Houston
- 13 | Mohamed Abdi Mohamed
- 16 | Entertainment corner
- 18 | Steve Kenton
- 21 | Cab you drive
- 22 | Phil Brown
- 24 | Taxi Charity
- 26 | LTCFC Update
- 27 | Puzzler Page
- 30 | André Armanda

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

Editor
Katie Combes
E: editor@ltdda.co.uk

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

Advertising Sales
Jacob Holmes:
01242 259245
E: jacob.holmes
@fellowsmedia.co.uk


fellowsmedia
est. 1992

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted by any means electronic, mechanical or by photocopying without prior permission of the publishers. The views and opinions expressed in this publication may not necessarily be those of the publishers. Please note that the last day for inclusion of Classified line advertisements is five working days prior to publication. No liability is accepted by the publisher should advertisements not appear in the requested issue(s). While the publisher will take every care to ensure accuracy, no liability can be accepted for loss or damage resulting from errors.

TAXI ACTION PLAN FAILS TO DELIVER

Transport for London (TfL) has announced a new five-year action plan aimed at “addressing challenges faced by the capital’s taxi and private hire industry.” The plan recognises many of the challenges facing the licensed taxi trade in London, including the worrying reduction in the number of both licensed taxis and taxi drivers and mounting operating costs. However, the 14 ‘actions’ set out largely repeat or build on previous commitments and offer few solutions to the challenges taxi drivers and the trade as a whole face, as well as some more worrying consultations.

Measures outlined include ensuring that taxis continue to have access to bus lanes “wherever possible” and “encouraging boroughs to grant taxis access to bus lanes on borough roads.” TfL also commits to working with the government to secure greater powers “to make taxi and private hire services even safer, including powers to tackle cross-border hiring, powers to issue fixed penalty notices and powers to regulate taxi booking companies.” There is also a focus on improving driver training, including introducing new online voluntary training courses and new Disability Equality Training.

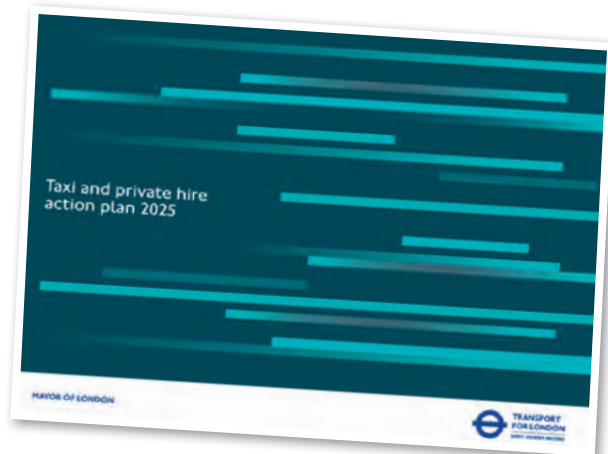
The plan also sets out an unspecified commitment to “making further amendments to The Knowledge to help attract new people to join the taxi trade” and, “working with the trade to consider options to make better use of technology and for further changes to modernise the assessment process and make it more efficient.” On taxi ranks, the plan commits to “reviewing the optimum allocation, position and design

of taxi ranks, including at public transport hubs.” Finally, there is a promise to lobby the government “to continue the plug-in taxi grant, reduce VAT from public charge points and remove VAT from the purchase of taxis and designated wheelchair accessible private hire vehicles”

Commenting on the new plan, Steve McNamara, General Secretary of the Licensed Taxi Drivers’ Association said:

“This Action Plan is a missed opportunity. It’s filled with platitudes about the importance of licensed taxis and recognises the serious challenges we face, yet it sets out no real plans to actually address those challenges. Despite the problems the industry is facing being repeatedly reiterated to TfL and the Mayor, instead of actions, what we see are the same hollow promises to ‘work with us,’ ‘consult,’ ‘encourage’ and ‘lobby’ for things the government has already made up its mind on, with no concrete action to support hard working taxi drivers.

“It’s very clear to us that London’s licensed taxi drivers are in this alone and it’s being left down to us to ensure the longevity of London’s iconic black cabs and the vital service they provide.”



CABBIES FOR CLIMATE LAUNCHES BILLBOARD CAMPAIGN

The *Cabbies for Climate Campaign* has launched a series of billboards around central London, to make it clear to Londoners and policymakers, that cabbies are doing their bit to help the environment, but need more support from TfL, the Mayor and the government. The campaign is led by climate action charity, *Possible*, with support from the LTDA. It aims to raise awareness of the great work being done to reduce emissions by London’s hardworking taxi drivers through their investment in new electric taxis, which now make up 60 per cent of the fleet, whilst highlighting the financial challenges and barriers that prevent many from making the switch. The group is calling for more financial and other support to help drivers, particularly those with cabs due to come off the road soon.





Short and Sons Accountants Ltd
Centurion House
Staines Upon Thames
TW18 4AX
07481 479933



We can help you!



• **£299 FEES PER YEAR, INCLUDING VAT!**

- Established 2017 & 1000s of returns filed
- 100% Green badge holder owned!
- Offices only 7 mins drive from LHR T5!
- Capital allowances used most efficiently
- Sign off your return using your mobile
- 200+ online reviews
- Join us in 2 minutes! Save £100s in fees.
- All are welcome! Electricians to plumbers!
- Ltd companies, payroll, VAT, property, CGT

Call Jason Short on 07481 479933

WWW.SHORTANDSONS.CO.UK



**TAXI FLEETS,
GARAGES AND
DRIVERS WELCOME...**

to our financial services platform, where we specialise in providing unregulated business loans to limited companies in Greater London. Our flexible loan options range from £5,000 to £25,000, giving your business the financial support it needs to thrive.

With us, you're in control of where you invest, allowing you to tailor your loan to your unique business needs.

WHY CHOOSE QUICK MONEY?

Our business loans can be used for any legitimate business purpose, and the possibilities are endless. You know your business and goals best, so you decide how to utilise the funds. Common uses for our loans include:

- Boosting cash flow
- Covering operating costs and expenses
- Meeting staff wage demands
- Bridging the gap between invoices and payments
- Supplementing seasonal income
- Purchasing materials, inventory, or stock
- Ensuring a steady cash flow during projects with stages customer payments

**A BETTER
ALTERNATIVE**

Our business loans offer a more practical alternative to managed overdrafts or credit cards. When these lines of credit are exhausted, businesses often find themselves without the necessary funds for day-to-day expenses and contingencies.



www.quickmoneyonline.co.uk
stevemardon@qmo.loans | (020) 7487 5755
36 Albemarle Street, Mayfair,
London, W1S 4JE



General Secretary
Steve
McNamara

The Few Harming the Many

Quite why the airport authorities would take note of the usual suspects, who undoubtedly motivated by jealousy, lobbied to cause this chaos, is a mystery.

Steve's comment

Many of you will have seen headlines a couple of weeks ago claiming that the cab trade would be gone in 20 years. Well, I am here to tell you that we aren't about to let that happen. The report by the *Centre for London*, sponsored by *FREENOW*, made some sensible recommendations about how TfL and the Mayor should be supporting our trade, but of course the journalists focused on the negative bits and went with the scary headline.

We aren't going anywhere

It's not hugely helpful to us in the trade to hear things like that, and I know for some it was a blow undermining confidence. On the other hand, the benefit of headlines designed to shock, is that they put more pressure on TfL and the Mayor to actually do something, if they don't want to be blamed for our apparently forthcoming demise.

In response to the report, I did the rounds telling everyone that we aren't going anywhere but that we do need more support to reverse the negative trends in driver and vehicle numbers impacting our trade right now. I also made it clear that there is demand and a clear role and need for black cabs, which won't change any time soon.

Self-inflicted chaos

The capacity of the taxi trade to self-harm never ceases to

amaze me. We saw it during the early years of Uber's attack on our business, when the very people we needed on our side – to recognise the licence breaches, the price subsidies and fixing and everything else – were subjected to the most relentless, horrendous and personal online abuse by a handful of cabbies, who were seen as representative of our whole trade.

The latest example of us stabbing ourselves in the back is at the airport. For the last few years, a system of marshals or wardens, as they were known, volunteered to organise the parks, squeezing cabs in and ensuring that the transfer from the north to

the south parks was constant and smooth. In return for their labours, there was a system whereby they were paid in 'rides' enabling them to bypass the park at the end of their shift. The system

worked. The police were rarely, if ever, called to close the parks due to over ranking and a steady stream of cabs were guaranteed to be on the terminals when wanted.

Stood down

Unfortunately, the green-eyed monster reared its ugly head and a few so called 'representatives', who were not wardens started to bombard the airport authorities telling them that the 'drivers' did not want the wardens, and that the feeder park would work just as well without the wardens. Eventually, on the Sunday evening, the airport authorities caved in, and the wardens were stood down.

Depending upon who you listen to Monday morning was either a disaster or calamitous,

The newspaper of the Licensed Taxi Drivers' Association



with empty rows in the south park, cabs queuing to get into the north park and a shortage of cabs on the terminals, as confusion reigned at the exit barriers. The morning was topped of when the police arrived and closed Newall Road, telling drivers the park was full, when in reality it was anything but. As the week progressed, the confusion levels were up and down. The police became regular visitors, bringing with them cones and flashing lights highlighting the problem.

Chaos in whose name?

Quite why the airport authorities would take note of the usual suspects, who undoubtedly motivated by

jealousy, lobbied to cause this chaos, is a mystery. They represent only a handful of drivers, most of whom are now supporting the reintroduction of the wardens, along with the vast majority of the airport regulars we represent.

How many rides we have lost as passengers walk away from long queues at empty ranks on the terminals or how many cabbies are turned away from the park we will never know. It's the opposite of Churchill's famous quote when he said, "Never in the field of human conflict was so much owed by so many to so few." In this instance, never has so much chaos been caused by so few to so many! ■



Chairman
Paul Brennan

Cock-up or Conspiracy?

As ever it's probably more cock-up than conspiracy, but you have to ask, if they can't get their envelopes right, what's the chance of them getting anything else right?

Top Rank

Losing a week or two's work and therefore income because you don't have a taxi licence is becoming all too common for drivers. Historically, it would have been because a driver had forgotten to do something or simply left it far too late to complete the relicensing process. Now, the reason is that all too often, TfL are simply getting things wrong. Whether it's because they are short staffed or too many are working from home and unable to properly train the new incumbents, I don't know, but it needs addressing ASAP.

Livelihoods at stake

TfL regularly now send drivers a 'fitness to be licensed' letter, when in reality it should be no more than an advisory or at worst a formal complaint, requesting a response. They seem not to care how a driver who receives this letter will feel having their livelihood threatened, but they have been told. Unfortunately, they appear not to care that they are unnecessarily causing driver's mental anguish.

We're seeing drivers unfairly losing their licence, whether it be a temporary holiday of a month or two or a complete revocation because TfL deem then as 'not fit and proper'. If you ask me, it's TfL who are not fit and proper and it is they who should lose their licence to regulate.

Conspiracy theory

Some drivers believe that TfL are against the trade and that there is a full-blown conspiracy within, hell bent on our downfall. And it's no

wonder drivers feel this way when you look at many of the things TfL as an entity has done. Whether it be the previously mentioned explosion in fitness to be licensed letters which are now being sent out at alarming levels in cases where a driver's fitness should not be in question or the fact that drivers are left unable to work for a week or two due to a delay in processing their renewal or medical information with zero consideration of how they pay all the bills. How would they feel or survive, if we took away a week or two's salary from them for no good reason?

And I have not even mentioned the licensing of thousands and thousands of additional private hire drivers to add to an already restricted and crowded road network. It used to be the case that there were two and a half times more private hire drivers than taxi drivers now that figure

is, there are almost six and a half times more for every black cab you can see. And then of course, there's all the drivers from Wolverhampton who are joining the ranks with little to no recourse. This is in large part thanks to apps permitted by TfL, who in turn, are permitting these drivers to work on our streets.

This is all at a time when the Mayor, TfL, Councils and multiple lobbying groups are calling for less cars on the road, so everyone can be walking, cycling or wheeling! If that doesn't smack off hypocrisy then I don't know what does.

The little things matter

Going back to the point of this piece, whether its cock-up or a conspiracy against the trade by TfL – as with many things, it's generally more cock-up than conspiracy. A prime example of such a cock up are the envelopes pictured below. As you can

see, these are the envelopes TfL supply to drivers to post their documents back to them. On one they haven't even managed to complete their own name correctly, it reads 'Transport of London', when of course, we all know it should be 'Transport for London'. Now in the scale of things, this is minor, no one will be without a licence and unable to provide for their families as a result. At the LTDA, we've simply produced stickers that we can put on the envelope to correct the address to make sure drivers documents get where they need to go. It does however highlight my bigger point, if they can't get their envelopes right, what's the chance of them getting anything else right?

When it comes to being fit to do the job, if you ask me it's time TfL looked in the mirror and questioned themselves before they send out any more letters to hardworking drivers simply trying to earn a living. ■



"If they can't get their envelopes right, what's the chance of them getting anything else right?"



Having trouble getting a Mortgage?

We've got the knowledge.

Equity Release • Mortgage Advice • Protection



At Allan Reece Associates LLP, we work with the country's leading mortgage lenders to find the **right** solution for you.

For over 25 years we have arranged mortgages for licensed London taxi drivers. Call today to speak to one of our specialist team and find out how we can help you.



allanreece
ASSOCIATES LLP

Call now to arrange a **FREE** consultation
0203 935 7999

Capital House, Appleton Way, Hornchurch RM12 4XY • info@arallp.co.uk • www.arallp.co.uk

YOUR HOME IS AT RISK IF YOU DO NOT KEEP UP REPAYMENTS ON A MORTGAGE OR ANY OTHER LOAN SECURED ON IT. Allan Reece Associates LLP is Authorised & Regulated by the Financial Conduct Authority. FCA Number: 798177.

KPM AUTOMOTIVE

**RE-FINANCE
YOUR TAXI
BALLOON**



- Bespoke financial packages
- Option to raise additional funds
- Extended warranties available



0207 377 2182

164-172 Lukin St London E1 0BN

www.kpmautomotive.co.uk

KPM Automotive Ltd is a credit broker and not a lender, authorised and regulated by the Financial Conduct Authority 654802

One-to-One Personal Service

Martin Cordell & Co

Accountants & Tax Specialists to the Taxi Trade

Our services include:

- Preparation of accounts
- Bookkeeping
- Tax Returns
- VAT Returns
- Payroll
- Tax enquiries and investigations
- Loss of earnings claims
- Company formation and advice
- One point of contact for ongoing continuity
- Easy payment terms

FREE & SECURE PARKING ON SITE

We understand your business and we're here to help, so let us take the strain of dealing with your accounts and tax obligations.

With over 50 years' experience of the taxi trade and more than 30 expert staff members, we believe that we are the leading taxi drivers' accountancy firm in the UK.

Phone us today on:
See us at:

020 8980 7161
Unit 6, Quebec Wharf
14 Thomas House
Limehouse
London E14 7AF
9 Church Road, Stanmore
Middlesex HA7 4AR
info@mcordell.co.uk
www.martin-cordell.co.uk

Or:

Email:
Web:

CALL US TO ARRANGE A FREE FIRST CONSULTATION - IN PERSON OR OVER THE PHONE

THE ALBANY TAXI CHARITY

are holding their AGM on

**WEDNESDAY 30TH
APRIL 2025 at 15:00**

This is open to all that would like to find out more about the Charity, meet the Committee or have any suggestions.

Venue: MONTROSE PARK CLUB
158 Hurst Road, SIDCUP
Kent DA9AJ

For further information please contact
the Secretary on 07734049735



Sutherland Direct

**The Black Cab
insurance specialists**
with 50 years in the business

Single vehicle or fleet
**Free Breakdown
Insurance**



Rated 4.8 out of 5 on Google

Call now on **0330 124 3890**
sutherland-direct.co.uk

Fleetwood Assessors can be of assistance with all your accident circumstances regardless of whether they are fault or non fault and discounts offered to LTDA Members

- Accident Damage Assessments
- Consistency Reports
- Desktop Reports
- Low-Velocity Impact Inspections
- Repair Costing
- Salvage Valuation
- Total Loss Negotiation
- Vehicle Valuation
- Total Loss Post Inspection Report
- Mechanical faults



✉ info@fleetwoodassessors.co.uk ☎ 01702 597370 🌐 www.fleetwoodassessors.co.uk

We provide consultancy and deal with resolutions of disputes that occur within the industry, this being not only London Taxis but the automotive industry

We are proud of our association with the Black Cab Trade, with over 20 years experience. We have excellent knowledge of the TfL (Transport for London) and outer London Councils procedures, conditions of fitness, which is extremely important when involved in an accident or vehicle dispute. Over the years we have built up a good relationship within the industry, which is beneficial when dealing with these types of incidents.

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



Executive
Anthony
Street

System Failures Put Livelihoods on Hold

We are doing everything in our power to overcome these licensing issues, helping drivers navigate a system that should be working with us, not against us.

Streets ahead

When 'LARA' TfL's new licensing system was launched, it was meant to modernise and simplify the licensing process for drivers. The system promised convenience, transparency, and efficiency. Instead, it has plunged the taxi trade into chaos and is causing financial anxiety for many licensees.

Since its implementation, the system has experienced numerous glitches and delays. Drivers are finding themselves unable to renew their licences on time, left at home while their income disappears. The phones in our office haven't stopped ringing. Each call is another driver in distress, another family under financial pressure, and another example of a system that simply isn't working.

Hurting not helping drivers

Any system overhaul comes with growing pains, that's to be expected, but the volume and seriousness of the issues we are seeing daily go beyond that. We are dealing with cases where drivers have submitted all the correct information, only to be asked for the same documents again and again, which is extremely frustrating.

In one instance, a driver with an expiring licence did everything right. He completed his DBS check and subscribed to the update service but was then told he hadn't completed the update service correctly. We provided TfL with the necessary information, only for the member to then receive an

email stating that his HMRC tax code was invalid. We checked. It was valid. This is not the applicant's fault, nor is it just a technical error. It's a direct result of system failure or human error on TfL's part.

Widespread not isolated

Sadly, this is just one of many examples. We've submitted complete information for multiple Knowledge students, yet TfL continue to request information already provided. Months have passed with no contact or confirmation. These individuals have put in immense effort and time studying for their final exam, only to be met with silence.

If TfL requires further information from drivers, why does it sometimes take two to three months to make such a request, often just weeks before a licence is due to expire? Once the licence application is received, it should take no longer than

two weeks to assess the information, leaving time for any issues to be resolved.

One driver, who successfully passed his final exam on 10th March, did not receive his badge on the day. He had planned a special dinner with loved ones to mark the occasion. Disappointingly, he was told there was a system

failure and to come back in a week. The following week, he still couldn't collect his badge. It wasn't until the following week that he finally received it.

"We've called on TfL to allocate additional support staff and to communicate clearly and promptly with those affected."

Overwhelmed but still fighting

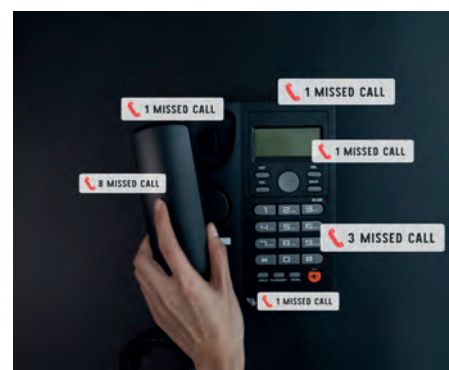
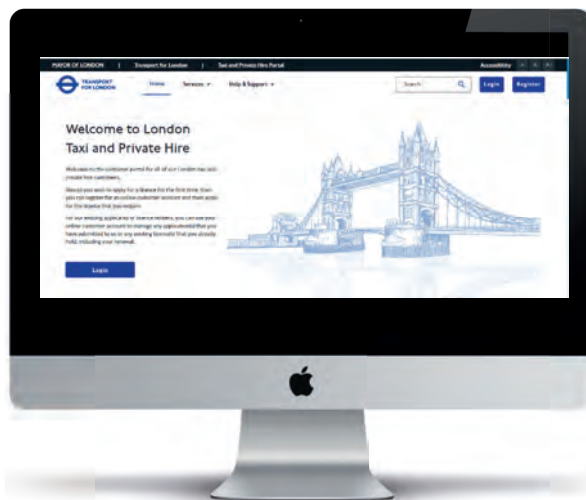
At the LTDA, we are doing everything in our power to overcome these issues, helping drivers navigate a system that should be working with us, not against us. Despite our best efforts, there are

simply too many drivers needing urgent help and not enough answers coming from TfL. Drivers cannot speak to anyone directly; they email TfL and receive only a generic response, which is deeply frustrating.

Our team has escalated urgent cases, flagged repeated system failures, and tried to engage directly with the relevant teams. We can see some progress but its slow and the volume of unresolved cases continues to grow. TfL are reportedly working extra hours to resolve the issues as quickly as possible but the pressure it's putting on our team and our members, who depend on this process to earn a living, is unacceptable.

We've called on TfL to allocate additional support staff and to communicate clearly and promptly with those affected to ensure no one is left in limbo waiting to hear what's happening with their application or renewal.

This trade is built on professionalism, pride, and public service. These drivers have earned the right to work, let's not allow a faulty system to take that away from them. We will be meeting again with TfL to address these issues, and I will keep you all updated. ■



app work that's the same as street work.

jump for passengers. *The app with no fees!*

hop into London's biggest black cab fleet.

skip the fees, pay only the meter.

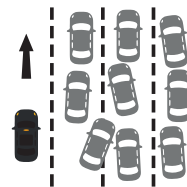
jump! The best way to get around London.



Hail a black cab instantly with the **jump** app.



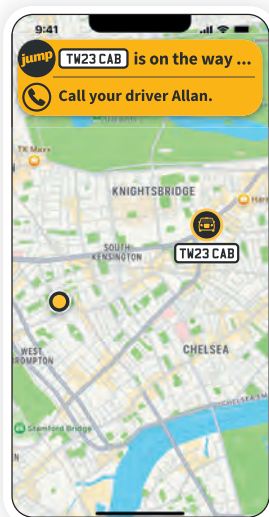
Get about with drivers who have the world-famous Knowledge.



Journeys in central London are typically twice as fast in black cabs.



Pay your driver at the end of your journey by card or with cash.



There's no sign up—no creating accounts, passwords, or registering credit cards.

Open the app, enter a destination, and pay the meter fare by cash or card in the cab. Simple!

jump doesn't charge the passenger any fees.

- ~~Surge fees~~
- ~~Booking fees~~
- ~~Admin fees~~
- ~~Green fees~~

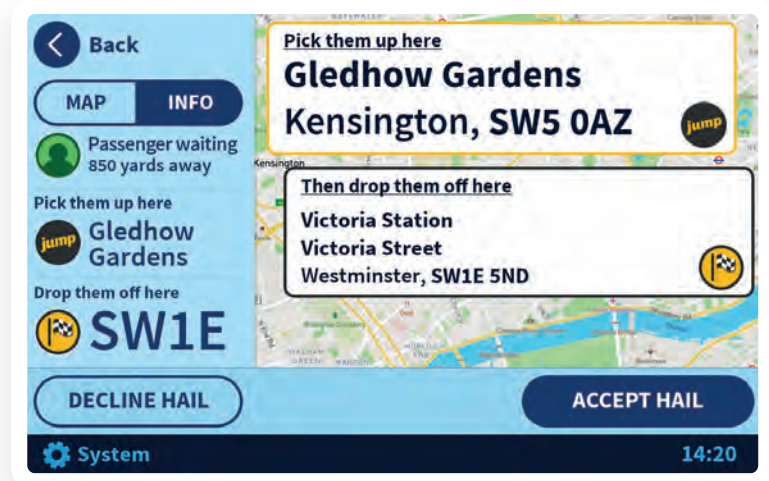
Just pay the meter fare!

jump for drivers. *0% commission forever!*

It's the same as the street for you because ...

jump is built into the Taxiworld System and linked to your meter.

A job automatically appears on your driver screen for you to accept or decline.



jump work straight to your driver screen.

If the passenger pays by card, you pay the usual processing fee.

If the passenger pays by cash, you keep it all!

0% commission forever!



The app for black cabs.

TAXIWORLD • 020 8885 8666 • taxiworld.co.uk



Senior Rep
Sam Houston

Here to Stay

I find the suggestion Black Cabs will disappear completely slightly offensive, but we do have to be real – numbers of both drivers and taxis are declining steeply and this needs to be addressed.



M4 musings

The Trade got a bit of publicity the other day after the 'Centre for London' published a report, which was also funded by one of the apps. Personally, I find the suggestion that Black Cabs will disappear completely slightly offensive, but we do have to be real – numbers of both drivers and taxis are declining steeply and this needs to be addressed.

The problems

Readers will be well aware of the problems:

1. There are far too many private hire drivers, almost everybody seems to concede this except PH operators. It's not impossible that some mechanism might be found to impose limits, and it feels like there is more will now than previous years but meaningful change seems a long way off. Maintaining the status quo just allows big PH to continue offering artificially cheap prices, while drivers struggle to earn a living, and the streets grind to a halt.

2. Our vehicle is expensive, as are our other costs. This, combined with swinging inflation in recent years has led to a sort of Jenga style series of adjustments to our tariff that have made some drivers worry that customers are being priced out. The current nature of tariff regulation means that if our costs increase and we do not raise fares, Taxi drivers must bear the cost in perpetuity.

"Let's hope the coming season is a good one, if it is, I will be making as much hay as I can while the sun shines."

3. Exclusion and shrinkage of road space. This is the one area where TfL and Councils could really make a difference to us by recognising that Taxi drivers deserve a market advantage

for their investment both in the Knowledge of London, and also the 100 per cent accessible ZEC vehicle and associated regulatory costs. I do feel that we have turned a corner in this argument and many administrators we talk to are supportive, but it's an uphill trudge and every concession has to be fought for tooth and nail against the anti-vehicle ideologues.

Demand for Taxis

Despite all of the above, one thing I'm absolutely certain of is that demand for Taxis will not be going away any time soon. People will always come to ranks or hail Taxis in the street because it's the most convenient way to get an immediate ride.

Our quality is there for all to see and although demand is seasonal and cyclical, the one constant is that when it is busy, people want cabs.

Let's hope the coming season is a good one, if it is I will be making as much hay as I can while the sun shines.

Good luck out there. ■

Howay the lads

Even though I'm a Liverpool fan (don't blame me, blame my Grandma) I was pleased to see the Newcastle fans descending on London for the League Cup final. Strangely, I saw a lot more Newcastle fans than Liverpool, it seems more of them made a weekend of it. I suppose it's not that surprising given they haven't won a trophy for so long, and as far as the game goes they thoroughly deserved the win.

Liverpool have faded badly in recent games, like a long-distance runner whose legs have gone, but 12 points will surely be enough to win the League from here, won't it? Liverpool have the Merseyside derby up next and Arsenal at home on 10th May, so there's work still to do.

Anyway, these big games with passionate fans, who hang around spending money in pubs, restaurants and taxis are a welcome relief from a quiet start to the year. Mother's Day is coming up soon, that's usually busy as well.

For myself, working in town during the day, I've found it tough at times, but I usually come away with my money. As always in this job, you need a bit of guile, and a shedload of patience and perseverance usually bears fruit. ■





Columnist
Mohamed Abdi
Mohamed

Chaos Without the Wardens at Heathrow

Imagine my absolute shock when I turned up at the Feeder Park on Monday 24th March to be met by the police and a closed road.

Views on the news

The wardens at the Feeder Park have been doing an outstanding job since their introduction, with the park consistently running smoothly. Since their introduction 99.9% of the time access to the park is easy, with space always available. There have been far fewer instances of taxis obstructing the lanes and when they did, they did so for significantly shorter periods.

More importantly, when there is demand in the terminals for taxis, they are freely, and expediently dispatched, ensuring passengers are not left waiting and so do not seek alternative travel arrangements. So, imagine my absolute shock when I turned up at the Feeder Park on Monday 24th March to be met by the police and a closed road.

Back to the bad old days

My first thought was that there had been a serious accident or incident. Following the conspiracy theories surrounding the electricity substation fire that brought chaos to Heathrow just days earlier, my mind albeit momentarily wondered had the Openreach exchange at the end of the road been targeted? I didn't even consider that the road could have been closed, with drivers being turned away because the Feeder Park was full and drivers were once again blocking Newall Road, why would I? That hadn't happened since before Covid and that was five years ago. However, that is exactly what was happening.

Imagine my surprise, when after a call to some drivers, I heard that the wardens have been stood down by Heathrow Airport Ltd (HAL) after consistent lobbying by just a couple of reps and just a day later, we immediately faced a

return to the bad old days.

Be in no doubt, the police would not have moved cabs off Newall Road, if the wardens were present, they probably would not have even attended, safe in the knowledge that they could delay any visit as the wardens would be sorting out any problem. Instead, we now once again have drivers, who may have travelled some distance or have dropped off at the terminals, being turned away. This is a frustrating and disheartening experience, one that no driver should have to endure.

Massive mistake

Whoever lobbied to abolish the wardens made a massive mistake and yes, constant complaining to HAL management via several methods is both directly and indirectly lobbying against them.

Some suggested that Apcoa is responsible for running the park, but what they don't realise is that Apcoa will have to hire staff to perform the task, which will result in a significant increase in gate money. Conservative estimates have that figure at an additional cost on top of the £1 million already paid at approx. £300,000. That's a 30 per cent increase!

There are those, although it would appear to me, they are small in number, who argue that the incentives the wardens get i.e. that they don't queue as long per job, are not right. Of course, any of my fellow cabbies who are willing to stand for two hours,

"The LTDA represents 60 per cent of our trade and that's a responsibility we take very seriously."

regardless of the weather, be it rain, sleet, snow, freezing cold, boiling hot, and of course

put up with

the occasional abuse from drivers, can put themselves forward to do the job. Most, me included, are not willing to do so, some others have tried but soon give up. So, it's fine with me if a warden who suffers all the above gets that perk, it's hard earned.

Majority support for wardens

Clearly, the warden's system is acceptable to the vast majority of Heathrow drivers, who consistently give their thanks and approval to the wardens, and they clearly do a good job as it's been chaos ever since they were stood down. Since the removal of the wardens a poll on a Heathrow Telegram group has consistently had support in the mid to high 90 per cent in their favour.

It's interesting how the couple reps who have sought this action have either gone into hiding, probably too afraid to face the driver backlash or sited half-truths or outright lies that it's because reps refuse to meet HAL. Be in no doubt and believe no lie to the contrary, our senior Heathrow rep, Sam Houston, has not refused to attend any HAL meeting, and neither would he any future meeting. The LTDA represents 60 per cent of our trade and that's a responsibility we take very seriously. We will be making urgent representations to Heathrow on this matter. ■



FEEL FREENOW **FEEL FREENOW** FEEL FREENOW



0% COMMISSION*

FOR YOUR FIRST 6 WEEKS

*Limited time offer, exclusively for London Black Cab drivers new to the FREENOW app.

FREENOW ✓

WHY FREENOW



INSURANCE & PARENTAL LEAVE

Get access to sickness and health insurance and parental leave



LOYALTY PROGRAM

Get access to job offer priority



ON-CAB AD OFFER

Earn extra money with FREENOW on-cab ads



DAILY PAY

Get paid daily with on-demand pay feature



**SIGN UP
TODAY**

**CALL
02038352177**

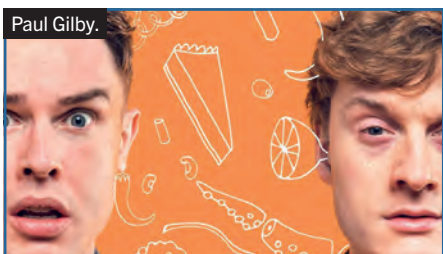


Columnist
Mike Williams

Entertainment Corner

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

Lights, Camera, Action!



Paul Gilby.

PODCAST: Off Menu

When it comes to podcasts, you can sift through dozens before finding the right one, but the good news is there's something out there for everyone. We all love food and an entertaining chat, which is where *Off Menu* comes in.

Comedians James Acaster and Ed Gamble team-up to invite a weekly guest into their magical, hypothetical restaurant to discuss their fave starter, main course, side, dessert, and tippie. It's a fantastic blend of foodie talk, comedy, and life stories, with some huge names from the celeb world. With new episodes released every Wednesday, recent guests include ex-Doctor Who, David Tennant, Hollywood legend, Robert De Niro, and Ted Lasso's Ellie Taylor.

Available on Spotify and Apple Podcasts.

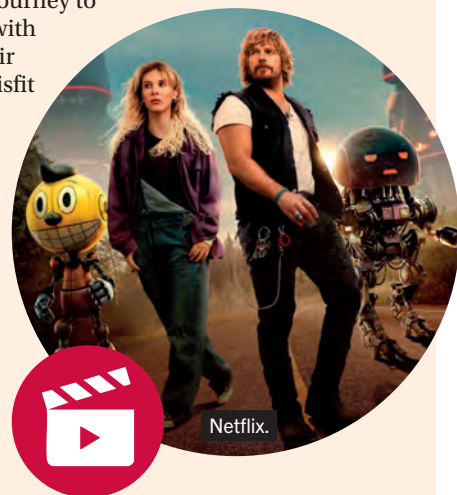


MOVIE: *The Electric State* (2025)

Netflix's latest big budget all-action movie stars a couple of its most bankable names, in Millie Bobby Brown (*Stranger Things*) and Chris Pratt (*Jurassic World*, *Guardians of the Galaxy*). Loosely based on the 2018 illustrated novel, it's set in an alternate sci-fi vision of the '90s, where orphan Michelle (Brown), with a robot in tow, sets off on a journey to find her long-lost brother. Crossing paths with opinionated smuggler Keats (Pratt), the pair join forces, alongside a growing band of misfit robots, to track down her sibling.

With a budget of over £245 million, you can expect a solid two hours of gun fights, chases, and explosions inside an adventure that's fast, fun, and keeps you guessing where our protagonists are leading us. The collision of humanity and technology feels an apt commentary for 2025, in a story that's exciting and witty enough to cater for adults and kids alike.

The Electric State is available to stream on Netflix now.



Also Catch:

- Demi Moore's Oscar-nominated turn in body horror flick, **The Substance**, available to stream on Mubi.
- Ralph Fiennes is selecting a new Pope, in **Conclave**, which is available to rent with Prime Video.
- And the Oscars 2025 Best Picture winner, **Anora**, is in selected cinemas and available to rent from Prime Video.

TV SERIES: *The White Lotus* (Season Three)

If you're into slickly written, darkly amusing, intertwining tales of a handful of characters on holiday at the same luxury resort, then this acclaimed show is for you. Now in its third season, the drama unfolds with a new collection of guests, spanning eight addictive episodes of razor-sharp dialogue, top quality acting, and fascinating storylines that'll keep you glued to the screen until the very end.

You can watch the latest season of *The White Lotus* on Sky Atlantic and seasons one to three are also available to stream on Sky Go or NOW.



Also Catch:

- The hugely anticipated second season of **Severance**, which sees workers' memories surgically split between their office hours and regular life. Available on Apple TV+.
- **Yellowjackets**, now in its third season, is about a group of teens whose plane crashes in the wilderness, with no help on the way. Available on NOW.
- **Reacher's** third season delves into a brand-new crime, with former military policeman Jack Reacher on hand to solve it. Available on Prime Video.



**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



Columnist
Steve Kenton

Hater's Gonna Hate



Given the fact that the entrepreneur offered no corroboration to support the cost of either journey, or any evidence of the journeys ever taking place, suspicions were aroused.

Black Cabs Deserve to Cease Trading - Here's Why:

For years, I've supported black cabs as a proud London institution - even when Uber offered a better, more modern service.

I stuck with the cabbies out of loyalty.

But yesterday was the last straw.

I took an Uber from Heathrow to Central London - Mercedes S Class, £39, price shown upfront.

On the way back I hopped in a black cab instead. Same journey, No price up front.

The meter? £108

Nearly THREE TIMES the price

This is daylight robbery, No justification, No excuse.

Just an outdated monopoly clinging to survival by ripping people off.

Black cabs don't deserve protection - they deserve extinction.

London moves forward. They refuse to. Let them die.

Is this the final nail in the coffin for London's black cabs?

What's your experience?

The offending post on X.

Man in Black

Sometimes you just have to face facts. The biggest one for me is that I'm getting older and rapidly approaching my expiry date. As a result of this, I like to use my time a little more wisely so out goes too much social media and in comes more practice on my bass, listening to new music, more walks with the lovely Mrs K and our dog Betty-Boo the Cockerpoo and playing Space Invaders, Scramble and Defender on ye olde fashioned, upright games machine.

Focusing on using my time wisely, I now rarely get into major conversations on social media anymore. I avoid X (formerly known as Twitter) like the plague. I don't have an account, nor am I likely to

ever open an account. There is nothing that I like about it. As far as I am concerned it's a revolting haven for narcissists, sociopaths etc. It's also inhabited by people, who will believe any line that you feed them, if it suits their narrative or agenda. They're also generally but not exclusively hiding behind the anonymity of a false profile and a keyboard. The toxicity is horrendous.

That said, on occasion I do get sent things which appear on X from other drivers but generally I don't bother looking. This, however, wasn't the case when a link was sent to me regarding a chap called Rob Moore. My curiosity was piqued after reading one of his tweets, so I followed the trail via what I could see on X and an aggregation site to fill in the gaps - and I saw that he wasn't too pleased with the taxi industry.

On 6th March 2025, Moore, a 'self-made property investor and entrepreneur', who hosts the Disruptors Podcast, came into the orbit of the taxi industry via X. He didn't exactly cover himself in glory when he posted the comment to the left.

Initially, along with many others in our industry, I was as appalled at this person expounding his vitriolic, ill-informed, nonsense. I was also bemused by how it was phrased.

Digging

Rather than my first instinct which was to ask somebody to send a response on my behalf explaining how I believed that property investors (like Moore) are the bane of society and (in part) responsible for the mess that is the current housing market, I decided against engaging in whataboutery. Instead, I decided to start digging and I found something rather interesting.

As it transpires another X account by the name of Manu, posted an almost identical tweet. In it, he said:

This comment was posted on X on February 27, 2025, a full week BEFORE Moore's tweet and was in reference to a journey that ANOTHER passenger had undertaken. The same account went on to tweet the above right on 28th February 2025.

Now here's the rub: either Robert Moore has undertaken two journeys and encountered the strangest of coincidences by undertaking the exact same pair of journeys at the exact same price, in exactly the same vehicle as another part or he's playing cricket with the wonkiest of bats.

Given the fact that the entrepreneur offered no corroboration to support the cost of either journey, or any evidence of the journeys ever taking place, suspicions were aroused. After all, Uber issue emailed receipts and licensed London taxis also issue receipts, either written or via a credit card receipt. You would expect an eminent businessman of Moore's apparent stature to want to claim the cost of both trips back as a business expense. Further suspicion emanated from my furrowed brow as I latterly discovered that he had removed all posts pertaining to the initial tweet. There may of course be a perfectly plausible explanation but nonetheless it's an eyebrow raiser.

The true cost...to the Uber driver

Now for the benefit of the ill-informed, here is an approximate breakdown of an Uber driver's costs in an S-Class Mercedes Benz, doing the particular journey that the entrepreneur claimed (cough, cough) to have undertaken.

Private Hire London: Heathrow Airport to Central London, February 2025, tell me what price you feel is wrong and why?

S Class Mercedes: £39, on an app

Taxi Black Cab: £108.

Driver or passenger please state your opinion.

A strikingly similar post.

My post was in reference to a passenger tweet mentioning those figures.

I've not done an airport in over 5 years due to low pricing. At every airport there's a PH car park (rank), drivers wait in a virtual queue (on the app).

Backtracking on X.

- Job Price - £39
- Uber deduction @ 25 per cent - £9.75
- Heathrow Car Park - £7.50
- Petrol to get from Heathrow to Central London (44 mpg) £5.
- Congestion Charge (based on a 10-hour day) £1.50
- Journey Time including wait at the airport 90 minutes.

Now that means that even before deducting vehicle cost and insurance, the Uber driver in question loses £23.75, earning them the princely sum of £15.25 on that journey - or £10.17 per hour... but wait!

Let's factor in the vehicle cost at £1,300 per month and £300 insurance costs. Based

on a 25-day working month that equates to £64 per day and on a 10-hour working day that further equates to £6.40 per hour. So, in the 90 minutes that journey would have taken (including waiting time), that's another £9.60 to knock off of the fare leaving £5.65 profit on that journey... or £3.77 per hour profit. The minimum wage in the UK for workers aged 21 and over (the National Living Wage) is £11.44 per hour. Now let's tax the journey after deductions at 25% (inc. NI). You are now looking at a profit of £4.24, or £2.83 per hour but fear not Uber drivers, you'll get a 5-star rating, and it seems a favourable mention

on X. That'll keep the wolf from the door, won't it?

As for the taxi fare? Moore clearly doesn't know (or doesn't care) that all licensed London taxi fares are set by Transport for London (TfL).

The metered fare reflects the myriad of costs attributed to the driver via the cost index and inflation is also factored in. However, the most important thing that is covered within

the meter is the driver's time and expertise. A customer isn't just paying for the journey, they are also paying for the fact that all taxi drivers have had to spend two or three years qualifying to drive a taxi, learning every street, square, place and lane as well as numerous buildings across London. They are also highly

regulated through a strict licensing regime. Taxi licences are earned in London - private hire licenses are purchased with little qualification.

Ultimately, there are people out there who know the cost

of everything and the value of nothing, believing that their opinion carries importance. With the taxi industry surviving for over 350 years, I believe the cleanest,

greenest, most

progressive taxi

industry on the planet (one which has several apps attached to it), will still be around significantly longer than many other businesses.

As Rob Moore tweeted on 12th March 2025: "Why complain about haters when they are the BEST source of FREE marketing". ■

"I believe the cleanest, greenest, most progressive taxi industry on the planet will still be around significantly longer than many other businesses."





ON YOUR OWN...

...OR WITH THE LTDA



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

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

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

- **Free legal cover for all LTDA members**
- **Experienced, specialist team on call and here to help 24/7**
- **Four times more likely than the national average to get an acquittal***

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

Scan here
to join



www.ltdda.co.uk



NSL Meltdown

Last week nothing worked. Online was down and when I called, I was told they had a system outage, and to call back next week!



Market update

It's no secret that TfL's licensing system is in total meltdown and that it's near impossible to get an NSL test booked or amended. There is no denying that this impacts the musher who goes there once a year but imagine what it's like for the fleets and garages who go practically every day, sometimes two or three times every day.

System outage

I personally gave up using my online account sometime last year and reverted to calling them to make my appointments, it was less

grief, and they always offered more dates and times than were visible on the interweb. But last week, nothing worked. Online was down and when I called, I was told they had a system outage, and to call back next week! It really was madness.

Fortunately for me, it was a relatively quiet week and most of the cabs that were coming in, or going out, were already plated, so it was just a matter of transferring the licence to the new owner. Although, I dread to think how long it will take them to get around to posting out the new licence.

Stop and sell

One of the cabs that needed to go to NSL was an early

Euro VI Vito, which I had taken in part exchange for a 22 plate TXE. The Vito owner worked town and had rented a TXE whilst his Vito was off the road following a random TfL compliance check that revealed, wonder of wonders, that the rear wheel steering was not working. He liked the 22 plate TXE that I had. We were able to do a deal whereby I took the Vito unfixed, with a stop note and the problem of sourcing the parts was mine, while he drove off into the sunset with the TXE.

A near miss

Having obtained the increasingly rare rear wheel steer parts, getting it all fixed and ready for the waiting buyer,

"I was unable to get it tested for nearly a week and nearly lost the sale as a result."

an airport face, I was unable to get it tested for nearly a week and I nearly lost the sale as a result. Fortunately, my buyer, who knew Vitos, was prepared to wait and take this one – simply because it came with a totally refurbished rear wheel steer system, hopefully giving him a good few years without any problems.

In the end, I got a relatively quick sale and all was well. If TfL can sort their licensing system out equally quickly we will all be happier! ■



Downshire Hill, Hampstead.



A Social History of Hampstead

In 1801, a new workhouse was established in New End off the southside of Heath Street. This place of compassion was the last bastion of hope for those without shelter or food.

Footprints and foundations

The focus of this article will examine the social history of Hampstead. The subject of social history concerns the lives of people, which takes into account social status, family, social mobility, inequality and nationality. Through the timeline of London's history there has always been a disparity between affluence and decadence.

Poverty persists

In the present-day, welfare is provided by the state, however there is still poverty in most neighbourhoods in the capital. Whilst carrying out my research across London, I often find people sleeping on the streets. These humble souls can be found in Mayfair, Chelsea and Kensington, areas of the capital where the well-to-do also reside.

On speaking to the homeless and offering assistance, I find their individual stories heart wrenching. They may walk in shadows of the capital, but their presence is ingrained into the landscape. We may not choose to see them and distance ourselves from their existence. However, they remain an integral ensemble, whose numbers continue to expand.

Let us continue our journey through Hampstead and expose the suffering that ensued during the past centuries.

Propping up the poor

Hampstead was slowly evolving from an idyllic village to an urban landscape. During the course of the 1800s, new developments were being constructed across the terrain. A fine example is Downshire Hill, where cottage style detached villas with elegant front gardens fitted in perfectly with the ambience of Hampstead. The location proved productive for creative minds to take up residence in the new estates. Writers,

artists and poets converged to this neighbourhood. The demographic was not only wealthy merchants, but also personalities exhibiting cultural enlightenment.

There were also local paupers whose numbers had risen rapidly, drawn to the area by the reputation of the Spa in Well Walk. The Parish had erected an Alms House in Frognal in 1729. Twenty inmates could be accommodated there, where the conditions, showed some humanity.

Many workhouses in London were notorious for their ill treatment of their inmates. The house of charity in Frognal was considered to be a humanitarian establishment. Account books that have survived from the 1730s showed that supplies of food were reasonable and included a surprising amount of meat. Fresh vegetables were grown by the inmates in the grounds of the Alms House. Women and children were



not left idle, work consisted of the making of mops, evidently not very profitable but, as a supervisor remarked, *"infinitely preferable to idleness and beggary."* The poor were moved to different locations in Hampstead, eventually settling into a new workhouse.

"It was not unusual to see whole families waiting with apprehension outside the gates tugging on the workhouse bell."

The Hampstead Workhouse

In 1801, a new workhouse was established in New End off the southside of Heath Street. This place of compassion was the last bastion of hope for those without shelter or food. The destitute who came to be admitted were sometimes loners, but it was not unusual to see whole families waiting with apprehension outside the gates tugging on the workhouse bell. These were desperate times for those without sustenance, which required desperate measures.

Such was the need for these places that the workhouse had to be extended through the intervening years. The decorated central block was built in the 1840s. The water tower and the innovative

circular wards were added in 1883. The building was now so prominent that it stretched from the top of Heath Street all way down the incline of New End. Incorporated into the structure were the offices of the Town Council until the new Town Hall was built in Haverstock Hill.

Up to two hundred paupers could be accommodated at the New End Workhouse. To earn one's keep, menial work was administered by the guardians, including corn-grinding, wood-chopping and oakum picking. Men had the tough job of breaking stones for road-repairing. Idleness, blasphemy and a waste of provisions were punished by solitary confinement and a day without food. Such were the harsh times in Victorian London.

The Mortuary

A small building housing the mortuary stood opposite the workhouse. The inmates mostly spent the duration of their lives in this institution, upon their deaths they were transferred to the mortuary. From there the deceased were taken to a cemetery and buried in a pauper's grave. The interesting fact about the mortuary was that an underground tunnel was built beneath the roadway connecting the workhouse to the mortuary. This was because the guardians did not want to alarm the residents in nearby houses, with



macabre disruptions to their gentle lives.

When the building ceased to be a mortuary it eventually became a theatre. Surprisingly, it was turned into a small synagogue and arts centre, which continues to be active in the present day.

The workhouse closes

During the First World War, the workhouse closed and was taken over as a military hospital. It remained an

infirmary after the war. In the 1960s the building became the geriatric wing of the Royal Free Hospital in Pond Street. The hospital finally closed in 1985, after remaining dormant for a number of years, the former workhouse was sold off. It is now a private development of upmarket residential apartments. The disappointing reality is that there is no information on the entrance to indicate that a workhouse ever existed. Although the building has had many different uses over the years, as a listed building it will continue to be endorsed into Hampstead's heritage in perpetuity. At the midnight hour the sullen voices of the inmates still reverberate throughout the neighbourhood... ■

The New End Theatre, former Mortuary.



If you are contemplating a tourist guide course or have any questions on London. Please contact me via journeythroughtime@hotmail.com

WWII Veterans Share Their Stories for International Women's Day

The Taxi Charity for Military Veterans proudly hosted a special event at the prestigious RAF Club in London on 6th March to celebrate International Women's Day.



TAXI CHARITY
for **MILITARY VETERANS**

This year's event was the second time the charity had hosted an International Women's Day event and after the success of the previous

one, it was decided to bring together more women with wonderful stories to share.

Dick Goodwin, Vice President of the Taxi Charity suggested and planned the gathering which brought together veterans, serving personnel, and Taxi Charity supporters to honour the extraordinary contributions of women in military service.

A highlight of the event was the attendance of the

first female Brother from the Lord Leycester, an historic moment reflecting the increasing recognition of women in military traditions. Guests enjoyed a delightful lunch before hearing firsthand accounts from two remarkable World War II veterans, Dorothea Barron and Ruth Bourne.

Ruth Bourne, a former Wren, served at Bletchley Park, where she worked on

Alan Turing's groundbreaking Bombe machine, playing a crucial role in breaking the German Enigma code. Dorothea Barron, a visual signaller during the war, recounted her own experiences of vital communications work. Both women, bound by the Official Secrets Act, kept their wartime roles confidential for decades. When Ruth was finally able to share her story with her husband, his understated response was, "That's nice dear - what's for tea?"

Jan Brodie-Murphy, a Brother from the Lord Leycester said, "As a veteran and Brother of the Lord Leycester Hospital, Warwick I was thrilled to be a part of this day. It was a revelation to learn from these lady WWII veterans what their war was all about, very different to

Brother Jan and Peter from Lord Leycester. Credit: Robin Savage.



International Women's Day

International Women's Day is celebrated on 8th March, commemorating women's fight for equality and liberation. International Women's Day gives focus to issues such as gender equality, reproductive rights and violence and abuse against women. International Women's Day originated during the early 20th century. The Taxi Charity was delighted to celebrate the contributions made by serving personnel and veterans from WWII until today.



Guests attending the Taxi Charity IWD event.

About the Taxi Charity for Military Veterans

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

The charity received the Queen's Award for Voluntary Service in 2021 and celebrated its 75th anniversary in 2023, a remarkable milestone for a small, niche charity peopled by enthusiastic volunteers. In 2024, the charity took veterans to Normandy for the 80th anniversary of D-Day and commemorated the 80th anniversary of Operation Market Garden in the Netherlands in September. In May 2025 the charity will be returning to the Netherlands for the 80th anniversary of Dutch Liberation.



WWII veterans mark International Women's Day with the Taxi Charity. Credit: Robin Savage.

what you read in the history books. When you have a roomful of military women few can get a word in, but you could have heard a pin drop when Ruth Borne and Dorothea Barron, related their war memories we all learnt so much."

The event was also attended by other esteemed WWII veterans, Marie Scott, Ruth Barnwell, Elizabeth Green, Robbie Hall, and Patricia Owtram, each of whom contributed to the war effort in invaluable ways.

Keely Allen from the Taxi Charity welcomed the

guests to the event and concluded with a heartfelt message: *"Thank you to all the assembled ladies for showing the boys how it's really done."*

Dick Goodwin, Vice President, Taxi Charity for Military Veterans said, *"The event at the RAF Club was very special*

and we are indebted to our wonderful volunteer cab drivers who brought the WWII ladies into London. We are overwhelmed by the positive feedback we received from guests and the interest of the media who sent the story of our work worldwide.

"It was decided to bring together more women with wonderful stories to share."

We were also thrilled that John McGuire from BBC Breakfast joined us and filmed a great piece that aired on 19th March."

The Taxi Charity for Military Veterans extends its deepest gratitude to all

who attended and continues its mission to support and honour those who have served their country.

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



Ruth Barnwell.



Ruth Borne and Dorothea Barron share their stories on IWD. Credit: Robin Savage.



LTCFC's Youngest Fundraising Champion

Join LTCFC for Samson's Fundraising Day at Ace Cafe London This Easter Saturday.

The London Taxi Drivers' Charity for Children invite you to join them this Easter Saturday, 19th April at the iconic Ace Cafe London for a special fundraising event organised by Samson, a dedicated young philanthropist with deep roots in the LTCFC.

10-year-old Samson has been immersed in a legacy of charity and community service since birth, following in the footsteps of his grandfather, a cab driver for over 57 years and committee member of LTCFC for 55 years. Samson's father and uncle have also been integral parts of the charity.

With fundraising in his blood, Samson has independently organised this event, with his grandfather accompanying him to meetings at the Ace Cafe to ensure everything is set for a successful day.



Samson's grandad Alan.



Samson aged 10.

The event

The highlight of the event will be the presence of the London Vintage Taxi Association, showcasing a stunning display of classic taxis that are sure to captivate taxi enthusiasts and history buffs alike. This unique gathering offers an exceptional opportunity to admire these iconic vehicles and learn about their rich history.

In addition to the vintage taxis, the event will also welcome motorbike enthusiasts and supporters of two worthy causes: the London Taxi Drivers' Charity for Children and the London Air Ambulance. Attendees will enjoy the vibrant atmosphere of the Ace Cafe, meet fellow supporters, and contribute to causes that make a significant impact on the community.

"We are incredibly proud of Samson's initiative

and dedication to supporting these vital charities," said Claire Zazzara at LTCFC. *"His passion for helping others is truly inspiring and reflects the values our charity has upheld for nearly a century."*

This event is not just a celebration of Samson's achievements but also a chance for the community

to come together in support of life-saving services and the welfare of children across London.

Event details

Saturday, 19th April, 2025

Time: 10am - 4pm

Location: Ace Cafe London, Ace Corner, N-Circular Rd, London NW10 7UD

Admission: Just turn up. ■

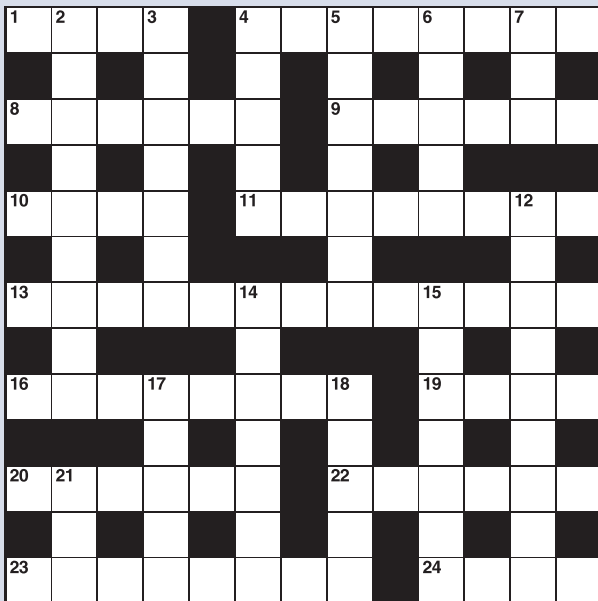
The Ace Cafe London with London Vintage Taxi Association.



Crossword



Puzzler Page



ACROSS

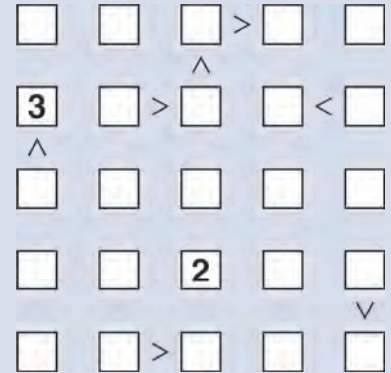
- 1 Tick over (4)
- 4 Transcendental (8)
- 8 Line of Cancer or Capricorn (6)
- 9 Wading birds (6)
- 10 Remnant of an old wound (4)
- 11 Twisting forcibly (8)
- 13 Shameful (13)
- 16 Colour range (8)
- 19 Short film extract (4)
- 20 Compel (6)
- 22 Social outcast (6)
- 23 Wonderful (8)
- 24 Go by horse (4)

DOWN

- 2 Very inexpensive (4,5)
- 3 High title of sovereignty (7)
- 4 American parrot (5)
- 5 Meeting of a legal court (7)
- 6 Sugary coating (5)
- 7 Woodcutter's tool (3)
- 12 Cancelled out (9)
- 14 Feminine reflexive pronoun (7)
- 15 Sharp human tooth (7)
- 17 Person who looks after another (5)
- 18 Impersonator (5)
- 21 Pensive poem (3)

Futoshiki

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



Sudoku

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

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

Wordwheel

How many words of four letters or more can you make from this Wordwheel? Each word must use the central letter, and each letter may be used once only. At least one nine-letter word can be found. We found 13 words – can you do better?



For answers go to page 30



07957 465423
e16-taxirentals.co.uk

TX4s TO RENT

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



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

**Earn more by selling
outside London.**

**We pay cash, collect
and drive away.**

John
07866 580 070

**Have to sell your cab?
Too old for London?**

Buying TX4's & Vitos

**London Buyer,
same day collection**

Call James - 07931 964857

**London's Finest
Black Taxis for Discerning Drivers**
Black Taxi Rental Service to London Black Taxi Drivers

- Prices from £320pw
- Payment holidays
- Ads / no ads
- Full back up
- Breakdown cover
- Best rates



JDB 

www.jdntaxico.com | info@jdntaxico.com | 0207 383 8383 | 07956 399 369

LINAGE

CABS WANTED

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

■ **London based buyer,** same day collection, cash or bank transfer, sell + rent back also available. Call 07877 093 866.

CABS FOR RENT

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

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

■ **Abbey Cab Services Limited** Electric Taxis to Rent. From £320 a Week. Based in Brentford, West London. Call Liam on 07736743159.

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

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

■ **TX4's available.** Euro 5 and Euro 6. Full or part time. Full back up and garage. Based in Herts. Call 07939 598 661.

■ **TX4's for rent.** No adverts, based North West

London, (Kingsbury) RAC backup, from £240 per week. Call - 07956 422 658.

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

■ **64 plate VITO to rent.** Well maintained, £235 per week. Call John 0776 889 0202.

CABS FOR SALE

■ **Non-fleet cabs.** Trade sales. Main Dealer service history. New stock daily. Cabs also wanted. Finance Paid 07957 465 423.

CALL JOE

VITO TAXI

BEST PRICE PAID BUYER

0777 629 2903



fellowsmedia
 est. 1992

TO ADVERTISE HERE

PLEASE CONTACT:

Jacob Holmes 01252 259240
jacob.holmes@fellowsmedia.com

LTDA APPLICATION FORM

Name _____

Address _____

Postcode _____

Telephone _____ Mobile _____

Email _____ X _____

Date of Birth _____ Badge No. _____

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

Suburban badge sector numbers _____

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

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

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

Signed _____ Date _____

LTDA Basic Direct Debit Instructions

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

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

To the Manager of _____

Bank/Building Society Address _____

Service User Number

9 1 4 4 2 8

For Office use only

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

2. Name of account holder _____

3. Account Number 4. Bank Sort Code

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

5. Signature _____

Date _____

This guarantee should be detached and retained by the payer

The Direct Debit Guarantee



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

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



Thank You for Your Support

For the past twenty years, the Armanda family have been involved in the running of the Cab Shelter at St John's Wood, now it's time to say goodbye.

On Friday 14th March, I ceased trading at the Cabmen's Shelter in St John's Wood. For the past twenty years, I have been serving food and beverages to cab drivers and the general public. It is now time to start a new vocation and begin my next journey.



During my period at the Cab Shelter, I have absorbed the rich tapestry of life in St John's Wood. My clientele at the shelter were not just customers but also friends. The shelter has also provided me with a plethora of interesting stories.

Providing empathy for the local community has been an important factor during my time at the Shelter. Raising funds for Great Ormond Street Hospital for Children with my close friend Phil Brown has been extremely gratifying.

The Cab Shelter is celebrating its one hundred and fiftieth anniversary this year. So, I am leaving on this symbolic date in the cab trade calendar. For the past twenty years, the Armanda family have been involved in the running of the Cab Shelter. I followed my late mother, Lidia.

I would like to thank the cab drivers and the local residents for their loyal support. This chapter of my life has been



so enriching and will remain in my memory in perpetuity.

I hope I touched the souls of those who frequented the shelter. There is always mystery behind the façade.

Thank you all.

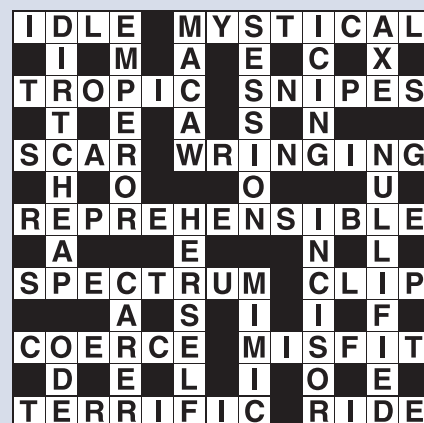
André ■



Puzzler Answers

All puzzles © Puzzler Media Ltd - puzzler.com

Puzzler



Sudoku

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

Futoshiki

5	1	3	>	2	4	
		^				
3	5	>	4	1	<	2
^						
4	2	5	3	1		
1	3	2	4	5		
2	4	>	1	5	3	

Worldwheel

Solution: ALLIGATOR

All words: Allot, alto, aorta, argot, atoll, gaol, giro, gloat, goal, goat, gorilla, groat, iota, largo, oral, ratio, riot, roll, rota, tailor, toga, toil, toll, trio, troll, ALLIGATOR.

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

NEED TO RENT A CAB?

TX4s
AVAILABLE
TO RENT
FROM £265
PER WEEK



TXEs
AVAILABLE
TO RENT
FROM £345
PER WEEK

LOOK NO FURTHER

CONTACT US TODAY OR CHECK OUT OUR WEBSITE TO SEE HOW WE
CAN DELIVER YOU THE BEST DRIVING EXPERIENCE IN LONDON TODAY

HOLIDAY SCHEMES AVAILABLE

LIMITED STOCK SO HURRY AND MAKE THE MOST
OF THESE AMAZING DEALS

FACING A
NASTY BALLOON
PAYMENT?
WE CAN HELP.
CALL US FOR AN
INSTANT QUOTE
AND GET **CASH**
NOW!
ON ALL TXEs

☎ 0208 807 7931



🌐 www.blacktaxirentals.com

✉ info@blacktaxirentals.com

📍 Unit 7, Dominion Business Park, Goodwin Road, Edmonton N9 0BG

📷 Blacktaxirentals

✕ rentalstaxi

📘 blacktaxirentals

0%

Commission

for your first 4 weeks!*

Unlock your full earning potential by signing up today!

- ✓ Daily payments**
- ✓ 24/7 driver support
- ✓ Easy- to-use driver app designed for cab drivers
- ✓ Driver office in Zone 1
- ✓ High-paying corporate work, including Premium Hospitality and VIP Meet-and-Greet services
- ✓ Year-round perks & promotions - exclusive bonuses, discounts, and more!

Join Gett →



Gett.

*Must be new to Gett or inactive in the last 6 months / ** Weekdays, Monday to Friday. Earnings from Friday will be credited to the account on Monday the following week.